



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

### **AGENDA**

**January 18, 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 January 4, 2023, approved as written.

## **PUBLIC HEARING ITEMS**

### **B. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE**

**NO. PDEV21-025:** A hearing to consider a Development Plan to construct commercial shopping center totaling 205,001 square feet on 16.51 acres of land located at the southwest corner of Hamner Avenue and Ontario Ranch Road within Planning Area 8A (Regional Commercial) of the Rich Haven Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with the Rich Haven Specific Plan (File No. PSP05-004) Environmental Impact Report (State Clearinghouse No. 2006051081), certified by the City Council, on December 4, 2007. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan; (APN: 218-211-37) **submitted by Wood Investment Companies, Inc.**

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

No action necessary – use of previous EIR

#### **2. File No. PDEV21-025 (Development Plan)**

Motion to Approve / Deny

### **C. ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PMTT22-008 (TPM 20531) & PDEV22-010:**

A hearing to consider a Tentative Parcel Map No. 20531 to merge 16.39 acres of land from 5-parcels into 1-parcel, in conjunction with a Development Plan to construct a 336,761-square-foot industrial building on 16.39 acres of land for property located at 316 S. Bon View Avenue, within the IG (General Industrial) zoning district. Staff is recommending the adoption of a Mitigated Negative Declaration of environmental effects for the project. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan; (APNs: 1049-111-01; 1049-111-03; 1049-111-04; 1049-111-05, 1049-111-07) **submitted by Prologis. Planning Commission action is required.**

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

Motion to recommend Approval/Denial of a Mitigated Negative Declaration

2. **File No. PMTT22-008 (TPM 20531)** (Tentative Parcel Map)

Motion to recommend Approval/Denial

3. **File No. PDEV22-010** (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 **February 6, 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 **January 13, 2023**, at least 72 hours prior to the meeting per Government Code Section 54954.2 at 303 East "B" Street, Ontario.



Administrative Assistant

**CITY OF ONTARIO**

**Development Advisory Board**

**Minutes**

**January 4, 2023**

**BOARD MEMBERS PRESENT**

Rudy Zeledon, Chairman, Planning Department  
James Caro, Building Department  
Elda Zavala, Community Improvement  
Charity Hernandez, Economic Development Agency  
Bryan Lirley, Engineering Department  
Paul Ehrman, Fire Department  
Christy Stevens, Municipal Utilities Company  
Heather Lugo, Police Department

**BOARD MEMBERS ABSENT**

**STAFF MEMBERS PRESENT**

Edmelynn Hutter, Planning Department  
Gwen Berendsen, Planning Department  
Raymond Lee, Engineering Department  
Chuck Mercier, Planning Department  
Kim Ruddins, Planning 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 19, 2022 meeting of the Development Advisory Board was made by Ms. Stevens; seconded by Ms. Zavala; and approved unanimously by those present (7-0). Mr. Lirley recused himself as he was not at that meeting.

**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.**

Mr. Zeledon opened the public hearing.

John Pierce with the McDonald Property Group was present.

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

Mr. Pierce stated he had and agreed with the Conditions of Approval and thanked the city team.

Suzanne Thompson spoke in opposition of the project.

Seth Thompson spoke in opposition of the project.

Ana Gonzalez spoke in opposition of the project.

Lois Sicking Dieter spoke in opposition of the project.

Mr. Pierce gave rebutting comments regarding opposition to the project.

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

Mr. Zeledon spoke regarding the project, process and Conditions of Approval for the project.

Kim Ruddins, from the Planning Department, gave an update on the Land Trust and the progress of the Greater Prado Basin Habitat Conservation Program MOU and the Contract that is scheduled to move forward in February/March.

Mr. Zeledon addressed the comment regarding the posting of the agenda.

Motion to recommend approval of **File No. PDEV21-047** subject to conditions, to the Planning Commission was made by Ms. Hernandez; seconded by Mr. Caro; and recommended unanimously by those present (8-0).

There being no further business, the meeting was adjourned to the next meeting on January 18, 2023.

Respectfully submitted,



Gwen Berendsen  
Recording Secretary



# DEVELOPMENT ADVISORY BOARD DECISION

January 18, 2023

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

**DECISION NO.:** DAB22-[insert #]

**FILE NO.:** PDEV21-025

**DESCRIPTION:** A hearing to consider a Development Plan to construct a commercial shopping center totaling 205,216 square feet on 16.51 acres of land located at the southwest corner of Hamner Avenue and Ontario Ranch Road within Planning Area 8A (Regional Commercial) of the Rich-Haven Specific Plan. (APN: 218-211-37); **submitted by Wood Investment Companies, Inc.**

## PART 1: BACKGROUND & ANALYSIS

WOOD INVESTMENT COMPANIES, INC., (herein after referred to as "Applicant") has filed an application requesting approval of a Development Plan, File No. PDEV21-025, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

**PROJECT SETTING:** The Project site is comprised of 16.51 acres of land located at the southwest corner of Hamner Avenue and Ontario Ranch Road 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:

	Existing Land Use	Policy Plan Land Use Designation	Zoning Designation	Specific Plan Land Use Designation
Site:	Vacant	Mixed Use - Rich-Haven (MU-Rich-Haven) - 14.0 to 50.0 du/ac; 0.7 FAR office/retail	Rich-Haven Specific Plan	Planning Area 8A (Regional Commercial)
North:	Vacant	General Commercial (GC) – 0.40 FAR	Rich-Haven Specific Plan	Planning Area 7B (Regional Commercial)
South:	Vacant	Mixed Use - Rich-Haven (MU-Rich-Haven) - 14.0 to 50.0 du/ac; 0.7 FAR office/retail	Rich-Haven Specific Plan	Planning Area 8B (Stand Alone Residential Overlay & Regional Commercial)
East:	Commercial Development City of Eastvale	Commercial Retail	Goodman Commerce Center Specific Plan	PA-1 (Commercial Retail)
West:	Vacant	Mixed Use - Rich-Haven (MU-Rich-Haven) - 14.0 to 50.0 du/ac; 0.7 FAR office/retail	Rich-Haven Specific Plan	Planning Area 8A (Mixed Use Overlay)

## PROJECT ANALYSIS:

(1) Background — On December 4, 2007, the City Council adopted Ordinance No. 2884 approving the Rich-Haven Specific Plan (File No. PSP05-004) and certified the related Environmental Impact Report (State Clearinghouse No. 2006051081). The Specific Plan established the land use designations, development standards, and design guidelines for approximately 512 acres of land, which included the potential development of 4,256 residential units and 889,200 square feet of commercial/office land uses.

On February 20, 2018, the City Council approved an Amendment to the Rich-Haven Specific Plan (File No. PSPA16-005) for the annexation of 72.3 acres of land located at the southeast corner of Haven Avenue and Ontario Ranch Road, into the Mixed-Use district of the Rich-Haven Specific Plan. The amendment included updates to the development standards, exhibits, and text changes to reflect the proposed annexation.

On May 18, 2021, the City Council approved a General Plan Amendment (File No. PGPA19-005), an Amendment to the Rich-Haven Specific Plan (File No. PSPA19-006), and an Addendum to The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (State Clearinghouse No. 2008101140). The General Plan and Specific Plan amendments included several land use changes, including the rearrangement of residential land uses and densities, the reduction of commercial land use acreage, and the addition of approximately 49 acres of industrial land within Planning Area 7A (Light Industrial). The amendment included updates to the development standards, exhibits, and text changes to reflect the proposed land use changes and overall compliance with the General Plan Amendment.

On July 2, 2021, the applicant submitted the subject Development Plan to construct a commercial shopping center totaling 205,216 square feet on 16.51 acres of land located at the southwest corner of Hamner Avenue and Ontario Ranch Road, within Planning Area 8A (Regional Commercial) of the Rich-Haven Specific Plan.

(2) Site Design/Building Layout — The proposed commercial shopping center includes one large multi-tenant building with six major tenants, two small multi-tenant buildings (Shops 1 and 2), and five building pads that are further described below.

- Large Multi-Tenant Building — The largest building totals 177,748 square-feet and is located along the southern portion of the Project site. The building will accommodate six major tenants (167,223 square feet) and up to 6 small retail in-line shops (10,525 square feet). The major tenants include Planet Fitness (17,068 square feet), Ross Dress for Less (25,000 square feet), Hobby Lobby (55,001 square feet), Five Below (9,601 square feet), Burlington (25,002 square feet), and a grocery store (35,551 square feet). An outdoor plaza area to provide outdoor seating will be provided in front of the northwest corner of the building and feature decorative paving, a trellis, low decorative walls, and landscape planters. The loading docks for all major tenants are proposed along the southern portion of the building and

will be screened from public view by screen walls and dense landscaping. Additionally, the future residential development located to the south of the Project site will be screened by an 8-foot-high decorative masonry block wall.

- Multi-Tenant Shops 1 — The proposed building totals 6,090 square feet and is located at the northeast corner of the Project site and fronts Ontario Ranch Road and Hamner Avenue with outdoor plaza areas located to the north, south, and east sides of the building. The plaza to the north of the building is located at the northeast corner of the Project site providing a gateway monument sign at the intersection with landscape planters and low decorative walls with seating and decorative paving with artwork embedded into the paving. The outdoor plaza area located to the south and east sides of the building includes outdoor seating, firepits, decorative paving, water features, trellises, and decorative tree grates.
- Multi-Tenant Shops 2 — The proposed building totals 5,020 square feet, is located south of Shops 1, and fronts Hamner Avenue. The outdoor plaza is located between Shops 1 and 2, and continues south, along the west side of the building.
- Fast-Food Drive-Thru Restaurant Pads 1 thru 4 — Pad 1 (Raising Canes - 3,529 square feet), Pad 2 (Chipotle - 2,325 square feet), Pad 3 (Hart - 2,495 square feet) and Pad 4 (McDonalds – 4,409 square feet) are located along the northern portion of the Project site, fronting Ontario Ranch Road. Pads 1 and 4 feature double drive-thru lanes and Pads 2 and 3 feature single drive-thru lanes. Each building incorporates a decorative covered trellis located over the pick-up windows and drive-thru lanes and incorporates a decorative low wall to screen the drive-thru lanes from Ontario Ranch Road views.
- Pad 5 — The proposed bank building totals 3,600 square feet and is located on the northwest corner of the Project site, fronting onto Ontario Ranch Road.

Off-street parking is provided throughout the Project site, with the majority of the parking stalls centrally located between the large multi-tenant anchor building to the south and the pad buildings to the north. The central parking lot incorporates two major enhanced pedestrian walkways with landscaping that runs north/south, connecting the northern and southern buildings.

(3) Site Access/Circulation — The Project site will have two access points from Ontario Ranch Road and two access points from Hamner Avenue, that are further described below.

- Ontario Ranch Road — Access from Ontario Ranch Road includes a 30-foot-wide right-in and right-out driveway located approximately 450 feet from the intersection of Ontario Ranch Road and Hamner Avenue. The second is a 36-foot-wide signalized full access driveway located approximately 875 feet from the intersection of Ontario Ranch Road and Hamner Avenue.

- Hamner Avenue — Access from Hamner Avenue includes a 30-foot-wide right-in and right-out driveway located approximately 330 feet from the intersection of Ontario Ranch Road and Hamner Avenue. The second access is a 37-foot-wide signalized full access shared driveway located approximately 600 feet from the intersection of Ontario Ranch Road and Hamner Avenue that will also provide access to the future commercial development to the south.

Vehicular circulation throughout the site is provided with a series of two-way drive aisles, which provides circulation to all proposed buildings and throughout the parking lot. A 26-foot-wide drive aisle that runs east and west along the southern portion of the Project site will provide delivery truck access to the major tenant buildings.

Pedestrian circulation is provided throughout the Project site that will connect each building within the development. Additionally, a number of pedestrian pathways will be provided that will connect to the Neighborhood Edges along Ontario Ranch Road and Hamner Avenue, which will encourage and promote pedestrian mobility for the surrounding residents.

(4) Parking — The Project has provided off-street parking pursuant to the parking standards specified in the Development Code and Rich-Haven Specific Plan. The Rich-Haven Specific Plan allows for shared parking between uses with staggered peak parking demands, to reduce the total number of parking spaces required. The intent of a shared parking program is to reduce land devoted to parking, thereby providing for open spaces, walkways, or other amenities. The parking standards may be reduced, based on a shared parking reduction study. The total number of off-street parking spaces required by the proposed shopping center is 929 spaces. The Project proposes to provide a total of 775 off-street parking spaces, resulting in a 154-space deficiency. The off-street parking calculations for the Project are summarized in the table below.

**Parking Summary**

Type of Use	Building Area (in SF)	Parking Ratio	Spaces Required	Spaces Provided
Market/Retail/Shops/Bank	167,590	1 per 250	670	536
Restaurants	7,800	1 per 100	78	78
Fast Food Restaurants	12,758	1 per 75 (Credit 74 drive-thru spaces)	96	76
Health Club/Gym	17,068	5 per 1,000	85	85
<b>TOTAL</b>	<b>205,216</b>		<b>929</b>	<b>775</b>

To address the deficiency in the required number of parking spaces, a shared parking analysis was prepared for the project by Linscott, Law and Greenspan, July 13, 2022 (see, Attachment B: Parking Demand Analysis, attached). The shared parking analysis concluded that the peak parking requirement for the site during a typical weekday is 791 parking spaces that occurs at 1:00 PM. In addition, the peak parking demand for the site

during a weekend day is 784 parking spaces, which also occurs at 1:00 PM. With a proposed parking supply of 775 parking spaces, a parking deficiency of 16 spaces is forecast for the proposed Project. It should be noted, however, that a parking surplus is forecast for all other hours of the day during a typical weekday. It should be further noted that the proposed Project will have adequate parking on a typical weekend day. Although the proposed Project will be deficient 16 parking spaces for one hour on a typical weekday, the report concludes that the proposed Project will very likely provide adequate parking, as the use of one parking space per 200 square feet of gross floor area ("GFA") to park the remaining fast-food with drive-through building area (i.e., the non-public seating area) is likely overstated given that the one parking space per 200 square feet of GFA would typically include parking demand for both customers and employees, whereas the remaining area of the restaurant would only reflect employee parking demand. Therefore, a ratio of 1 space per 400 square feet of GFA would be more appropriate and would eliminate the parking deficiency during that one weekday and weekend hour. Furthermore, the parking study did not consider the double drive-thru design for the proposed fast-food restaurants and only included a parking credit of 45 spaces instead of the actual parking credit of 74 spaces that has been applied to the Project, thus reducing the required parking demand by an additional 29 spaces. Staff finds that the peak parking demand for the Project of 791 spaces is overstated and 775 parking spaces for the proposed Development Plan is sufficient to accommodate the Project's proposed tenant mix. Therefore, the Planning Department has conditioned the project to revise the shared parking analysis to be consistent with Staff's parking calculations.

(5) Architecture — The proposed project will feature a contemporary Mediterranean Revival architectural style for the entire center, the proposed fast-food restaurant buildings will also incorporate elements of the center's themed architectural style. The proposed buildings will include: an exterior cement plaster finish, clay roof tiles, bands of decorative tile, metal awnings, rafter tails, towers, columns, stone and ledgerstone façades, trim and cornice molding, aluminum storefronts, wood trellises, and metal trellises. All of the proposed buildings complement each other and consistently have the same white, tan, and brown color palette, feature the same building materials and similar architectural design features. The mechanical equipment for each building will be roof-mounted and obscured from public view by parapet walls and, if necessary, equipment screens, which will incorporate design features consistent with the building's architecture.

Staff believes that the proposed project illustrates the type of high-quality architecture promoted by the Development Code and the Rich-Haven Specific Plan. This is exemplified through the use of:

- An articulated building footprint, incorporating a combination of recessed and popped-out wall areas;
- Articulated roof lines (parapet, gable, shed and hipped), which serve to accentuate building entries and break up large expanses of building wall;

- A mix of exterior materials, finishes and fixtures;
- Metal canopies and trellises, which serve to provide articulation and visual interest that accentuate the building entries;
- Base and top treatments defined by changes in color, materials, and recessed wall areas; and
- Massing, proportion, color, and architectural detailing, providing a four-sided (360-degree) appearance to buildings.

(6) Landscaping — The Rich-Haven Specific Plan requires a minimum 15 percent landscape coverage for Regional Commercial land uses. As proposed, the Project landscape coverage is 15 percent, meeting the minimum requirement through a combination of 13.5 percent landscaped areas and 1.5 percent outdoor plaza areas. The Project provides substantial landscaping along Hamner Avenue and Ontario Ranch Road, throughout the parking areas, throughout the outdoor plaza areas, and along the southern and western property lines.

The landscape plan incorporates 48 and 24-inch box shade trees in the right-of-way, including Coast Live Oaks along Hamner Avenue and Crape Myrtle, Afghan Pine, Diamond Leaf Pittosporum and California Sycamore along Ontario Ranch Road. Within the Ontario Ranch Road landscaped center median, a combination of Crape Myrtles and Bloodgood London Plane trees are proposed. A combination of 48-inch, 36-inch, 24-inch box, and 15-gallon accent and shade trees will be provided on the Project site, the tree species include Italian Cypress, Date and California Fan Palms, Crape Myrtles, Red Push Chinese Pistache, Holly Oak, and California Pepper trees. The landscape plan compliments the Mediterranean architectural style and includes a variety of shrubs, grasses, agaves, and groundcovers that are low water usage and drought tolerant, to be planted throughout the Project site.

The Project is responsible for the construction of right-of-way improvements (street widening, street median with City monument sign, curb, gutter, sidewalk, multi-purpose trail and parkway) along Ontario Ranch Road and Hamner Avenue in compliance with the approved Development Agreement (File No. PDA16-003) between the City of Ontario and GDIC-RCCD2-LP. The proposed on-site and off-site landscape improvements will assist towards 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 the Ontario Development Code Division 8.1 and the Rich-Haven Specific Plan. Prior to the issuance of a Building Permit for the installation of any new on-site signage, the Applicant is required to submit a Sign Program for Planning Department review and approval.

(8) 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 storm water retention chambers to receive, retain, and treat storm water runoff located on the eastern half of the centrally located parking lot. Any overflow drainage will be conveyed by way of on-site storm drains that will connect to the proposed 48-inch storm drain within Hamner Avenue.

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

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

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

**AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) COMPLIANCE:** The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan. On April 19, 2011, the City Council of the City of Ontario approved and adopted the ONT ALUCP, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the decision-making body for the 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
- Pursue City's Goals and Objectives by Working with Other Governmental Agencies
- Focus Resources in Ontario's Commercial and Residential Neighborhoods
- Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)
- Encourage, Provide or Support Enhanced Recreational, Educational, Cultural and Healthy City Programs, Policies and Activities
- Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in the New Model Colony

(2) Vision.

**Distinctive Development:**

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

(3) Governance.

**Decision Making:**

- Goal G1: Sustained decision-making that consistently moves Ontario towards its Vision by using The Ontario Plan as a framework for assessing choices.
  - G 1-2. Long-term Benefit. We require decisions to demonstrate and document how they add value to the community and support the Ontario Vision.

(4) Policy Plan (General Plan)

**Land Use Element:**

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

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

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

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

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

#### **Community Economics Element:**

▪ Goal CE-1 Complete Community: A complete community that provides for all incomes and stages of life.

▪ 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.

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

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

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

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

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

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

➤ CD-2.10 Parking Areas. We require all development, including single-family residential, to minimize the visual impact of surface, structured, and garage parking areas visible from the public realm in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include surface parking: shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field.

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

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

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

▪ Goal CD-3 Urban, Mixed Use, and Transit-Oriented Place Types: Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages between and within developments that are conveniently located, visually appealing and safe during all hours.

➤ CD-3.2 Comfortable, Human-Scale Public Realm. We require that public spaces, including streets, parks, and plazas on both public and private property be designed to maximize safety, comfort and aesthetics and connect to the citywide pedestrian, vehicular, and bicycle networks.

➤ CD-3.3 Complete and Connected Network. We require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated to provide connections internally and externally to adjacent neighborhoods and properties (existing and planned) through a system of local roads and trails that promote walking and biking to nearby destinations (including existing and planned parks, commercial areas, and transit stops) and are designed to maximize safety, comfort, and aesthetics.

➤ CD-3.4 Context-Aware and Appropriate Design. We require appropriate building and site design that complements existing development, respects the intent and

identity of the Place Type, and provides appropriate transitions and connections between adjacent uses to ensure compatibility of scale, maintain an appropriate level of privacy for each use, and minimize potential conflicts.

➤ CD-3.5 Active Frontages. We create lively pedestrian streetscapes by requiring primary building, business, and residential entrances, outdoor dining, and storefronts be located on ground floors adjacent to sidewalks or public spaces and designed to maximize safety, comfort, aesthetics, and the intended functionality (as defined by the Place Type).

➤ CD-3.6 Managed Infrastructure. We collaborate with developers and property owners to facilitate development that realizes the envisioned character and functionality of the Place Type through the use of green and shared infrastructure within each Place Type.

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

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

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

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

## **PART 2: RECITALS**

WHEREAS, the 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 Rich-Haven Specific Plan Environmental Impact Report (State Clearinghouse No. 2006051081) was certified by the City Council on December 4, 2007 ("Certified EIR") in conjunction with File No. PSP05-004, in which development and use of the Project site was discussed; and

WHEREAS, the environmental impacts of this Project were thoroughly analyzed in the Certified EIR, which concluded that implementation of the Project could result in a

number of significant effects on the environment and identified mitigation measures that would reduce each of those significant effects to a less-than-significant level; and

WHEREAS, the City's "Local Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" provide for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Development Advisory Board (hereinafter referred to as "DAB") the responsibility and authority to review and act on the subject Application; and

WHEREAS, all members of the DAB of the City of Ontario were provided the opportunity to review and comment on the Application, and no comments were received opposing the proposed development; and

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

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

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

WHEREAS, on January 18, 2023, the DAB of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

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

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

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

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

- (1) The environmental impacts of this Project were previously reviewed in conjunction with File No. PSP05-004, a Specific Plan for which an Environmental Impact Report (State Clearinghouse No. 2006051081) was adopted by the City Council on December 4, 2007; and
- (2) The previous Certified EIR contains a complete and accurate reporting of the environmental impacts associated with the Project; and
- (3) The previous Certified EIR was completed in compliance with CEQA and the Guidelines promulgated thereunder, and the City of Ontario Local CEQA Guidelines; and
- (4) The previous Certified EIR reflects the independent judgment of the Planning Commission; and
- (5) The proposed Project will introduce no new significant environmental impacts beyond those previously analyzed in the previous Certified EIR, and all mitigation measures previously adopted with the Certified EIR, are incorporated herein by this reference.

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

- (1) Does not constitute substantial changes 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
- (2) Does not contain new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the Certified EIR was certified/adopted, that shows any of the following:
  - (a) The Project will have one or more significant effects not discussed in the Certified EIR; or

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

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

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

SECTION 3: Concluding Facts and Reasons. Based upon the substantial evidence presented to the DAB during the above-referenced hearing and upon the facts and information set forth in Parts I (Background and Analysis) and II (Recitals), above, and the determinations set forth in Sections 1 and 2, above, the DAB hereby concludes as follows:

(1) *The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.* The proposed Project is located within the Mixed Use - Rich-Haven (MU Rich-Haven) land use district of the Policy Plan Land Use Map, and Planning Area 8A (Regional Commercial) of the Rich-Haven Specific Plan. The development standards and conditions under which the proposed Project will be constructed and maintained, is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan; and

(2) *The proposed development is compatible with those on adjoining sites in relation to location of buildings, with particular attention to privacy, views, any physical constraint identified on the site and the characteristics of the area in which the site is located.* The Project has been designed consistent with the requirements of the City of Ontario Development Code and the Planning Area 8A (Regional Commercial) of the Rich-Haven Specific Plan zoning district, including standards relative to the particular land use proposed (Commercial Shopping Center), 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 Rich-Haven Specific Plan are maintained; [ii] the Project will not endanger the public health, safety or general welfare; [iii] the Project will not result in any significant environmental impacts; [iv] the Project will be in harmony with the area in

which it is located; and [v] the Project will be in full conformity with the Vision, City Council Priorities and Policy Plan components of The Ontario Plan, and the Rich-Haven Specific Plan; and

(4) *The proposed development is consistent with the development standards and design guidelines set forth in the Development Code, or applicable specific plan or planned unit development.* The proposed Project has been reviewed for consistency with the general development standards and guidelines of the Rich-Haven Specific Plan that are applicable to the proposed Project, including building intensity, building and parking setbacks, building height, amount of off-street parking and loading spaces, parking lot dimensions, design and landscaping, bicycle parking, on-site landscaping, and fences and walls, as-well-as those development standards and guidelines specifically related to the particular land use being proposed (Commercial Shopping Center). 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 Rich-Haven 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 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.

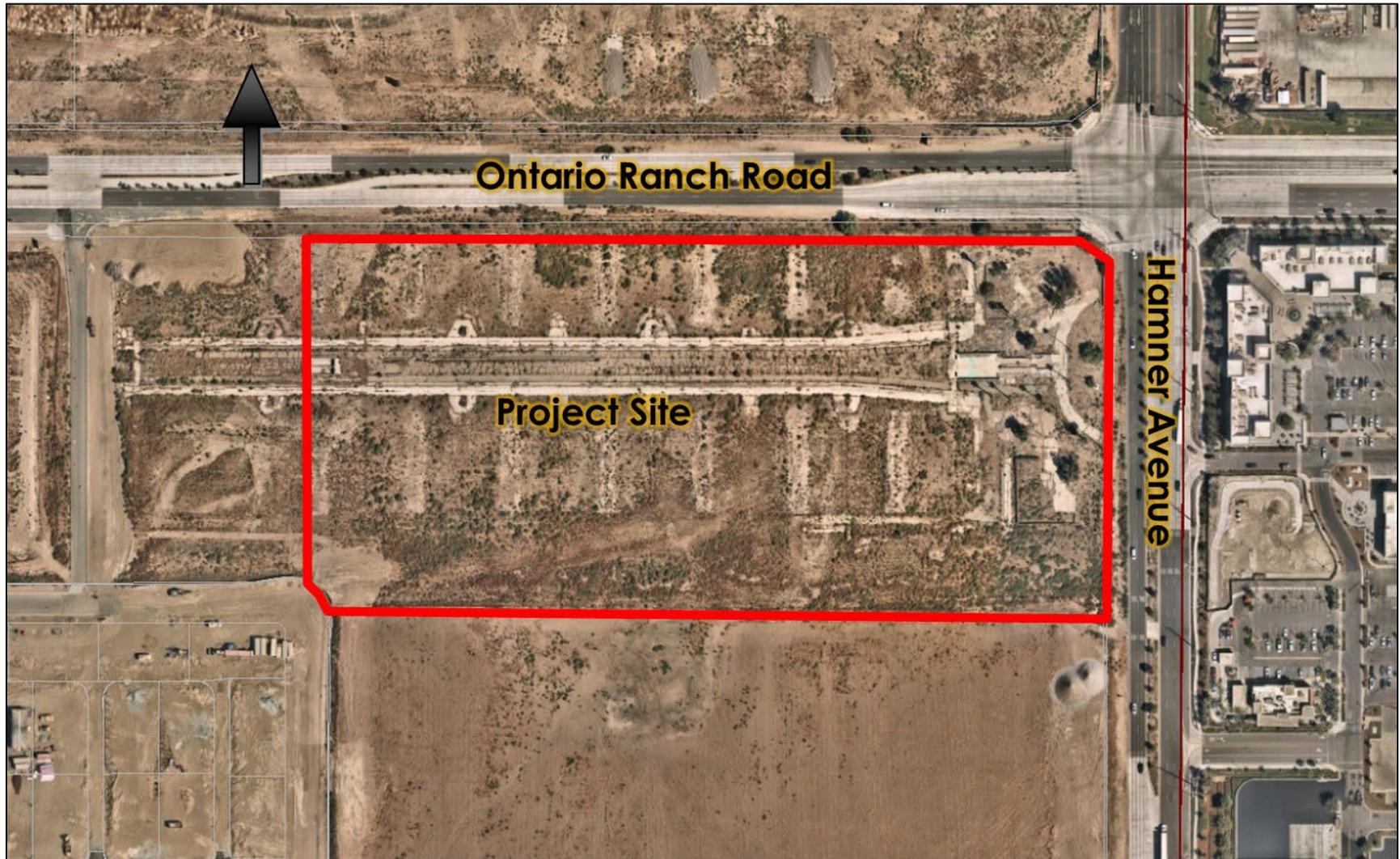
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APPROVED AND ADOPTED this 18th day of January 2023.

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Development Advisory Board Chairman

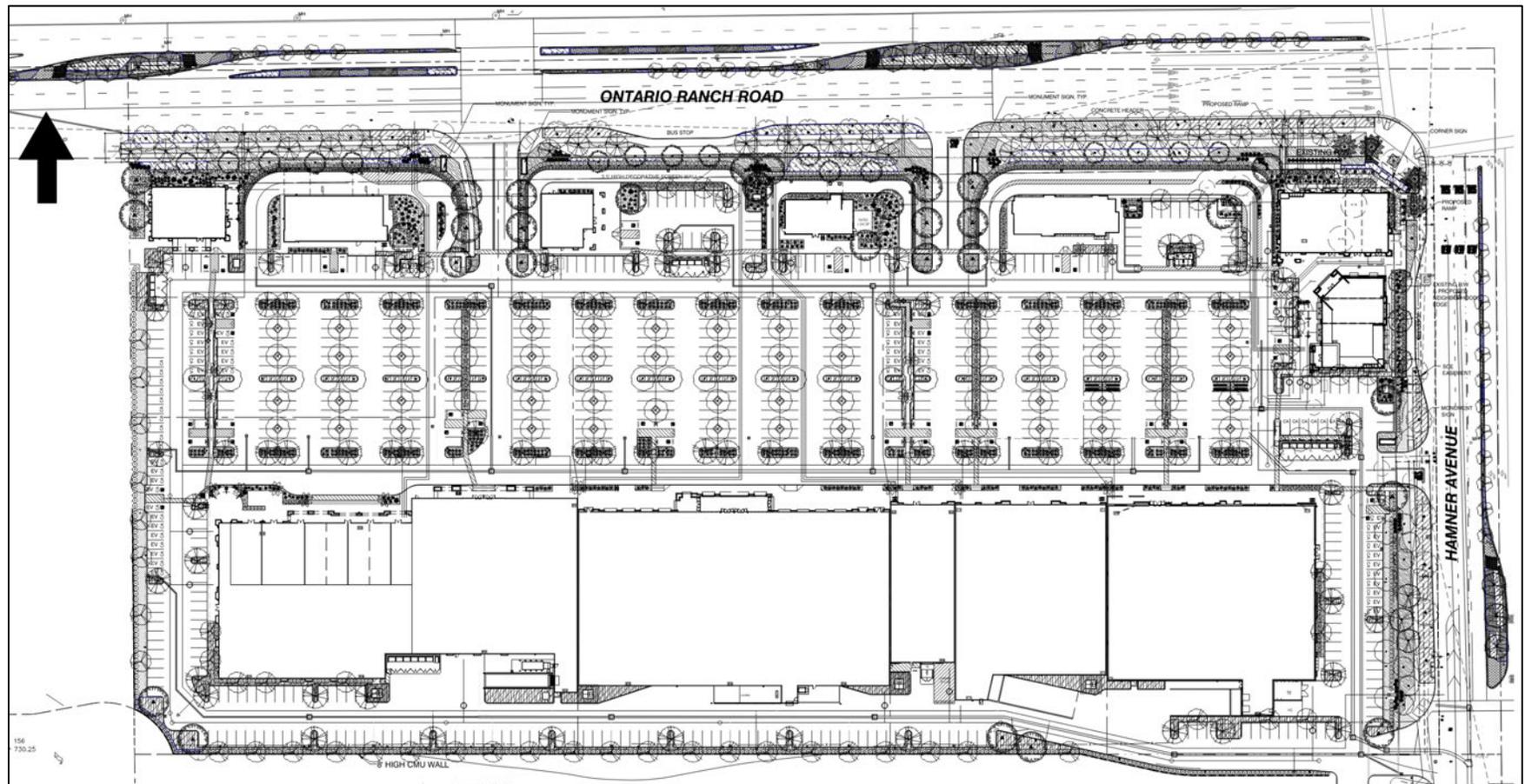
**Exhibit A: PROJECT LOCATION MAP**



**Exhibit B: SITE PLAN**



**Exhibit C: LANDSCAPE PLAN**



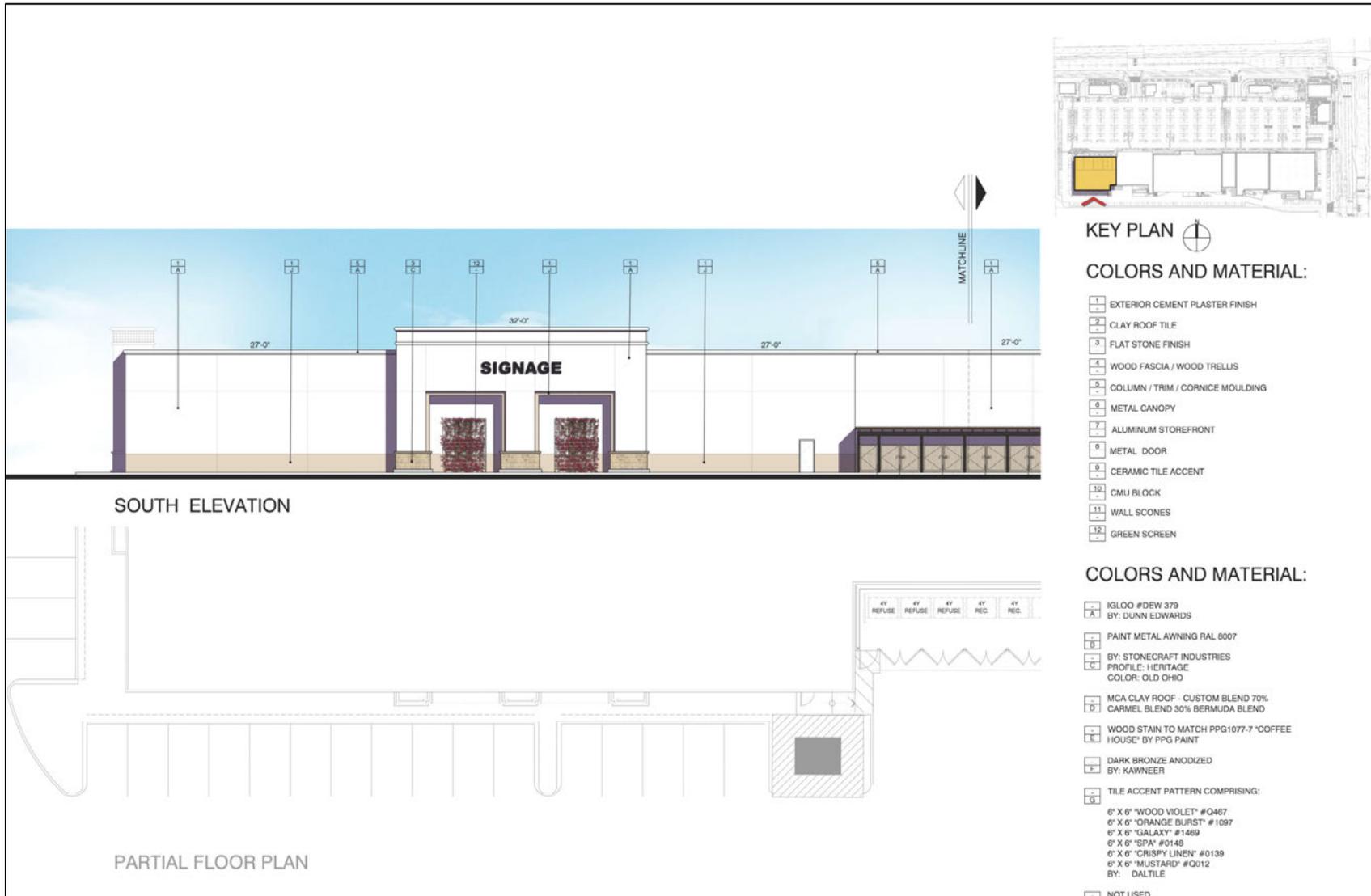
**Exhibit C: LANDSCAPE PLAN CONTINUED – PLAZA AREAS**



**Exhibit D: ELEVATIONS – MAJOR BUILDING 1 AND SHOPS**



**Exhibit D: ELEVATIONS CONTINUED – MAJOR BUILDING 1**



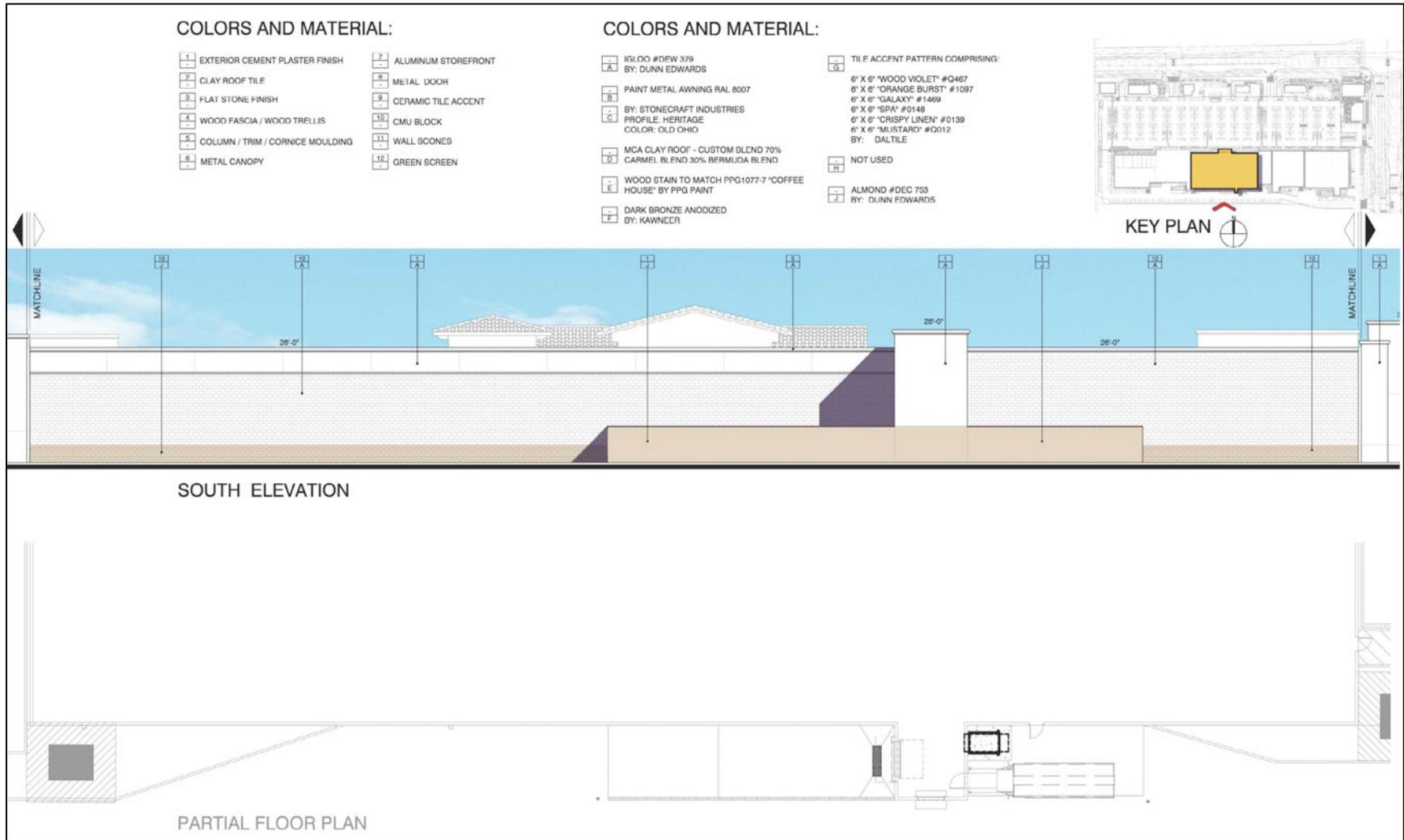
**Exhibit D: ELEVATIONS CONTINUED – MAJOR BUILDING 2**



**Exhibit D: ELEVATIONS CONTINUED – MAJOR BUILDING 3**



**Exhibit D: ELEVATIONS CONTINUED – MAJOR BUILDING 3**



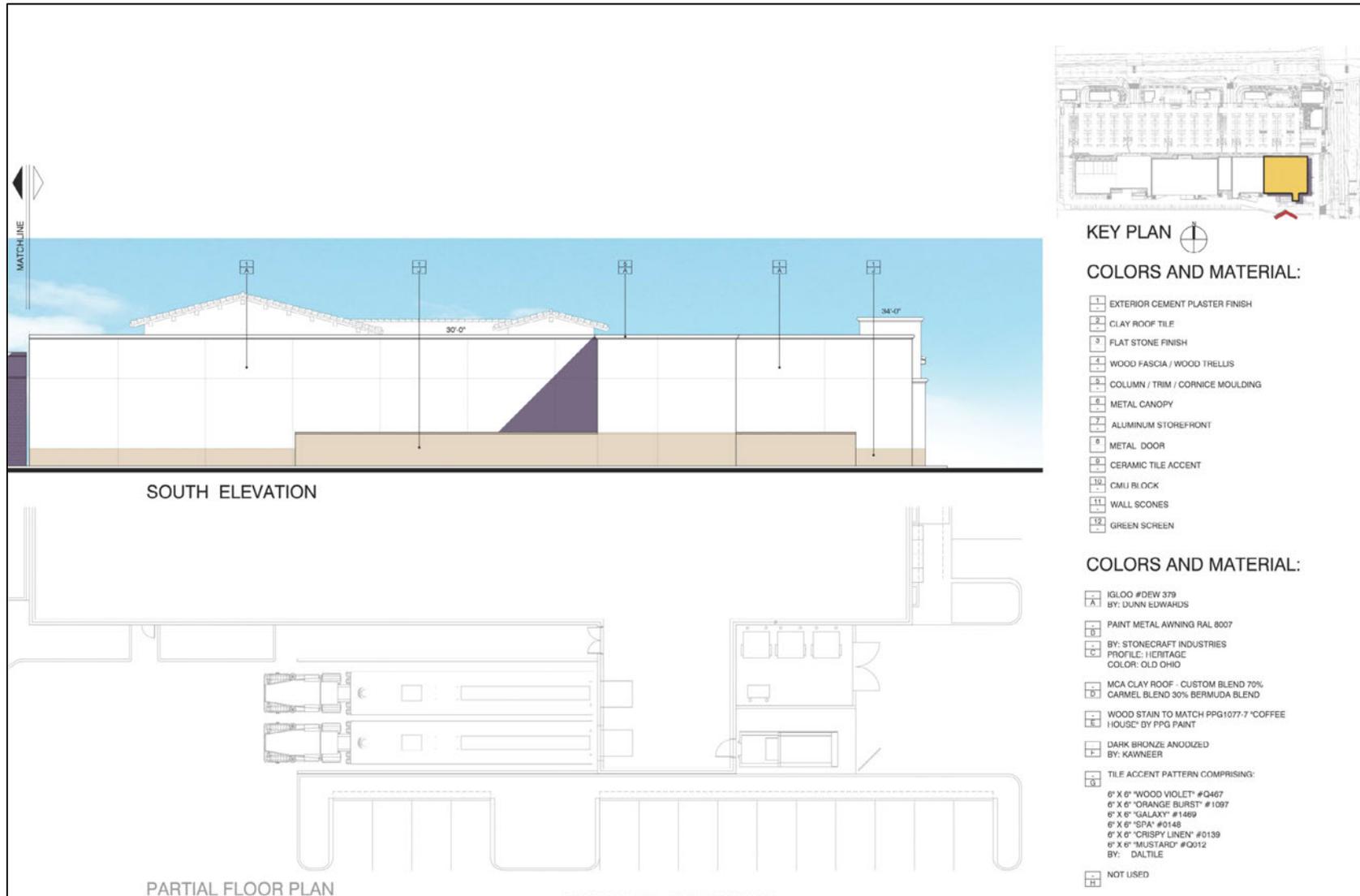
**Exhibit D: ELEVATIONS CONTINUED – MAJOR BUILDINGS 4 & 5**



**Exhibit D: ELEVATIONS CONTINUED – MAJOR BUILDING 6**



**Exhibit D: ELEVATIONS CONTINUED – MAJOR BUILDING 6**



**Exhibit D: ELEVATIONS CONTINUED – SHOPS 1**

**SOUTH ELEVATION**

**EAST ELEVATION**

**NORTH ELEVATION**

**WEST ELEVATION**

**KEY PLAN**

**COLORS AND MATERIAL:**

- 1 EXTERIOR CEMENT PLASTER FINISH
- 2 CLAY ROOF TILE
- 3 FLAT STONE FINISH
- 4 WOOD FASCIA / WOOD TRELLIS
- 5 COLUMN / TRIM / CORNICE MOULDING
- 6 METAL CANOPY
- 7 ALUMINUM STOREFRONT
- 8 METAL DOOR
- 9 CERAMIC TILE ACCENT
- 10 CMU BLOCK
- 11 WALL SCONES
- 12 GREEN SCREEN

**COLORS AND MATERIAL:**

- A IGLOO #DEW 379  
BY: DUNN EDWARDS
- B PAINT METAL AWNING RAL 8007
- C BY: STONECRAFT INDUSTRIES  
PROFILE: HERITAGE  
COLOR: OLD OHIO
- D MCA CLAY ROOF - CUSTOM BLEND 70%  
CARMEL BLEND 30% BERMUDA BLEND
- E WOOD STAIN TO MATCH PPG1077-7 "COFFEE  
HOUSE" BY PPG PAINT
- F DARK BRONZE ANOIZED  
BY: KAWNEER
- G TILE ACCENT PATTERN COMPRISING:  
6" X 6" "WOOD VIOLET" #Q467  
6" X 6" "ORANGE BURST" #1097  
6" X 6" "GALAXY" #1469  
6" X 6" "SPA" #0148  
6" X 6" "CRISPY LINEN" #0139  
6" X 6" "MUSTARD" #Q012  
BY: DAL TILE
- NOT USED

**Exhibit D: ELEVATIONS CONTINUED – SHOPS BUILDING 2**

**WEST ELEVATION**

**SOUTH ELEVATION**

**EAST ELEVATION**

**NORTH ELEVATION**

**KEY PLAN**

**COLORS AND MATERIAL:**

- 1 EXTERIOR CEMENT PLASTER FINISH
- 2 CLAY ROOF TILE
- 3 FLAT STONE FINISH
- 4 WOOD FASCIA / WOOD TRELLIS
- 5 COLUMN / TRIM / CORNICE MOULDING
- 6 METAL CANOPY
- 7 ALUMINUM STOREFRONT
- 8 METAL DOOR
- 9 CERAMIC TILE ACCENT
- 10 CMU BLOCK
- 11 WALL SCONES
- 12 GREEN SCREEN

**COLORS AND MATERIAL:**

- IGLOO # DEW 379
- BY: DUNN EDWARDS
- PAINT METAL AWNING RAL 8007
- BY: STONECRAFT INDUSTRIES
- PROFILE: HERITAGE
- COLOR: OLD OHIO
- MCA CLAY ROOF - CUSTOM BLEND 70% CARMEL BLEND 30% BERMUDA BLEND
- WOOD STAIN TO MATCH PPG1077-7 "COFFEE HOUSE" BY PPG PAINT
- DARK BRONZE ANOIZED
- BY: KAWNEER
- TILE ACCENT PATTERN COMPRISING:
  - 6" X 6" "WOOD VIOLET" #Q467
  - 6" X 6" "ORANGE BURST" #1097
  - 6" X 6" "GALAXY" #1489
  - 6" X 6" "SPA" #0148
  - 0" X 0" "CRISPY LINEN" #0139
  - 6" X 6" "MUSTARD" #Q012
  - BY: DAL TILE
- NOT USED

**Exhibit D: ELEVATIONS CONTINUED – PAD 1 (RAISING CANE'S)**

The architectural drawings show four elevations of a Cane's restaurant building. The South Elevation (top left) shows a two-story structure with a central entrance and two side wings, each with a gabled roof. The East Elevation (top right) shows a similar view from the opposite side, featuring a large glass storefront and a covered outdoor area. The North Elevation (bottom left) shows the building from the front, highlighting the main entrance and signage. The West Elevation (bottom right) shows the building from the side, including a covered outdoor area and a sign for 'SIXTEEN CORNER'. Below each elevation is a corresponding line drawing showing the building's profile and structural details. To the right of the elevations is a key plan showing the building's footprint on a site, with a north arrow. Below the key plan is a legend titled 'COLORS AND MATERIAL:' which lists various materials and colors used in the design, including accent metal panels, roof tiles, stone veneer, exterior plaster finishes, foam cornices, metal caps and gutters, and aluminum store fronts.

**KEY PLAN**

**COLORS AND MATERIAL:**

- ACCENT METAL PANEL  
RECLAIMED METAL PANEL
- ROOF TILE:  
CUSTOM BLEND:  
70% CARMEL BLEND  
30% BERMUDA BLEND
- STONE VENEER  
"OLD OHIO" HERITAGE  
BY: CRAFT INDUSTRIES STONE
- EXTERIOR PLASTER FINISH  
COLOR: 774 "SHADY SAND PEBBLE"  
BY: DUNN EDWARDS
- EXTERIOR PLASTER FINISH  
COLOR: 6443 "ARCHITECTS GREY"  
BY: MARCSTONE
- EXTERIOR PLASTER FINISH  
COLOR: 378 "IGLOO"  
BY: DUNN EDWARDS
- FOAM CORNICE  
COLOR: COFFEE HOUSE  
BY: PPG
- METAL CAP AND GUTTERS  
COLOR: MATTE BLACK
- ALUMINUM STORE FRONT  
COLOR: ANODISED BLACK

**Exhibit D: ELEVATIONS CONTINUED – PAD 2 (CHIPOTLE)**

**SOUTH ELEVATION**

**EAST ELEVATION**

**NORTH ELEVATION**

**WEST ELEVATION**

**KEY PLAN**

**COLORS AND MATERIAL:**

- 1 EXTERIOR CEMENT PLASTER FINISH
- 2 CLAY ROOF TILE
- 3 FLAT STONE FINISH
- 4 WOOD FASCIA / WOOD TRELLIS
- 5 COLUMN / TRIM / CORNICE MOULDING
- 6 METAL CANOPY
- 7 ALUMINUM STOREFRONT
- 8 METAL DOOR
- 9 CERAMIC TILE ACCENT
- 10 CMU BLOCK
- 11 WALL SCONES
- 12 GREEN SCREEN

**COLORS AND MATERIAL:**

- A IGLOO #DEW 379  
BY: DUNN EDWARDS
- B PAINT METAL AWNING RAL 8007
- C BY: STONECRAFT INDUSTRIES  
PROFILE: HERITAGE  
COLOR: OLD OHIO
- D MCA CLAY ROOF - CUSTOM BLEND 70%  
CARMEL BLEND 30% BERMUDA BLEND
- E WOOD STAIN TO MATCH PPG1077-7 "COFFEE  
HOUSE" BY PPG PAINT
- F DARK BRONZE ANOXIDIZED  
BY: KAWNEER
- G TILE ACCENT PATTERN COMPRISING:  
6" X 6" "WOOD VIOLET" #Q467  
6" X 6" "ORANGE BURST" #1097  
6" X 6" "GALAXY" #1469  
6" X 6" "SPIN" #D148  
6" X 6" "CRISPY LINEN" #D139  
6" X 6" "MUSTARD" #Q012  
BY: DALTILE
- H NOT USED
- I ALMOND #DEC 753  
BY: DUNN EDWARDS

**PROPOSED EXTERIOR ELEVATIONS  
 PAD BUILDING 2**

**ONTARIO GATEWAY  
 ONTARIO, CA**

DATE: 10.28.2022  
 MCO\_JOB #: 20.030.01

**SHEET 32**

**Exhibit D: ELEVATIONS CONTINUED – PAD 3 (HART)**

**SOUTH ELEVATION**

**EAST ELEVATION**

**NORTH ELEVATION**

**WEST ELEVATION**

**KEY PLAN**

**COLORS AND MATERIAL:**

- 1 EXTERIOR CEMENT PLASTER FINISH
- 2 CLAY ROOF TILE
- 3 FLAT STONE FINISH
- 4 WOOD FASCIA / WOOD TRELLIS
- 5 COLUMN / TRIM / CORNICE MOULDING
- 6 METAL CANOPY
- 7 ALUMINUM STOREFRONT
- 8 METAL DOOR
- 9 CERAMIC TILE ACCENT
- 10 CMU BLOCK
- 11 WALL SCONES
- 12 GREEN SCREEN

**COLORS AND MATERIAL:**

- A IGLOO #DEW 379  
BY: DUNN EDWARDS
- B PAINT METAL AWNING RAL 8007
- C BY: STONECRAFT INDUSTRIES  
PROFILE: HERITAGE  
COLOR: OLD OHIO
- D MCA CLAY ROOF - CUSTOM BLEND 70%  
CARMEL BLEND 30% BERMUDA BLEND
- E WOOD STAIN TO MATCH PPG1077-7 "COFFEE  
HOUSE" BY PPG PAINT
- F DARK BRONZE ANODIZED  
BY: KAWNEER
- G TILE ACCENT PATTERN COMPRISING:  
6" X 6" "WOOD VIOLET" #Q467  
6" X 6" "ORANGE BURST" #1087  
6" X 6" "GALAXY" #1469  
6" X 6" "SPA" #0148  
6" X 6" "CRISPY LINEN" #0139  
6" X 6" "MUSTARD" #Q012  
BY: DAL TILE
- H NOT USED

**Exhibit D: ELEVATIONS CONTINUED – PAD 4 (MCDONALD'S)**

**SOUTH ELEVATION**

**EAST ELEVATION**

**KEY PLAN**

**COLORS AND MATERIAL:**

- STUCCO FINISH (MAIN)  
COLOR: DEW 379 "GLOO"  
BY: DUNN EDWARDS
- STUCCO FINISH (ACCENT)  
COLOR: DEW 379 "GRAY PEARL"  
BY: DUNN EDWARDS
- ALUMINUM CANOPY  
PRE-FINISHED: WHITE
- ALUMINUM CANOPY  
PRE-FINISHED: "RAL 7022"
- ALUMINUM UNDESCORE  
PRE-FINISHED: YELLOW
- GLAZING (WINDOW & STOREFRONT)  
1" THICK INSULATED CLEAR GLASS
- ALUMINUM STOREFRONT  
PRE-FINISHED: DARK BRONZE
- ALUMINUM BATEN SYSTEM (PRE-FINISHED)  
"TA-647" FORTINA  
BY: B+N INDUSTRIES
- STONE VENEER  
"OLD OHIO" HERITAGE  
BY: CRAFT INDUSTRIES STONE
- WOOD TILE  
COLOR: "OAK" E-WOOD  
BY: EUROWEST TILE

**NORTH ELEVATION**

**WEST ELEVATION**

DT Lane length 200'  
min. 144'

DT Lane length 192'  
min. 144'

**Exhibit D: ELEVATIONS CONTINUED – PAD 5 (BANK)**

**SOUTH ELEVATION**

**EAST ELEVATION**

**NORTH ELEVATION**

**WEST ELEVATION**

**KEY PLAN**

**COLORS AND MATERIAL:**

- 1 EXTERIOR CEMENT PLASTER FINISH
- 2 CLAY ROOF TILE
- 3 FLAT STONE FINISH
- 4 WOOD FASCIA / WOOD TRELLIS
- 5 COLUMN / TRIM / CORNICE MOULDING
- 6 METAL CANOPY
- 7 ALUMINUM STOREFRONT
- 8 METAL DOOR
- 9 CERAMIC TILE ACCENT
- 10 CMU BLOCK
- 11 WALL SCONES
- 12 GREEN SCREEN

**COLORS AND MATERIAL:**

- A IGLOO #DEV 379  
BY: DUNN EDWARDS
- B PAINT METAL AWNING RAL 8007
- C BY: STONECRAFT INDUSTRIES  
PROFILE: HERITAGE  
COLOR: OLD OHIO
- D MCA CLAY ROOF - CUSTOM BLEND 70%  
CARMEL BLEND 30% BERMUDA BLEND
- E WOOD STAIN TO MATCH PPG1077.7 "COFFEE  
HOUSE" BY PPG PAINT
- F DARK BRONZE ANODIZED  
BY: KAWNEER
- G TILE ACCENT PATTERN COMPRISING:  
6" X 6" "WOOD VIOLET" #Q467  
6" X 6" "ORANGE BURST" #1097  
6" X 6" "GALAXY" #1469  
6" X 6" "SPY" #0148  
6" X 6" "CRISPY LINEN" #0139  
6" X 6" "MUSTARD" #Q012  
BY: DALTILE
- NOT USED

**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:** 1/18/2023

**File No:** PDEV21-025

**Related Files:** N/A

**Project Description:** A hearing to consider a Development Plan to construct a commercial shopping center totaling 205,216 square feet on 16.51 acres of land located at the southwest corner of Hamner Avenue and Ontario Ranch Road within Planning Area 8A (Regional Commercial) of the Rich-Haven Specific Plan. (APN: 218-211-37); **submitted by Wood Investment Companies, Inc.**

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

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

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

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

**2.1** Time Limits.

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

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

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

and irrigation, grading, utility and street improvement plans. All such plans shall be consistent with the approved entitlement plans on file with the Planning Department.

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

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

### **2.3** Landscaping.

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

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

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

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

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

### **2.5** Parking, Circulation and Access.

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

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

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

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

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

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

**2.6** Outdoor Loading and Storage Areas.

**(a)** Loading facilities shall be designed and constructed pursuant to Development Code Division 6.03 (Off-Street Parking and Loading).

**(b)** Areas designated for off-street parking, loading, and vehicular circulation and maneuvering, shall not be used for the outdoor storage of materials or equipment.

**(c)** Outdoor loading and storage areas, and loading doors, shall be screened from public view pursuant to the requirements of Development Code Paragraph 6.02.025.A.2 (Screening of Outdoor Loading and Storage Areas, and Loading Doors) Et Seq.

**2.7** Site Lighting.

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

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

**2.8** Mechanical and Rooftop Equipment.

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

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

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

**2.10** Signs.

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

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

**2.12** Environmental Requirements.

**(a)** 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).

**(b)** If any archeological or paleontological resources are found during project grading/excavation/construction, the area shall not be disturbed until the significance of the resource is determined. If determined to be significant, the resource shall be recovered by a qualified archeologist or paleontologist consistent with current standards and guidelines, or other appropriate measures implemented.

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

**2.14** 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.

**2.15** 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).

**2.16** Tribal Consultation Conditions.

**(a)** The project developer shall retain a Native American Monitor of (Gabrieleno Band of Mission Indians - Kizh Nation) Ancestry (the “Tribe” or the “Consulting Tribe” that was consulted on this project pursuant to Assembly Bill A52 - SB18) to conduct a Native American Indian Sensitivity Training for construction personnel prior to commencement of any excavation activities. The training session shall include a handout and focus on how to identify Native American resources encountered during earthmoving activities and the procedures followed if resources are discovered, the duties of the Native American Monitor of (Gabrieleno Band of Mission Indians - Kizh Nation) Ancestry and the general steps the Monitor would follow in conducting a salvage investigation.

**(b)** The project developer shall retain a Native American Monitor of (Gabrieleno Band of Mission Indians - Kizh Nation) Ancestry (the “Tribe” or the “Consulting Tribe” that was consulted on this project pursuant to Assembly Bill A52 - SB18) to be on-site during all project-related, ground-disturbing construction activities (e.g., pavement removal, auguring, boring, grading, excavation, potholing, trenching, and grubbing) of previously undisturbed native soils to a maximum depth of 30 feet below ground surface. A copy of the executed contract shall be submitted to the City of Ontario Planning Department prior to the issuance of any grading permit (any ground-disturbing activity). At their discretion, a Native American Monitor of (Gabrieleno Band of Mission Indians - Kizh Nation) Ancestry can be present during the removal of dairy manure to native soil, but not at the developers' expense.

**(c)** A qualified archaeologist and a Native American Monitor of (Gabrieleno Band of Mission Indians - Kizh Nation) Ancestry (the “Tribe” or the “Consulting Tribe” that was consulted on this project pursuant to Assembly Bill A52 - SB18) shall evaluate all archaeological resources unearthed by project construction activities. If the resources are Native American in origin, the Tribe shall coordinate with the developer regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. If archeological features are discovered, the archeologist shall report such findings to the Ontario Planning Director. If the archeological resources are found to be significant, the archeologist shall determine the appropriate actions, in cooperation with the City that shall be taken for exploration and/or salvage in compliance with CEQA Guidelines Section 15064.5(f).

**(d)** Prior to the start of ground disturbing activities, the developer shall arrange a designated site location within the footprint of the project for the respectful reburial of Tribal human remains and/or ceremonial objects. All human skeletal material discoveries shall be reported immediately to the County Coroner. The Native American Monitor shall immediately divert work a minimum of 50 feet from the discovery site and place an exclusion zone around the burial. The Native American Monitor shall notify the construction manager who shall contact the San Bernardino County Coroner. All construction activity shall be diverted while the San Bernardino County Coroner determines if the remains are Native American. The discovery shall be confidential and secure to prevent further disturbance. If Native American, the San Bernardino County Coroner shall notify the Native American Heritage Commission (NAHC) as mandated by state law who will then appoint a Most Likely Descendent. In the case where discovered human remains cannot be documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard shall be posted outside working hours. The Tribe shall make every effort to recommend diverting the project and keep the remains in situ and protected. If the project cannot be

diverted, it may be determined that burials will be removed. If data recovery is approved by the Tribe, documentation shall be taken, which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or means necessary to ensure complete recovery of all material. If the discovery of human remains includes four (4) or more burials, the location is considered a cemetery and a separate treatment plan shall be created. The project developer shall consult with the Tribe regarding avoidance of all cemetery sites. Once complete, a final report of all activities shall be submitted to the NAHC.

**(e)** There shall be no Scientific study or the utilization of any invasive diagnostics on any Native American human remains.

**(f)** If the San Bernardino County Coroner determines the remains represent a historic non-Native American burial, the burial shall be treated in the same manner of respect with agreement of the San Bernardino County Coroner. Reburial will be in an appropriate setting. If the San Bernardino County Coroner determines the remains to be modern, the San Bernardino County Coroner shall take custody of the remains.

**(g)** Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed to a secure container on site if possible. These items shall be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site, but at a location agreed upon between the Tribe and the developer and protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

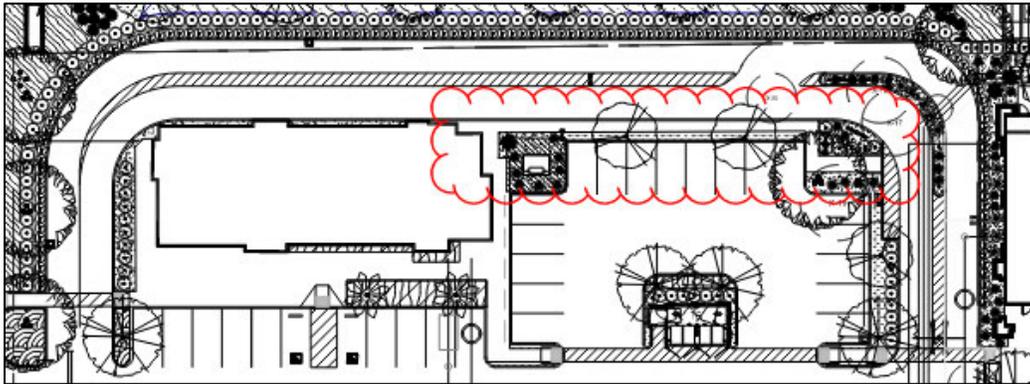
#### **2.17** Additional Requirements.

**(a)** The Ontario Climate Action Plan (CAP) requires new development to be 25% more efficient. The applicant shall utilize the Screening Tables provided in the CAP. The Screening Tables shall be required to garner a minimum of 100 points to be consistent with the reduction quantities outlined in the CAP. The applicant shall identify on the construction drawings the items identified in the Screening Tables.

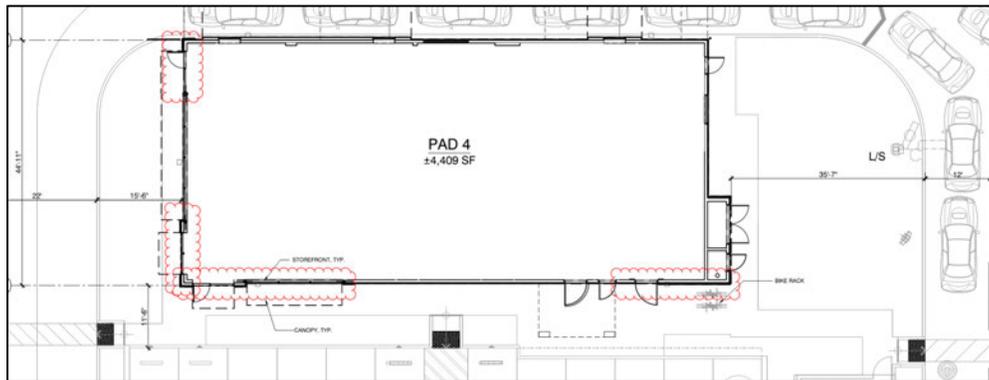
**(b)** All applicable conditions of approval of Development Agreement (File No. PDA16-003) shall apply.

**(c)** Revise the shared parking analysis to reflect the updated number of parking stalls proposed (775), a ratio of 1 space per 400 square feet of GFA for non-dining areas of fast-food with drive-through buildings, and a parking credit of 74 spaces instead of 45 that has been applied to the Project, to consider the double drive-thru design for the proposed fast-food restaurants.

**(d)** Building Pad 1 shall eliminate the rooftop ladder access or screen the ladder access by extending the height of the parapet walls to the satisfaction of the Planning Director. Also, the proposed walkway (clouded in red) to the south of the drive-thru lanes shall be removed and landscaped.

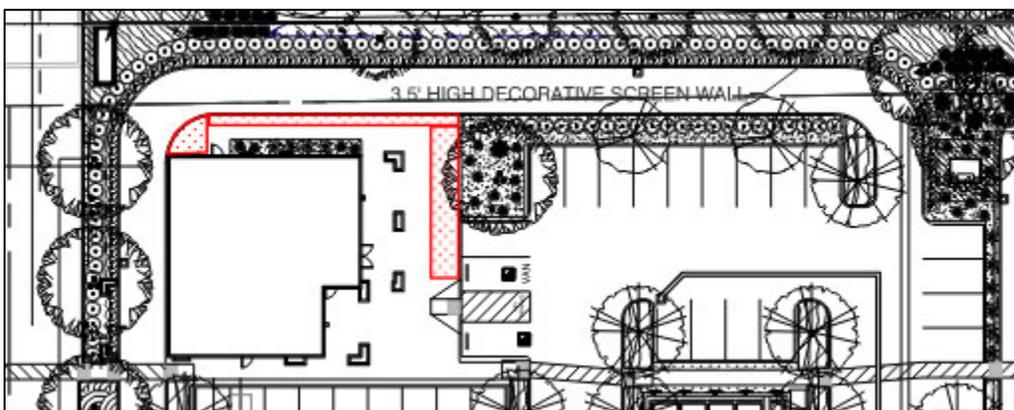


**(e)** Building Pad 4 shall provide additional building articulation to the building corners on the south and west elevations (clouded in red) by providing a minimum to 2-foot building off-set and/or to the satisfaction of the Planning Director.

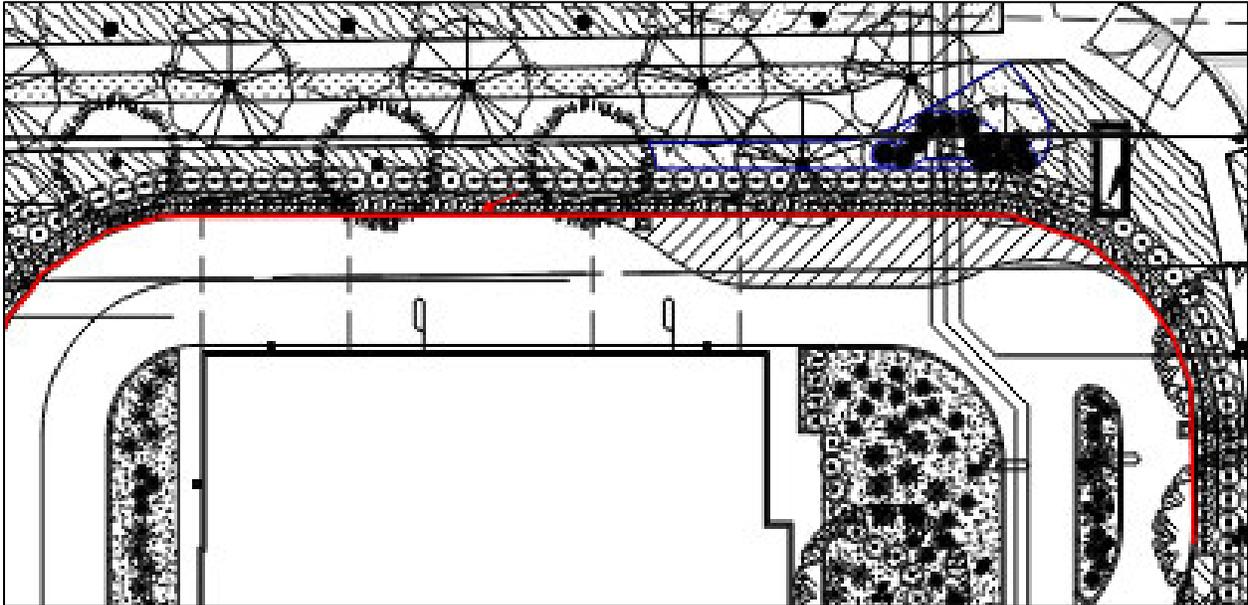


**(f)** The final design, amenities and building materials of the outdoor plaza areas shall require Planning Director approval.

**(g)** Building Pad 3 shall provide additional landscape planters 2 to 3 feet wide to the north of the building and 3 to 5 feet wide east of the building as shown in the graphic below or to the satisfaction of the Planning Director.



**(h)** The drive-thru screen walls for building Pads 1, 2, 3 and 4 shall be shifted south to increase the landscape areas to the north, as demonstrated in the graphic below.



**(i)** The applicant shall construct a “Major Gateway” sign to be located on the northeast corner of the Project site consistent with the Ontario Ranch Streetscape Master Plan.

**THE ONTARIO RANCH**  
**MAJOR AND SECONDARY GATEWAYS**

Major Gateways are marked by a tower with clearstory windows that will provide low level lighting during the night. A precast sign highlighting the Ontario Ranch as part of the City of Ontario will be featured on the face of the tower. Uplighting on the sign is to be provided. Seat walls, enhanced corner paving and distinctive planting in low planters will provide an enhanced environment.

The tower and seat walls are to be veneered with natural stone set with deep-raked mortar joints. Pre-cast concrete caps and lintels will coordinate with the color of the selected stone and have a light sand-blast finish. See Landscape Standards, Section 2.0, General Design Standards and Guidelines for Major Gateways, Secondary Gateways and Major Intersections, pg. 104.

Amenities such as benches will be included to promote pedestrian use of the street and bikeway system.

Major Gateways feature a lighted tower with the City's logo in precast concrete insert. See page 98 (photos) for Stone Design.

The Gateway Tower is complimented by low seat walls (16-18" in height) and raised planters (30"-36" in height) veneered in matching stone with precast concrete caps.

Specific flowering / accent trees have been selected for each of the major arterials, see Themed Planting at Intersections on page 96.

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**MAJOR AND SECONDARY GATEWAYS**

Typical corner plans that feature the GATEWAY TOWER are diagonally oriented to the corner with a series of raised, stone-veneer planters framing the Tower. Amenities such as benches, trash receptacles, and bicycle racks will be provided that are consistent with the associated land uses. Colored concrete paving with decorative scoring and banding will be used on Gateway corners. Crosswalks will be natural colored concrete with decorative scoring and banding.

The MAJOR GATEWAY TOWER on Archibald Ave. is the only one located in a median due to the configuration of streets and set backs at the southern edge of the City.

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV21-025  
 Address: SWC Hammer Avenue & Ontario Ranch Road  
 APN: 0218-211-25  
 Existing Land Use: Vacant  
 Proposed Land Use: A Development Plan to construct 8 commercial buildings totaling 204,500 SF  
 Site Acreage: 17.13 Proposed Structure Height: 45 FT  
 ONT-IAC Project Review: n/a  
 Airport Influence Area: ONT

Reviewed By: Lorena Mejia  
 Contact Info: 909-395-2276  
 Project Planner: Lorena Mejia  
 Date: 8/17/2021  
 CD No.: 2021-040  
 PALU No.: n/a

### The project is impacted by the following ONT ALUCP Compatibility Zones:

Safety	Noise Impact	Airspace Protection	Overflight Notification
<input type="radio"/> Zone 1	<input type="radio"/> 75+ dB CNEL	<input type="checkbox"/> High Terrain Zone	<input type="checkbox"/> Avigation Easement Dedication
<input type="radio"/> Zone 1A	<input type="radio"/> 70 - 75 dB CNEL	<input checked="" type="checkbox"/> FAA Notification Surfaces	<input type="checkbox"/> Recorded Overflight Notification
<input type="radio"/> Zone 2	<input type="checkbox"/> 65 - 70 dB CNEL	<input type="checkbox"/> Airspace Obstruction Surfaces	<input checked="" type="checkbox"/> Real Estate Transaction Disclosure
<input type="checkbox"/> Zone 3	<input type="checkbox"/> 60 - 65 dB CNEL	<input type="checkbox"/> Airspace Avigation Easement Area	
<input type="radio"/> Zone 4		Allowable Height: <u>200 FT +</u>	
<input type="radio"/> Zone 5			

### The project is impacted by the following Chino ALUCP Safety Zones:

Zone 1   
  Zone 2   
  Zone 3   
  Zone 4   
  Zone 5   
  Zone 6

Allowable Height: \_\_\_\_\_

## CONSISTENCY DETERMINATION

This proposed Project is:  Exempt from the ALUCP   
 Consistent   
 Consistent with Conditions   
 Inconsistent

The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT) and was evaluated and found to be consistent with the policies and criteria of the Airport Land Use Compatibility Plan (ALUCP) for ONT.

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



# CITY OF ONTARIO

## MEMORANDUM

TO: Scott Murphy, Community Development Director  
Rudy Zeledon, Planning Director (Copy of memo only)  
Diane Ayala, Advanced Planning Division (Copy of memo only)  
Charity Hernandez, Economic Development  
Matt Montieth, Building Department  
Raymond Lee, Engineering Department  
Jamie Richardson, Landscape Planning Division  
Dennis Mejia, Municipal Utility Company  
Gabriel Gutierrez, Police Department  
Mike Gerken, Deputy Fire Chief/Fire Marshal  
Jay Bautista, T. E., Traffic/Transportation Manager  
Lorena Mejia, Airport Planning  
Eric Woosley, Engineering/NPDES  
Angela Magana, Community Improvement (Copy of memo only)  
Jimmy Chang, IPA Department

FROM: Lorena Mejia, Senior Planner

DATE: July 06, 2021

SUBJECT: FILE #: PDEV21-025

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 eight (8) commercial buildings totaling 204,500 square feet on 17.13 acres of land located at the southwest corner of Hamner Avenue and Ontario Ranch Road, within the Regional Commercial land use district of the Rich Haven Specific Plan (APN(s): 218-211-25). Related File(s): Conditional Use Permit PCUP21-012.

- 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.

Department

Signature

Title

Date





**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. PDEV21-025</b> <b>RELATED FILE NO(S). PCUP21-012</b>	
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__	

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

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

**DAB MEETING DATE:** January 18, 2023

**PROJECT NAME / DESCRIPTION:** PDEV21-025, A Development Plan to construct eight (8) commercial buildings totaling 204,500 square feet on 17.13 acres of land within the Regional Commercial land use district of the Rich Haven Specific Plan.

**LOCATION:** Southwest corner of Hamner Ave & Ontario Ranch Rd

**APPLICANT:** Wood Investments Companies

**REVIEWED BY:** Raymond Lee      1/12/23  
 Raymond Lee, P.E.      Date  
 Assistant City Engineer

**APPROVED BY:** [Signature]      1-12-23  
 Khoi Do, P.E.      Date  
 City Engineer



**THIS PROJECT SHALL COMPLY WITH THE REQUIREMENTS SET FORTH IN THE GENERAL STANDARD CONDITIONS OF APPROVAL ADOPTED BY THE CITY COUNCIL (RESOLUTION NO. 2017-027) AND THE PROJECT SPECIFIC CONDITIONS OF APPROVAL SPECIFIED HEREIN. ONLY APPLICABLE CONDITIONS OF APPROVAL ARE CHECKED. THE APPLICANT SHALL BE RESPONSIBLE FOR THE COMPLETION OF ALL APPLICABLE CONDITIONS OF APPROVAL PRIOR TO FINAL MAP OR PARCEL MAP APPROVAL, ISSUANCE OF PERMITS AND/OR OCCUPANCY CLEARANCE, AS SPECIFIED IN THIS REPORT.**

**1. PRIOR TO FINAL MAP OR PARCEL MAP APPROVAL, APPLICANT SHALL:** **Check When Complete**

- 1.01 Dedicate to the City of Ontario, the right-of-way, described below:   
 \_\_\_\_\_ 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 1 of Certificate of Compliance No. CC21-001, recorded July 9, 2021 as Instrument No. 2021-0310165.**
- 2.04 Note that the subject parcel is an 'unrecognized' parcel in the City of Ontario and shall require a Certificate of Compliance to be processed unless a deed is provided confirming the existence of the parcel prior to the date of March 4, 1972.
- 2.05 Apply for a: 
  - Certificate of Compliance with a Record of Survey;
  - Lot Line Adjustment (Record a Conforming Deed with the County of San Bernardino within six months of the recordation of the Lot Line Adjustment to conform the new LLA legal description. Submit a copy of the recorded Conforming Deed to the Engineering Department.);
  - Make a Dedication of Easement.



- 2.06 Provide (original document) Covenants, Conditions and Restrictions (CC&R's), as applicable to the project, and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&R's shall provide for, but not be limited to, common ingress and egress, joint maintenance of all common access improvements, common facilities, parking areas, utilities and drive approaches in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project.
  
- 2.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com/>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at [http://geotracker.waterboards.ca.gov/profile\\_report?global\\_id=T10000004658](http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658).
  
- 2.08 Submit a soils/geology report.
- 2.09 Other Agency Permit/Approval: Submit a copy of the approved permit and/or other form of approval of the project from the following agency or agencies: 
  - State of California Department of Transportation (Caltrans)
  - San Bernardino County Road Department (SBCRD)
  - San Bernardino County Flood Control District (SBCFCD)
  - Federal Emergency Management Agency (FEMA)
  - Cucamonga Valley Water District (CVWD) for sewer/water service
  - United States Army Corps of Engineers (USACE)
  - California Department of Fish & Game
  - Inland Empire Utilities Agency (IEUA)
  - Other: Southern California Edison (SCE) – for any improvements encroaching into their easements
  - Other: Frontier California Inc. – for any improvements encroaching into their easements
  - Other: City of Eastvale – prior to encroachment permit issuance
  
- 2.10 Dedicate to the City of Ontario the right-of-way described below: 
  - A. An additional 30 feet from the ultimate right-of-way of Ontario Ranch Rd along the project frontage for a 50 feet neighborhood edge
  - B. An additional 25 feet from the ultimate right-of-way of Hamner Ave along the project frontage for a 34.5 feet neighborhood edgeProperty line corner 'cut-back' required at the intersection of:
  - A. Hamner Ave & Ontario Ranch Rd
  - B. Hamner Ave & southerly project driveway
  - C. Ontario Ranch Rd & westerly project driveway
  
- 2.11 Dedicate to the City of Ontario the following easement(s): \_\_\_\_\_   
\_\_\_\_\_
  
- 2.12 Vacate the following street(s) and/or easement(s): 
  - A. All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company.



- 2.13 Ontario Ranch Developments:**
- 1) Submit a copy of the permit from the San Bernardino County Health Department to the Engineering Department and the Ontario Municipal Utilities Company (OMUC) for the destruction/abandonment of the on-site water well. The well shall be destroyed/abandoned in accordance with the San Bernardino County Health Department guidelines.
- 2) Make a formal request to the City of Ontario Engineering Department for the proposed temporary use of an existing agricultural water well for purposes other than agriculture, such as grading, dust control, etc. Upon approval, the Applicant shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by said agreement.
- 3) Design proposed retaining walls to retain up to a maximum of three (3) feet of earth. In no case shall a wall exceed an overall height of nine (9) feet (i.e. maximum 6-foot high wall on top of a maximum 3-foot high retaining wall).
- 4) Provide evidence of sufficient water availability equivalents (Certificate of Net MDD Availability).
- 2.14 Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein valued at 100% of the approved construction cost estimate. Security deposit shall be in accordance with the City of Ontario Municipal Code. Security deposit will be eligible for release, in accordance with City procedure, upon completion and acceptance of said public improvements.**
- 2.15 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 \$592,862, shall be paid to the Building Department. Final fee shall be determined based on the approved site plan and the DIF rate at the time of payment.**
- 2.17 Other conditions:**
- A. This Development Plan shall comply with the approved Rich Haven Specific Plan and the approved Development Agreement (PDA16-003).**
  - B. Applicant/developer shall obtain all off-site right-of-way/easements necessary to construct the required public improvements identified within Section 2 of these Conditions of Approval.**
  - C. All private improvements encroaching in the neighborhood edge, such as the monument sign, screen wall, curb and gutter, drive-thru lane, etc., shall be maintained by the property owner and shall not be included in the CFD.**
  - D. A private storm drain easement from the property south of this development is required for drainage to the south.**
  - E. A reciprocal access easement from the property south of this development is required for the shared driveway on Hamner Avenue.**
  - F. An easement is required for any private improvements from this development encroaching on the property south of this development.**



**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	Hamner Ave	Ontario Ranch Rd
Curb and Gutter	<input checked="" type="checkbox"/> New; 64 ft. from C/L (A) <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New; 65 ft. from C/L (D) <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace
AC Pavement	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> Widen 22 additional feet along frontage, including pavm't transitions (A, B)	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> Widen 26 additional feet along frontage, including pavm't transitions (D)
PCC Pavement (Truck Route Only)	<input checked="" type="checkbox"/> New (C) <input type="checkbox"/> Modify existing	<input checked="" type="checkbox"/> New (E) <input type="checkbox"/> Modify existing
Drive Approach	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace
Sidewalk	<input checked="" type="checkbox"/> New (A) <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New (D) <input type="checkbox"/> Remove and replace
ADA Access Ramp	<input checked="" type="checkbox"/> New (A) <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New (D) <input type="checkbox"/> Remove and replace
Parkway	<input checked="" type="checkbox"/> Trees (A) <input checked="" type="checkbox"/> Landscaping (w/irrigation) (A) <input checked="" type="checkbox"/> Neighborhood edge (A)	<input checked="" type="checkbox"/> Trees (D) <input checked="" type="checkbox"/> Landscaping (w/irrigation) (D) <input checked="" type="checkbox"/> Neighborhood edge (D)
Raised Landscaped Median	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace



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

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

- A. West side from Ontario Ranch Rd to southerly project frontage
- B. Please note, if the existing Hamner Ave pavement is not concurrent with current pavement standards, it will be required to be removed and replaced to be brought up to current standards.
- C. For new signalized intersection at Hamner Ave & southerly project driveway.



**D. South side from westerly project frontage to Hamner Ave**  
**E. For remaining portion of new signalized intersection at westerly project driveway & Ontario Ranch Rd.**

- 2.19 Construct a 2" asphalt concrete (AC) grind and overlay on the following street(s): \_\_\_\_\_
- 2.20 Reconstruction of the full pavement structural section, per City of Ontario Standard Drawing number 1011, may be required based on the existing pavement condition and final street design. Minimum limits of reconstruction shall be along property frontage, from street centerline to curb/gutter.
- 2.21 Make arrangements with the Cucamonga Valley Water District (CVWD) to provide  water service  sewer service to the site. This property is within the area served by the CVWD and Applicant shall provide documentation to the City verifying that all required CVWD fees have been paid.
- 2.22 Overhead utilities shall be under-grounded, in accordance with Title 7 of the City's Municipal Code (Ordinance No. 2804 and 2892). Developer may pay in-lieu fee, approximately \_\_\_\_\_, for undergrounding of utilities in accordance with Section 7-7.302.e of the City's Municipal Code.
- 2.23 Other conditions: \_\_\_\_\_

**C. SEWER**

- 2.24 **A 8 inch sewer main is available for connection by this project in Almond Blossom St. (Ref: Sewer Drawing Number: S16604)**
- 2.25 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately \_\_\_\_\_ feet away.
- 2.26 Submit documentation that shows expected peak loading values for modeling the impact of the subject project to the existing sewer system. The project site is within a deficient public sewer system area. Applicant shall be responsible for all costs associated with the preparation of the model. Based on the results of the analysis, Applicant may be required to mitigate the project impact to the deficient public sewer system, including, but not limited to, upgrading of existing sewer main(s), construction of new sewer main(s) or diversion of sewer discharge to another sewer.
- 2.27 **Other conditions:**   
**See OMUC Conditions of Approval attached.**

**D. WATER**

- 2.28 **A 24 inch and 12 inch water main are available for connection by this project in Hamner Ave and Ontario Ranch Rd, respectively. (Ref: Water plan bar code: W3192-3193, W15610-15611)**
- 2.29 Design and construct a water main extension. A water main is not available for direct connection. The closest main is approximately \_\_\_\_\_ feet away.
- 2.30 **Other conditions:**   
**See OMUC Conditions of Approval attached.**

**E. RECYCLED WATER**

- 2.31 **A 8 inch and 12 inch recycled water main are available for connection by this project in Hamner Ave and Ontario Ranch Rd, respectively. (Ref: Recycled Water Drawing Number: RW0169-0170, P11418-11419)**
- 2.32 Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project.
- 2.33 Design and construct an on-site recycled water ready system for this project. A recycled water main does not currently exist in the vicinity of this project, but is planned for the near future. If Applicant would like to connect to this recycled water main when it becomes available, the cost for the connection shall be borne solely by the Applicant.



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

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

- 2.35 **Other conditions:**   
**See OMUC Conditions of Approval attached.**

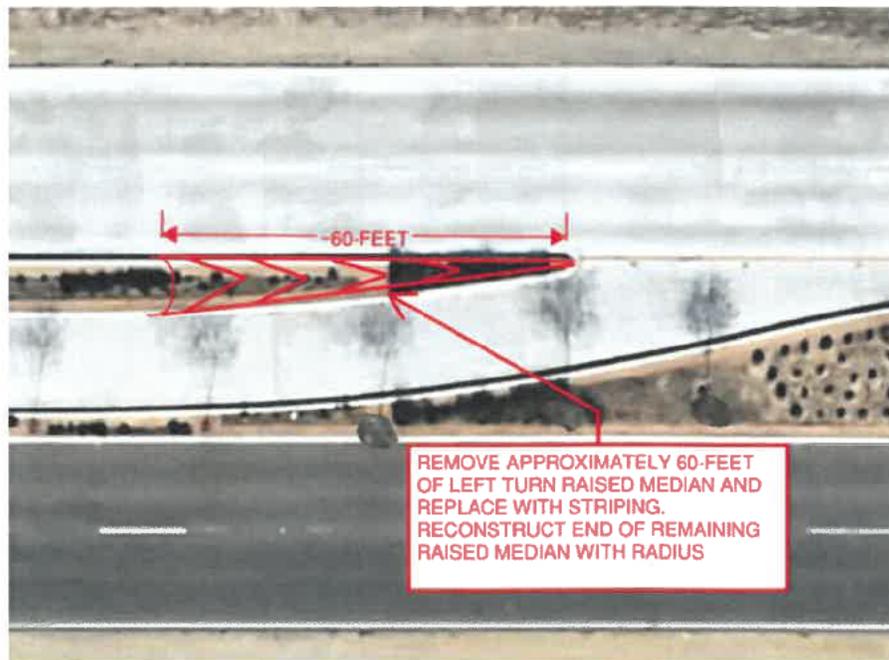
**F. TRAFFIC / TRANSPORTATION**

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

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

- 2.38 **Other conditions:**

**A. The Applicant/Developer shall be responsible to design and construct modification to the westbound left turn median island on Ontario Ranch Road at the signalized driveway entrance. The Applicant/Developer shall remove approximately 60-feet of the existing left turn raised median island and create a striped gore area. The remaining raised median shall be reconstructed with a radius. See markup below for reference.**



**B. The Applicant/Developer shall be responsible to design and construct the necessary pavement and striping transitions from existing roadway conditions to the widened roadway project frontage portions along Ontario Ranch Road and Hamner Avenue. Striping improvements shall include the removal existing interim signing and striping beyond the project frontage limits on Ontario Ranch Road and Hamner Avenue, and the installation of ultimate signing and striping, including the installation of ultimate signing and striping for the southbound section of Hamner Avenue from Micro Drive to Ontario Ranch Road.**



- C. The Applicant/Developer shall be responsible to design and construct a traffic signal at the following intersection with the following requirements:

**Hamner Avenue at driveway entrance to development south of Ontario Ranch Road:**

- i. The City of Eastvale will have to approve the signalized intersection since Hamner Avenue is along the city boundary.
- ii. The traffic signal shall provide full access to the driveway on the westside of Hamner Avenue and shall also serve the future development adjacent to the southerly property line.
- iii. An ADA ramp with a crosswalk will need to be installed on the eastside of Hamner Avenue. The ADA ramp and crosswalk installation on the eastside of Hamner Avenue will need City of Eastvale approval.
- iv. At a minimum a left turn and separate right turn lane must be provided for the outbound movement. The driveway width must be adequately sized to accommodate inbound and outbound trucks.

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

- D. The Applicant/Developer shall be responsible to design and construct traffic signal at the following intersection:

**Ontario Ranch Road at driveway entrance to development approximately 950-foot west of Hamner Avenue**

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

- E. The Applicant/Developer shall be responsible to design and construct modifications to the existing traffic signal on Hamner Avenue and Ontario Ranch Road. The traffic signal modification shall address relocation or upgrade of any affected equipment including poles, video detection, fiber optic cable and conduit, communication equipment, emergency vehicle preemption systems, and bicycle detection to the satisfaction of the City Engineer. All new signal equipment shall be installed at its ultimate location, unless precluded by right-of-way limitations.
- F. The Applicant/Developer shall be responsible to design and construct a bus turnout to serve a future stop on Ontario Ranch Road, just east of the signalized driveway entrance to the project site. The bus turnout shall be designed in accordance with Omnitrans requirements and to the satisfaction of the City Engineer.
- G. The Applicant/Developer shall be responsible to design and construct a bus turnout to serve a future bus stop on the west side of Hamner Avenue, south of Ontario Ranch Road. The bus turnout shall be designed in accordance with Omnitrans requirements and to the satisfaction of the City Engineer.
- H. The Applicant/Developer shall provide reciprocal access for the shared driveway onto Hamner Avenue and the southerly property.
- I. The Applicant/Developer shall construct concrete approaches for southbound direction on Hamner Avenue at signalized driveway entrance, south of Ontario Ranch Road, since Hamner Avenue is a truck route in accordance with the City of Ontario Standard Drawing No. 1207.
- J. The Applicant/Developer shall construct concrete approaches for eastbound direction on Ontario Ranch Road at signalized driveway entrance, since Ontario Ranch Road is a truck route in accordance with the City of Ontario Standard Drawing No. 1207.
- K. Design and construct proposed driveways in accordance with City of Ontario Standard Drawing No. 1204 for Commercial Driveway along Ontario Ranch Road and Hamner Avenue.
- L. Property frontage along Ontario Ranch Road and Hamner Avenue shall be signed "No Stopping Anytime".
- M. All landscaping, block walls, and other obstructions shall be compatible with the



- stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.
- N. The Applicant/Developer's engineer-of-record shall meet with City Engineering staff prior to designing and submitting for plan check the signing/stripping, street lighting and traffic signal design plans to define limits of improvements.

**G. DRAINAGE / HYDROLOGY**

- 2.39 A \_\_\_\_\_ inch storm drain main is available to accept flows from this project in \_\_\_\_\_.  
 (Ref: Storm Drain Drawing Number: \_\_\_\_\_)
- 2.40 **Submit a hydrology study and drainage analysis, prepared and signed by a Civil Engineer registered in the State of California. The study shall be prepared in accordance with the San Bernardino County Hydrology Manual and City of Ontario standards and guidelines. Additional drainage facilities, including, but not limited to, improvements beyond the project frontage, may be required to be designed and constructed, by Applicant, as a result of the findings of this study.**
- 2.41 An adequate drainage facility to accept additional runoff from the site does not currently exist downstream of the project. Design and construct a storm water detention facility on the project site. 100-year post-development peak flow shall be attenuated such that it does not exceed 80% of pre-development peak flows, in accordance with the approved hydrology study and improvement plans.
- 2.42 Submit a copy of a recorded private drainage easement or drainage acceptance agreement to the Engineering Department for the acceptance of any increase to volume and/or concentration of historical drainage flows onto adjacent property, prior to approval of the grading plan for the project.
- 2.43 Comply with the City of Ontario Flood Damage Prevention Ordinance (Ordinance No. 2409). The project site or a portion of the project site is within the Special Flood Hazard Area (SFHA) as indicated on the Flood Insurance Rate Map (FIRM) and is subject to flooding during a 100-year frequency storm. The site plan shall be subject to the provisions of the National Flood Insurance Program.
- 2.44 **Other conditions:**
  - A. **Design and construct 36-54" (size varies) storm drain line in Hamner Ave from Ontario Ranch Rd connecting to County Line Channel in Bellegrave Ave per the Master Plan of Drainage.**

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

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



**J. SPECIAL DISTRICTS**

- 2.49 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Investment and Revenue Resources at (909) 395-2341 to initiate the CFD application process.
- 2.50 Other conditions: \_\_\_\_\_

**K. FIBER OPTIC**

- 2.51 A fiber optic line is available for connection by this project in Hamner Ave. (Ref: Fiber Optic plan bar code: O10504)
- 2.52 Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole located at the southwest corner Hamner Ave & Ontario Ranch Rd. Limits of work are generally located along the project frontages of Hamner Ave and Ontario Ranch Rd.
- 2.53 Refer to the City's Fiber Optic Master Plan for design and layout guidelines. Contact the Broadband Operations Department at (909) 395-2000, regarding this requirement.

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

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



- 3.05 Confirm payment of all Development Impact Fees (DIF) to the Building Department.
- 3.06 Submit electronic copies (PDF and Auto CAD format) of all approved improvement plans, studies and reports (i.e. hydrology, traffic, WQMP, etc.).

**4. PRIOR TO FINAL ACCEPTANCE, APPLICANT SHALL:**

- 4.01 Complete all Conditions of Approval listed under Sections 1-3 above.
- 4.02 Pay all outstanding fees pursuant to the City of Ontario Municipal Code, including but not limited to, plan check fees, inspection fees and Development Impact Fees.
- 4.03 The applicant/developer shall submit a written request for the City's final acceptance of the project addressed to the City Project Engineer. The request shall include a completed Acceptance and Bond Release Checklist, state that all Conditions of Approval have been completed and shall be signed by the applicant/developer. Upon receipt of the request, review of the request shall be a minimum of 10 business days. Conditions of Approval that are deemed incomplete by the City will cause delays in the acceptance process.
- 4.04 Submit record drawings (PDF) for all public improvements identified within Section 2 of these Conditions of Approval.



**EXHIBIT 'A'**

**ENGINEERING DEPARTMENT  
First Plan Check Submittal Checklist**

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Project Number: PDEV21-025

**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 and OMUC 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).**
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.  **Two (2) copies of prepared legal description and plat. (Original signed & wet stamped copies are not needed until after the City has completed the plan checking of the documents.)**
- 28.  **Two (2) copies of completely filled out "Easement Deed of Right-of-Way Dedication". (Original signed certificate and original acknowledgement(s) are not needed until after the City has completed the plan checking of the documents.)**
- 29.  **One (1) copy of Private Easements (storm drain, reciprocal access, private improvements) with property south of development. See COA 2.17.**
- 30.  **One (1) copy of Final Utilities System Map (USM)**
- 31.  **One (1) copy of Final Sewer Sub-Area Master Plan (SSAMP)**



# CITY OF ONTARIO MEMORANDUM



**DATE:** January 6, 2023  
**TO:** Michael Bhatanawin, Engineering Department  
**CC:** Lorena Mejia, Planning Department  
**FROM:** Heather Young, Utilities Engineering Division  
Eric Woosley, Utilities Engineering Division  
**SUBJECT:** DPR#5 - Utilities Engineering Conditions of Approval (COA) (#8962)  
**PROJECT NO.:** PDEV21-025, PCUP21-012

## BRIEF DESCRIPTION:

*A Development Plan to construct eight (8) commercial buildings totaling 204,500 square feet on 17.13 acres of land located at southwest corner of Hamner Avenue and Ontario Ranch Road, within the Regional Commercial land use district of the Rich Haven Specific Plan (APN(s): 218-211-25). Related File(s): Conditional Use Permit PCUP21-012.*

## OMUC UTILITIES ENGINEERING DIVISION CONDITIONS OF APPROVAL

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

### **General Conditions:**

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

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

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

2. Inherited Requirements and Conditions of Approval: The project is subject to all the requirements and conditions of approval from PMTT16-011 (TM-19741), PDA16-003, and PSP05-004 Rich Haven Specific Plan, as amended. For any conflict in Conditions of Approval and requirements, the Conditions of Approval below for this Project will supersede.
3. Final Utilities Systems Map (USM): Submit a Final Utilities Systems Map (USM) as part of the precise grading plan submittal that meets all the City's USM requirements. These requirements include to show and label all existing and proposed utilities (including all appurtenances such as backflow devices, DCDAs, etc.), sizes, points of connection, and any easements. The final utility design shall comply with all Division of Drinking Water (CCR §64572) Separation Requirements. See Utility Systems Map (USM) Requirements document for details.
4. Note the following definitions and concepts for Public Utility Improvements and Private Utility Improvements: Public Improvements shall be designed per City Public Design Guidelines and City Standards and constructed through a City Encroachment Permit; and Private Onsite Improvements shall be designed per Building Code and Plumbing Code and constructed through a City Building Permit.

- a. Public Utility Improvements include the following: water main pipelines and sewer main pipelines; sewer laterals connecting to a Public Sewer Main up to the Cleanout (or Manhole) at PL/RoW; water services and connected appurtenances (Meters/Meter Boxes, Fire Hydrants, Airvacs, Blowoffs, etc.) connecting to a Public Water Main per City Standards; and Fire Services connecting to a Public Water Main from the Main up to the DCDA. Public Water Improvements and Public Sewer Improvements are required to be designed and constructed through Public Improvement Plans with Plan View and Profile View per City Standards, Guidelines, and Requirements.
- b. Private Utility Improvements include the following: onsite water plumbing lines after a Public Meter, or after the Fire DCDA and including the DCDA; Backflow Devices and other Cross-Connection Prevention; onsite sewer upstream of the Public Sewer Lateral, including the Cleanout (or Manhole) at PL/RoW/PUE Edge; Monitoring Manholes and other Wastewater Pretreatment Facilities. Private Onsite Utility Improvements are required to be designed and constructed per Building and Plumbing Plans with: the Backflows, DCDAs, Cleanout (or Manhole) at PL/RoW/PUE Edge, and Monitoring Manholes being designed and constructed through a Precise Grading Plan; and, the other Pretreatment Devices (Grease Interceptor, Sand, Oil Interceptors, etc.) and the connections to the buildings and structures through a building Plumbing Plan.

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

5. Sanitary Sewer Service:

- a. The plumbing of each unit and the onsite sewer system shall be designed and constructed in such a way that:
  - i. Each Unit's wastewater discharge is separate from the other Units' wastewater discharge as it leaves the building and each Unit's sewer line shall have a monitoring manhole per City Standard Drawing 2001, 2201, and 2203.
  - ii. Each Unit is plumbed to have the Unit's domestic wastewater leave the building separate from the Unit's food service wastewater.
  - iii. A grease interceptor and sample box shall be installed for each unit that will be occupied by a food service establishment discharging a greasy wastestream as required by Ontario Municipal Code Section 6-7.404. Multiple Units cannot share a single grease interceptor.
  - iv. The onsite sewer lines from each unit's plumbing to the public sewer lateral shall be situated in such a way that will allow for the possible installation of a future grease interceptor on each on the Unit's food service wastewater discharge line separate from the Unit's domestic wastewater.
- 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.
- a. Onsite Sewer: Onsite sewer upstream of the existing manhole at the southwest corner of the project site shall be privately owned and maintained.

6. Sewer Sub-Area Master Plan (SSAMP): Convert the Conceptual Sewer Sub-Area Master Plan (SSAMP) into a Final SSAMP and submit a Final SSAMP pursuant to Section 4-8 of the Sewer Master Plan to OMUC for review and approval with the first plan check submittal and prior to issuance of any permits.

7. For Wastewater Sewer Discharge, the project site shall meet the following requirements:

- a. Each food service establishment occupant shall individually apply for a Wastewater Discharge Permit for their Establishment, and shall comply will all the requirements of the Wastewater Discharge Permit ([https://www.ontarioca.gov/sites/default/files/Ontario-Files/Municipal-Utilities-Company/fse\\_wastewater\\_permit\\_application\\_fillable.pdf](https://www.ontarioca.gov/sites/default/files/Ontario-Files/Municipal-Utilities-Company/fse_wastewater_permit_application_fillable.pdf)). Requirements of the Wastewater Discharge Permit may include, but not limited to: Installation of wastewater pretreatment equipment, such as grease interceptors.
- b. Each dental establishment occupant shall submit a One-Time Compliance Report, and shall comply will all the requirements of the Environmental Programs Division ([https://www.ontarioca.gov/sites/default/files/Ontario-Files/Municipal-Utilities-Company/5\\_dental\\_office\\_compliance\\_report\\_fillable\\_20180723165003\\_0.pdf](https://www.ontarioca.gov/sites/default/files/Ontario-Files/Municipal-Utilities-Company/5_dental_office_compliance_report_fillable_20180723165003_0.pdf)). Requirements may

include, but is not limited to: Installation of wastewater pretreatment equipment, such as dental amalgam separators.

- c. For wastewater permit application questions, please contact:  
Michael Birmelin, Environmental Programs Manager  
[omucenvironmental@ontarioca.gov](mailto:omucenvironmental@ontarioca.gov)

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

8. Potable Water Service:

a. Backflow Prevention:

- i. Each Meter connected to the Public Potable Water System that serves any use that is more than one (1) single family residential unit or any non-residential use requires a backflow prevention device. A Meter connected to the Public Potable Water System that serves only one (1) single family residential unit (and an ADU and/or JADU) in most cases does not require a backflow device.

- b. Service: Each Unit shall have a its own domestic water service and meter connected to the Public Potable Water System. All domestic water services shall be manifolded in groups of three meters (maximum) and serviced by the existing 12-inch potable water main in Ontario Ranch Road. No services shall be serviced by the existing 24-inch potable water main in Hamner Avenue.

c. Fire Water Service: For onsite private Fire System uses:

- i. Where the domestic water service and meters connected to the Public Potable Water System that serves any use that is more than one (1) single family detached residential unit, or any non-residential use: if an onsite private fire system is required, then a separate Fire Service with Double Check Detector Assembly (DCDA) per City Standard #4208 connected to the Public Potable Water System is required, to serve the onsite private fire system. The onsite fire system and onsite domestic water plumbing system shall be separate.
- ii. All fire services shall be serviced by the existing 12-inch potable water main in Ontario Ranch Road. No fire services shall be serviced by the existing 24-inch potable water main in Hamner Avenue.

d. Onsite Water: Onsite water shall be privately owned and maintained.

9. 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.
10. Existing Blow-Offs and Air-Vacs to be Relocated: Any existing apparatuses for high or low points in the main that need to be relocated shall be designed and its location determined during the construction drawings.
11. Unused Services and Stubs: Any existing services and stubs along the frontages of the Project site that are unused shall be abandoned back to the main connection.
12. Above-Ground Potable Water Apparatuses: All above-ground apparatuses shall be a minimum of 5-feet away from the begin of curb return or end of curb return.
13. Fire Hydrants: All public fire hydrants fronting the Project shall be installed to meet City Standard Drawing No. 4111 or 4101.

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

14. 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.
15. RW Program Requirements: In order to receive RW service, the applicant shall comply with each of the following:
- a. Prior to Precise Grading Plan Approval and Building Permits Issuance:
- i. Provide two hard copies and the digital files (in PDF and AutoCAD format) for both on-site and off-site utility plans, including landscape and irrigation improvements.
- ii. Submit an **Engineering Report (ER)** to the City detailing recycled water usage for review and approval by the City and the State. The review process for the ER is typically 3 months. City will coordinate the State's approval of the ER.
- iii. For details, contact 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.

16. Recycled Water Service:

- a. 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.
- b. Existing Blow-Offs and Air-Vacs to be Relocated: Any existing apparatuses for high or low points in the main that need to be relocated shall be designed and its location determined during the construction drawings.
- c. Unused Services and Stubs: Any existing services and stubs along the frontages of the Project site that are unused shall be abandoned back to the main connection.

**The following items are required to be included with the first plan check submittal:**

- 1.  Final Utilities System Map (USM)
- 2.  Final Sewer Sub-Area Master Plan (SSAMP)



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Lorena Mejia, Senior Planner  
Planning Department

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

**DATE:** July 6, 2021

**SUBJECT:** PDEV21-025 - A Development Plan to construct eight (8) commercial buildings totaling 204,500 square feet on 17.13 acres of land located at the southwest corner of Hamner Avenue and Ontario Ranch Road, within the Regional Commercial land use district of the Rich Haven Specific Plan (APN(s): 218-211-25). Related File(s): Conditional Use Permit PCUP21-012.

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

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

- A. 2019 CBC Type of Construction: Not Listed
- B. Type of Roof Materials: Ordinary
- C. Ground Floor Area(s): Varies
- D. Number of Stories: 1 Story
- E. Total Square Footage: 204,907
- F. 2019 CBC Occupancy Classification(s): Not Listed

## **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 2500 gallons per minute (g.p.m.) for 4 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.
- ☒ 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.
- ☒ 3.4 The water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

### 4.0 FIRE PROTECTION SYSTEMS

- ☒ 4.1 On-site private fire hydrants are required per Standard #D-005, and identified in accordance with Standard #D-002. Installation and locations(s) are subject to the approval of the Fire Department. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- ☒ 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.
- ☒ 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 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.
- ☒ 4.4 Wood frame buildings that are to be sprinkled shall have these systems in service (but not necessarily finalized) before the building is enclosed.
- ☒ 4.5 Fire Department Connections (FDC) shall be located on the address side of the building within one hundred fifty feet (150') of a public fire hydrant on the same side of the street. Provide identification for all fire sprinkler control valves and fire department connections per Standard #D-007. Raised curbs adjacent to Fire Department connection(s) shall be painted red, five feet either side, per City standards.
- ☒ 4.6 A fire alarm system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 72. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.

- ☒ 4.7 Portable fire extinguishers are required to be installed prior to occupancy per Standard #C-001. Please contact the Fire Prevention Bureau to determine the exact number, type and placement required.
- ☒ 4.8 A fixed fire extinguishing system is required for the protection of hood, duct, plenum and cooking surfaces. This system must comply with National Fire Protection Association (NFPA) Standards 17A and 96. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.

## **5.0 BUILDING CONSTRUCTION FEATURES**

- ☒ 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
- ☒ 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Address numbers shall contrast with their background. See Section 9-1 6.06 of the Ontario Municipal Code and Standards #H-003 and #H-002.
- ☒ 5.6 Knox ® brand key-box(es) shall be installed in location(s) acceptable to the Fire Department. All Knox boxes shall be monitored for tamper by the building fire alarm system. See Standard #H-001 for specific requirements.



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Lorena Mejia, Senior Planner

**FROM:** Officer Bill Lee, Police Department

**DATE:** July 28, 2021

**SUBJECT:** PDEV21-025 - A DEVELOPMENT PLAN TO CONSTRUCT EIGHT COMMERCIAL BUILDINGS/SHOPPING CENTER TOTALING 204,500 SQUARE FEET AT THE SOUTHWEST CORNER OF HAMNER AVENUE AND ONTARIO RANCH ROAD. RELATED FILE: CONDITIONAL USE PERMIT PCUP21-012

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

- Required lighting for all walkways, driveways, doorways, parking areas, and other areas used by the public shall be provided and operate on photosensor. Photometrics shall be provided to the Police Department. Photometrics shall include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting.
- Rooftop addresses shall be installed on the building as stated in the Standard Conditions. The numbers shall be at a minimum 3 feet tall and 1 foot wide, in reflective white paint on a flat black background, and oriented with the bottom of the numbers towards the addressed street.
- The Applicant shall comply with all construction site security requirements as stated in the Standard Conditions.
- The applicant will be responsible for keeping the grounds of the business clean from debris and litter.
- Graffiti abatement by the business owner/licensee, or management shall be immediate and on-going on the premises, but in no event shall graffiti be allowed unabated on the premises for more than 72 hours. Abatement shall take the form of removal or shall be covered/painted over with a color reasonably matching the color of the existing building, structure, or other surface being abated. Additionally, the business owner/licensee, or management shall notify the City within 24 hours at (909) 395-2626 (graffiti hotline) of any graffiti elsewhere on the property not under the business owner/licensee's or management control so that it may be abated by the property owner and/or the City's graffiti team.

- Maintain all landscaping on property to a standard that all ground covering shrubbery and hedges are no taller than 2 feet (24") and the lower canopy of all trees is no lower than 6 feet (72").
- Trash enclosure shall be fully secured by locks and screens/grates in order to reduce crime and encampment opportunities for homeless persons.

The Applicant is invited to call Bill Lee at (909) 408-1672 regarding any questions or concerns.

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

**CONDITIONS OF APPROVAL**

Sign Off



Jamie Richardson, Sr. Landscape Planner

12/5/2022

Date

Reviewer's Name:  
**Jamie Richardson, Sr. Landscape Planner** Phone:  
**(909) 395-2615**

D.A.B. File No.:  
 PDEV21-025 Case Planner:  
 Lorena Mejia

Project Name and Location:  
 Ontario Gateway  
 SW Corner of Hamner and Ontario Ranch Road

Applicant/Representative:  
 Wood Investments Companies, Inc. – Matthew Bush  
 2950 Airway Avenue, Unit A9  
 Costa Mesa, CA 92626

- |                                     |  |
|-------------------------------------|--|
| <input checked="" type="checkbox"/> | <b>Preliminary Plans (dated 11/7/2022) meets the Standard Conditions for New Development and has been approved with the consideration that the following conditions below be met upon submittal of the landscape construction documents.</b> |
| <input type="checkbox"/>            | <b>Preliminary Plans (dated) has not been approved. Corrections noted below are required prior to Preliminary Landscape Plan approval.</b>   |

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

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

**Additional clarification is provided in red.**

Civil/ Site Plans

1. Provide details for the corner monument at Ontario Ranch Road and Hamner. Show the tower, the dimensions, the materials, and the space surrounding the monument: The City logo sign shall be cast aluminum minimum 1/2" thick with porcelain enamel background and graphics. The panel shall include a 2" wide white border. Include mounting studs on the back side. Note for complete shop drawings prior to fabrication to be submitted prior to approval. Logo and colors shall be per city standards.
2. Storm water infiltration devices located in landscape areas shall be reviewed and plans approved by the Landscape Planning Division prior to permit issuance. Any storm water devices in parkway areas shall not displace street trees.
3. Show and dimension transformers set back 5' from paving all sides. Coordinate with landscape plans. Pad 5 location is shown adjacent to a parking space; relocate or add a planter at parking end to allow for the required tree and screening.
4. Show and dimension backflow devices set back 4' from paving all sides. Locate on level grade. Backflows shall be located on private property and not within the right-of-ways.
5. Show corner ramp and sidewalk per city standard drawing 1213 with max 10' or 13' of ramp and sidewalk behind at corners. Show 5' sidewalk and 7' parkway within the right of way or as required by Engineering dept.

Landscape Plans

6. Show backflow devices with 36" high strappy leaf shrub screening and trash enclosures and transformers, a 4'-5' high evergreen hedge screening. Do not encircle utility, show as masses and duplicate masses in other locations on regular intervals.
7. Locate light standards, fire hydrants, water and sewer lines to not conflict with required tree locations. Coordinate civil plans with landscape plans

8. Show all utilities on the landscape plans. Coordinate so utilities are clear of tree locations.
9. Show corner ramp and sidewalk per city standard drawing 1213.
10. Detail irrigation dripline outside of mulched root zone.
11. Designer or developer to provide agronomical soil testing and include report on landscape construction plans.
12. Show concrete mowstrips to identify separate ownership or between maintenance areas.
13. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
14. 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.

**Attachment B: Parking Demand Analysis,**  
*(Conditions of Approval follow this page)*

July 13, 2022

Mr. Jeff Hopkins  
The Ranch at Model Colony, LLC  
2950 Airway Avenue, Unit A-9  
Costa Mesa, CA 92626

LLG Reference: 2.21.4474.1

**Subject: Parking Demand Analysis for the  
Ontario Gateway Project  
Ontario, California**

Engineers & Planners  
Traffic  
Transportation  
Parking

Linscott, Law &  
Greenspan, Engineers  
2 Executive Circle  
Suite 250  
Irvine, CA 92614  
949.825.6175 T  
949.825.6173 F  
www.llgengineers.com

Dear Mr. Hopkins:

As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Parking Demand Analysis for the proposed Ontario Gateway Project (hereinafter referred to as Project). The project site is located on the southwest quadrant of the intersection of Hamner Avenue and Ontario Ranch Road in the City of Ontario, California. *Figure 1*, located at the rear of this letter report, presents a Vicinity Map, which illustrates the general location of the project site and depicts the surrounding street system.

Pasadena  
Irvine  
San Diego  
Woodland Hills

Based on our understanding, a parking study has been required by the City of Ontario to evaluate the parking requirements of the proposed Project. This letter report evaluates those needs based on application of parking requirements per City code and the Rich-Haven Specific Plan, and further application of the Urban Land Institute's (ULI) *Shared Parking* methodology.

Our method of analysis, findings, and recommendations are detailed in the following sections of this report.

## PROJECT DESCRIPTION

*Figure 2* presents the proposed site plan for the Project prepared by MCG Architecture. As shown in *Figure 2*, the proposed Project is located within the Rich-Haven Specific Plan and will consist of a 205,002 square-foot (SF) shopping center that will contain various retail, supermarket/grocery, discount stores, restaurants, health club, medical/dental office and bank uses. *Table 1* presents the proposed project development summary. Review of the lower portion of *Table 1* indicates that the proposed Project will consist of 14,125 SF of retail uses, a 35,551 SF grocery store, 114,390 SF of discount store uses, 18,748 SF of restaurant food uses, a 17,068

Philip M. Linscott, PE (1924-2000)  
Jack M. Greenspan, PE (Ret.)  
William A. Law, PE (Ret.)  
Paul W. Wilkinson, PE  
John P. Keating, PE  
David S. Shender, PE  
John A. Boarman, PE  
Clare M. Look-Jaeger, PE  
Richard E. Barretto, PE  
Keil D. Maberry, PE

SF health club, a 1,520 SF medical/dental office and a 3,600 SF bank. It should be noted that the public seating area for the proposed fast-food restaurants was conservatively assumed to be 60% of the total building square-footage (refer to the footnotes in *Table 1* for the public seating area sizes assumed for Pads 1, 2, 3 and 4). The proposed Project will provide a total parking supply of 784 parking spaces.

## **PARKING SUPPLY-DEMAND ANALYSIS**

The parking analysis for the Ontario Gateway Project involves determining the expected parking needs, based on the size and type of the proposed development components versus the proposed parking supply. In general, there are several methods that can be used to estimate the site's peak parking needs. The methods used in this analysis include the following:

1. Application of City code requirements (which typically treats each tenancy type as a "stand alone" use at maximum demand).
2. Application of shared parking usage patterns by time-of-day (which recognizes that the parking demand for each tenancy type varies by time of day and day of week). The shared parking analysis starts with a code calculation for each tenancy type.

The shared parking methodology is concluded to be applicable and appropriate for a development such as the proposed Project because the individual land use types (i.e. retail, supermarket/grocery, restaurant, health club, medical/dental office, bank, etc.) experience peak demands at different times of the day.

## **CITY CODE PARKING REQUIREMENT**

To determine the number of parking spaces required to support the proposed Project, the parking demand was first calculated using parking requirements per the *Rich-Haven Specific Plan, dated February 2018*. For any project land uses where a parking requirement is not specified in the Rich-Haven Specific Plan (i.e. supermarket/grocery and health club land uses), parking code requirements per the *City of Ontario Development Code, Division 6.03 – Off-Street Parking and Loading* were utilized. The following parking ratios were used to determine the required parking:

- *Retail = 1 space per 250 SF<sup>1</sup>.*
- *Restaurant = 1 space per 100 SF.*

---

<sup>1</sup> The retail parking code from the Rich-Haven Specific Plan was also applied to the proposed discount store uses.

- *Fast Food Drive-Through = 1 space per 75 SF of gross interior, non-food preparation area (public seating area) plus 1 space per 200 SF for all remaining building square-footage. Up to 8 spaces in the drive-through queue (8 x 25' minimum = 200') may be applied towards meeting the parking standard.*
- *Medical = 1 space per 250 SF.*
- *Banking = 1 space per 250 SF.*
- *Supermarket/Grocery = 1 space per 250 SF.*
- *Health Club = 1 space per 200 SF.*

**Table 2** presents the City-code parking requirements for the proposed Project. As shown, application of the above-referenced parking code ratios to the development totals results in a code-parking requirement of **904 spaces** (row A). It should be noted that the parking requirement for the fast-food restaurants include the drive-through parking space credit (i.e. 16 spaces for Pad 1, 6 spaces for Pad 2, 8 spaces for Pad 3 and 15 spaces for Pad 4). With a proposed parking supply of 784 spaces, a theoretical parking deficiency of 120 spaces is forecast (row C). However, the specific tenancy mix of the proposed Project provides an opportunity to share parking spaces based on the utilization profile of each included land use component. The following section calculates the parking requirements for the proposed Project based on the shared parking methodology approach, with a proposed 13% reduction from code requirements.

## SHARED PARKING ANALYSIS

According to the Urban Land Institute's (ULI's) *Shared Parking 3<sup>rd</sup> Edition* publication, shared parking is defined as a parking space that can be used to serve two or more individual land uses without conflict or encroachment. The ULI *Shared Parking* publication provides hourly parking accumulation rates for retail and restaurant uses, as well as other uses to include office, medical office, health club, cinema, hotel, etc. expressed as a percentage of the peak demand for the day.

### Shared Parking Methodology

Accumulated experience in parking demand characteristics indicates that a mixing of land uses results in an overall parking need that is less than the sum of the individual peak requirements for each land use. Due to the proposed mixed-use characteristics of the proposed Project, opportunities to share parking can be expected. The objective of this shared parking analysis is to forecast the peak parking requirements for the Project based on the combined demand patterns of different tenancy types at the site.

Shared parking calculations recognize that different uses often experience individual peak parking demands at different times of day, or days of the week. When uses share common parking footprints, the total number of spaces needed to support the collective whole is determined by adding parking profiles (by time of day for weekdays versus weekend days), rather than individual peak ratios as represented in the City's Municipal Code. In that way, the shared parking approach starts from the City's own code ratios and results in the "design level" parking supply needs of a site.

It should be noted that the "demand" results of the shared parking calculation are intended to be used directly for comparison to site supply. No further adjustments or contingency additions are needed because such contingencies are already built into the peak parking ratios and time of day profiles used in the calculation.

There is an important common element between the traditional "code" and the shared parking calculation methodologies; the peak parking ratios or "highpoint" for each land use's parking profile typically equals the "code" parking ratio for that use. The analytical procedures for shared parking analyses are well documented in the *Shared Parking, 3<sup>rd</sup> Edition* publication by the Urban Land Institute (ULI).

Shared parking calculations for the Project utilize hourly parking accumulations developed from field studies of single developments in free-standing settings, where travel by private auto is maximized. These characteristics permit the means for calculating peak parking needs when land use types are combined. Further, the shared parking approach illustrates how, at other than peak parking demand times, an increasing surplus of spaces will service the overall needs of the center.

### **Shared Parking Ratios and Profiles**

The hourly parking demand profiles (expressed in percent of peak demand) utilized in this study and applied to the proposed Project are based on profiles developed by the Urban Land Institute (ULI) and published in *Shared Parking, 3<sup>rd</sup> Edition*. These factors present a profile of parking demand over time and have been used directly in the analysis of the proposed Project. Specifically, the profiles for retail uses, supermarket/grocery uses, discount stores/superstores, restaurant uses (i.e. fine/casual dining, family restaurant and fast-food restaurant), health club, medical/dental office and bank were utilized and their characteristics are described below.

- For retail uses, peak demand occurs between 12:00 PM and 2:00 PM on weekdays and between 1:00 PM and 3:00 PM on weekends. The hourly factors shown for retail uses are taken directly from ULI. The retail demand profile was applied to

the proposed retail uses (i.e. 14,125 SF). The Rich-Haven Specific Plan parking code requirement of 1 space per 250 SF was utilized for retail.

- For supermarket/grocery uses, peak demand occurs between 4:00 PM and 7:00 PM on weekdays and between 11:00 AM and 5:00 PM on weekends. The hourly factors shown for supermarket/grocery uses are taken directly from ULI. The supermarket/grocery demand profile was applied to the proposed grocery store (i.e. 35,551 SF). The City's parking code requirement of 1 space per 250 SF was utilized for supermarket/grocery store.
- For discount store/superstores, peak demand occurs between 12:00 PM and 4:00 PM on weekdays and between 2:00 PM and 5:00 PM on weekends. The hourly factors shown for discount store/superstores uses are taken directly from ULI. The discount store/superstores demand profile was applied to the proposed discount store/superstores uses (i.e. 114,390 SF). The Rich-Haven Specific Plan parking code requirement of 1 space per 250 SF was utilized for discount store/superstores.
- The ULI *Shared Parking* publication includes several categories for restaurants. For this analysis, the parking profile for fine/casual dining restaurant, family restaurant and fast-food restaurant were utilized as each of the categories match the restaurant tenant mix of the Project. Like the retail profiles, the restaurant profiles are derived exactly from the ULI baseline and are applied to the Rich-Haven Specific Plan restaurant parking code ratio of 1 space per 100 SF and the Rich-Haven Specific Plan fast-food drive-through parking code ratio of 1 space per 75 SF (applied to the public seating area). A parking code ratio of 1 space per 200 SF was applied to the remaining fast-food with drive-through building square-footage. According to the *Shared Parking* publication, fine/casual dining restaurant uses are shown to experience peak demand between 7:00 PM and 10:00 PM on weekdays and 8:00 PM and 9:00 PM on weekends. Family restaurant uses are shown to experience peak demand between 12:00 PM and 1:00 PM on weekdays and weekends. Fast food restaurant uses are shown to experience peak demand between 12:00 PM and 2:00 PM on weekdays and weekends.
- For health club uses, peak demand occurs between 6:00 PM and 7:00 PM on weekdays and between 5:00 PM and 6:00 PM on weekends. The hourly factors shown for health club uses are taken directly from ULI. The health club demand profile was applied to the proposed health club use (i.e. 17,068 SF). The City's parking code requirement of 1 space per 200 SF was utilized for health club.
- For medical/dental office uses, peak demand occurs between 10:00 AM and 12:00 PM and 2:00 PM and 4:00 PM on weekdays and between 10:00 AM and 12:00 PM on weekends. The hourly factors shown for medical/dental office uses are

taken directly from ULI. The medical/dental office demand profile was applied to the proposed medical/dental office use (i.e. 1,520 SF). The Rich-Haven Specific Plan parking code requirement of 1 space per 250 SF was utilized for medical/dental office.

- For bank uses, peak demand occurs between 10:00 AM and 11:00 AM on weekdays and between 11:00 AM and 12:00 PM on weekends. The hourly factors shown for bank uses are taken directly from ULI. The bank demand profile was applied to the proposed bank use (i.e. 3,600 SF). The Rich-Haven Specific Plan parking code requirement of 1 space per 250 SF was utilized for bank.

### **Application of Shared Parking Methodology**

*Tables 3* and *4* present the weekday and weekend shared parking analysis results, respectively for the proposed Project. As shown in *Table 3*, the peak parking requirement for the proposed Project during a typical weekday totals *791 parking spaces* and occurs at 1:00 PM. In addition, as shown in *Table 4*, the peak parking requirement for the proposed Project during a typical weekend day totals *784 parking spaces* and occurs at 1:00 PM.

As a result, based on a review of *Tables 3* and *4*, the peak shared parking demand for the proposed Project is *791 parking spaces* and occurs at 1:00 PM on a typical weekday. With a proposed parking supply of 784 parking spaces, a *parking deficiency of 7 spaces* is forecast for the proposed Project. It should be noted that a parking surplus is forecast for all other hours of the day during a typical weekday. It should be further noted that the proposed Project will have adequate parking on a typical weekend day. Although the proposed Project will be deficient 7 parking spaces for one hour on a typical weekday, we conclude that the proposed Project will very likely provide adequate parking, as the use of 1 space per 200 SF to park the remaining fast-food with drive-through building square-footage (i.e. the non-public seating area) is likely overstated given that the 1 space per 200 SF would typically include parking demand for both customers and employees, whereas the remaining area of the restaurant would only reflect employee parking demand. Therefore, a ratio of 1 space per 400 SF would be more appropriate and would eliminate the parking deficiency during that one weekday hour.

*Appendix A* contains the weekday and weekend day shared parking analysis calculation worksheets for the proposed Project.

## SUMMARY OF FINDINGS AND CONCLUSIONS

- The project site is located on the southwest quadrant of the intersection of Hamner Avenue and Ontario Ranch Road in the City of Ontario, California. The proposed Project is located within the Rich-Haven Specific Plan and will consist of a 205,002 SF shopping center that will contain various retail, supermarket/grocery, discount stores, restaurants, health club, medical/dental office and bank uses. Specifically, the proposed Project will consist of 14,125 SF of retail uses, a 35,551 SF grocery store, 114,390 SF of discount store uses, 18,748 SF of restaurant food uses, a 17,068 SF health club, a 1,520 SF medical/dental office and a 3,600 SF bank. The proposed Project will provide a total of 784 parking spaces.
- Application of Rich-Haven Specific Plan and City-code parking ratios to the development totals results in a code-parking requirement of **904 spaces**. With a proposed parking supply of 784 spaces, a theoretical parking deficiency of 120 spaces is forecast.
- The peak parking requirement for the proposed Project during a typical weekday totals **791 parking spaces** and occurs at 1:00 PM. The peak parking requirement for the proposed Project during a typical weekend day totals **784 parking spaces** and occurs at 1:00 PM. As a result, the peak shared parking demand for the proposed Project is **791 parking spaces** and occurs at 1:00 PM on a typical weekday. With a proposed parking supply of 784 parking spaces, a **parking deficiency of 7 spaces** is forecast for the proposed Project. It should be noted that a parking surplus is forecast for all other hours of the day during a typical weekday. It should be further noted that the proposed Project will have adequate parking on a typical weekend day. Although the proposed Project will be deficient 7 parking spaces for one hour on a typical weekday, we conclude that the proposed Project will very likely provide adequate parking, as the use of 1 space per 200 SF to park the remaining fast-food with drive-through building square-footage (i.e. the non-public seating area) is likely overstated given that the 1 space per 200 SF would typically include parking demand for both customers and employees, whereas the remaining area of the restaurant would only reflect employee parking demand. Therefore, a ratio of 1 space per 400 SF would be more appropriate and would eliminate the parking deficiency during that one weekday hour.

Mr. Jeff Hopkins  
July 13, 2022  
Page 8

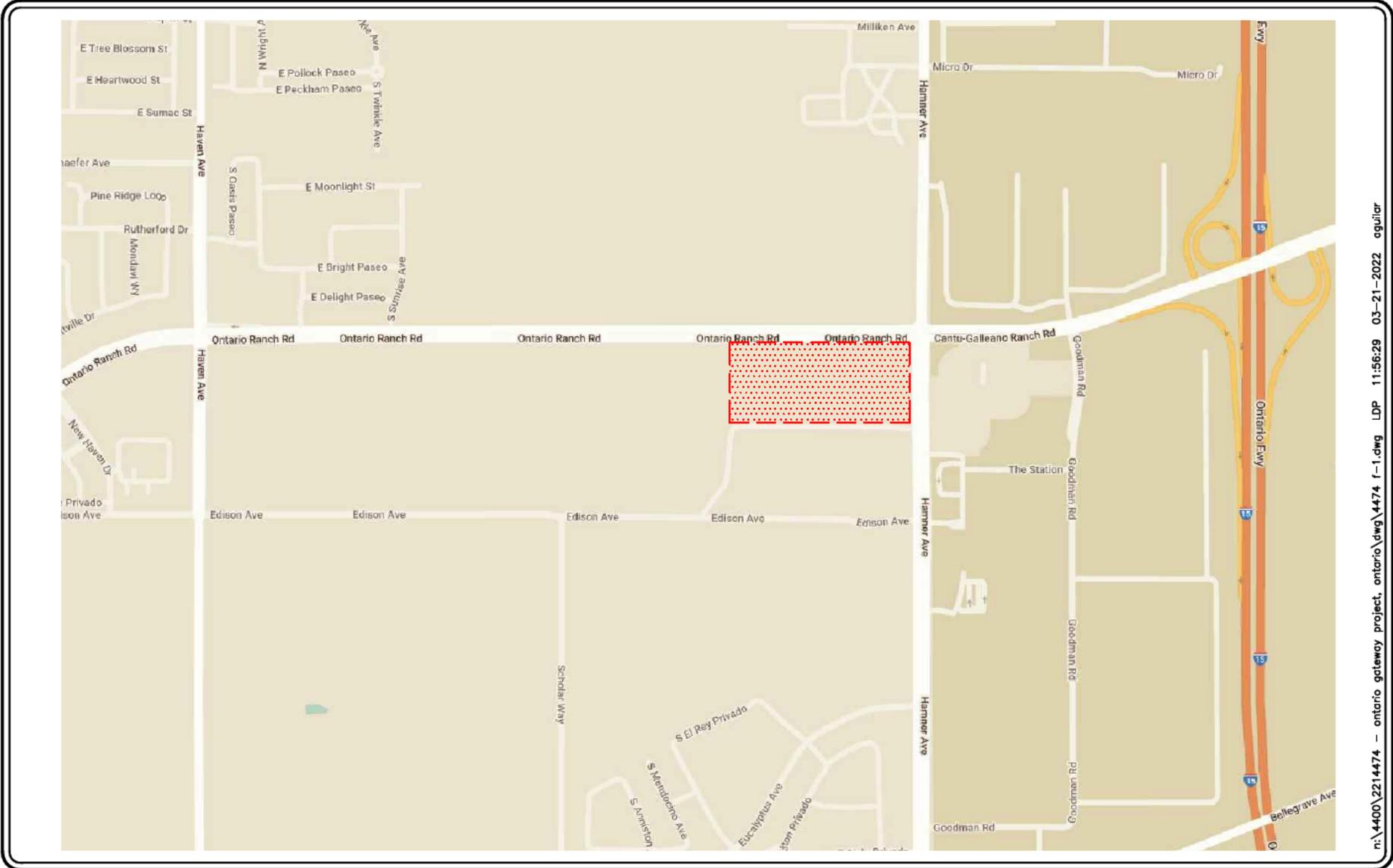
We appreciate the opportunity to prepare this parking demand analysis for the proposed Ontario Gateway Project. Should you have any questions or need additional assistance, please do not hesitate to call us at (949) 825-6175.

Sincerely,  
**Linscott, Law & Greenspan, Engineers**



Daniel A. Kloos, P.E.  
Associate Principal  
California Registration: TR 2200





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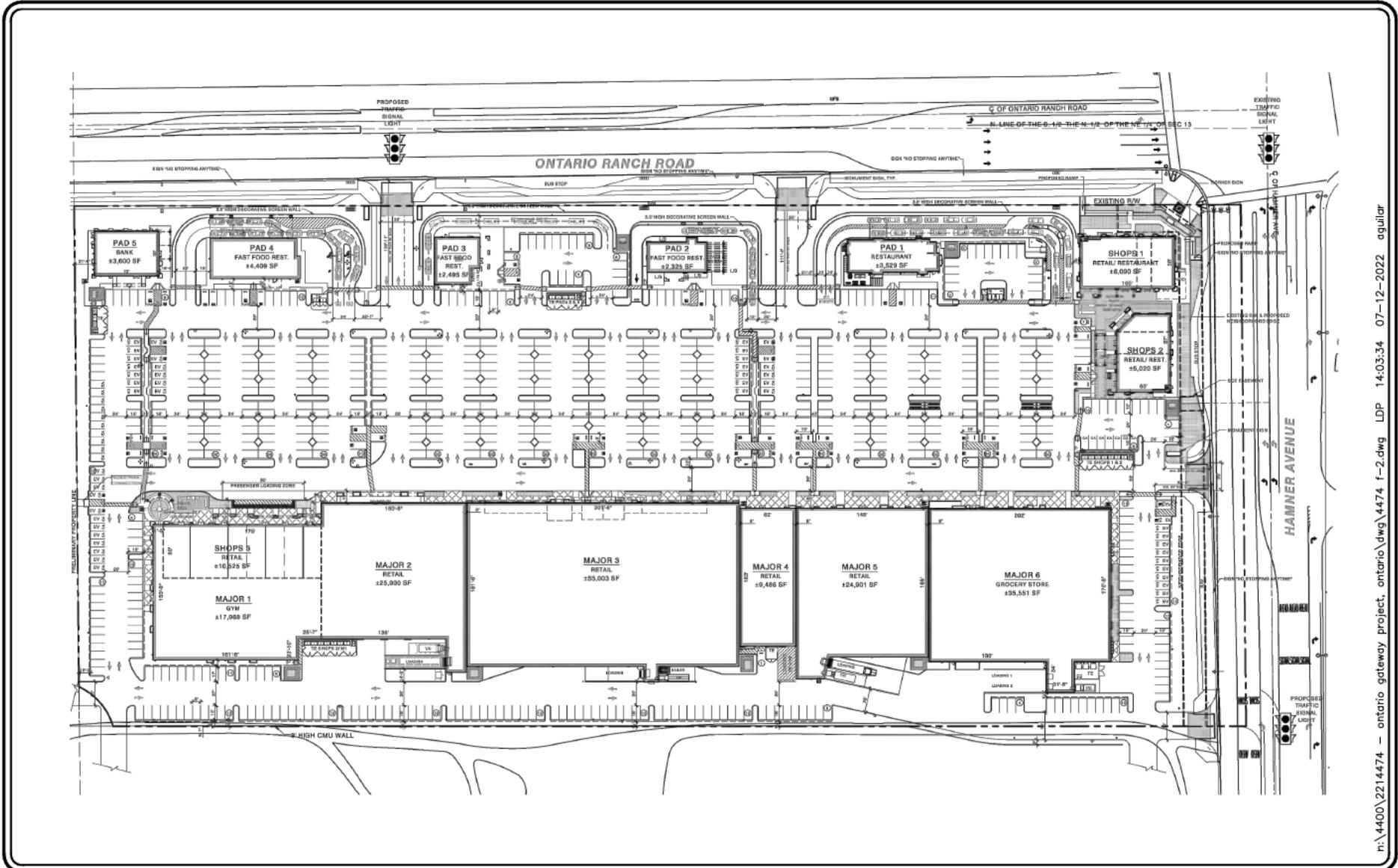
SOURCE: GOOGLE

KEY

 = PROJECT SITE

**FIGURE 1**

**VICINITY MAP**  
ONTARIO GATEWAY PROJECT, ONTARIO



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SOURCE: MCG ARCHITECTURE

**LINSCOTT  
LAW &  
GREENSPAN**

NO SCALE

**FIGURE 2**  
**PROPOSED SITE PLAN**  
ONTARIO GATEWAY PROJECT, ONTARIO

**TABLE 1**  
**PROJECT DEVELOPMENT SUMMARY [1]**  
Ontario Gateway Project, Ontario

Building	Tenant	ULI Land Use	Retail	Supermarket/ Grocery	Discount Stores/ Superstores	Fine & Casual Dining	Family Restaurant	Fast-Food Restaurant	Health Club	Medical/ Dental Office	Bank	Building Size (SF)
Major 1	Planet Fitness	Health Club							17,068			17,068 SF
Major 2	Ross Dress For Less	Discount Store			25,000							25,000 SF
Major 3	Hobby Lobby	Discount Store			55,003							55,003 SF
Major 4	Five Below	Discount Store			9,486							9,486 SF
Major 5	Burlington	Discount Store			24,901							24,901 SF
Major 6	Grocery Store	Supermarket		35,551								35,551 SF
Shops 3	Retail	Retail	10,525									10,525 SF
Shops 2	Coffee	Fast Food						1,000				1,000 SF
Shops 2	Dentist	Medical/Dental Office								1,520		1,520 SF
Shops 2	Restaurant	Fine & Casual Dining				2,500						2,500 SF
Shops 1	Restaurant	Family Restaurant					1,590					1,590 SF
Shops 1	Tea House	Fast Food						900				900 SF
Shops 1	Mattress Firm	Retail	3,600									3,600 SF
Pad 1	Raising Canes [2]	Fast Food						3,529				3,529 SF
Pad 2	Chipotle [3]	Fine & Casual Dining				2,325						2,325 SF
Pad 3	Fast Food [4]	Fast Food						2,495				2,495 SF
Pad 4	McDonalds [5]	Fast Food						4,409				4,409 SF
Pad 5	Bank	Bank									3,600	3,600 SF
<b>TOTAL</b>			<b>14,125</b>	<b>35,551</b>	<b>114,390</b>	<b>4,825</b>	<b>1,590</b>	<b>12,333</b>	<b>17,068</b>	<b>1,520</b>	<b>3,600</b>	<b>205,002 SF</b>
<b>PERCENT LAND USE MIX</b>			<b>6.9%</b>	<b>17.3%</b>	<b>55.8%</b>	<b>2.4%</b>	<b>0.8%</b>	<b>6.0%</b>	<b>8.3%</b>	<b>0.7%</b>	<b>1.8%</b>	<b>100.0%</b>

**Notes:**

- [1] Project site plan and development totals provided by Wood Investments Companies
- [2] The public seating area for Pad 1 is 2,118 SF (i.e. assumed to be 60% of the 3,529 total building square-footage for Pad 1)
- [3] The public seating area for Pad 2 is 1,395 SF (i.e. assumed to be 60% of the 2,325 total building square-footage for Pad 2)
- [4] The public seating area for Pad 3 is 1,497 SF (i.e. assumed to be 60% of the 2,495 total building square-footage for Pad 3)
- [5] The public seating area for Pad 4 is 2,645 SF (i.e. assumed to be 60% of the 4,409 total building square-footage for Pad 4)

**TABLE 2**  
**CITY CODE PARKING REQUIREMENT**  
Ontario Gateway Project, Ontario

Land Use	Size	City of Ontario Code Parking Ratio or Rich Haven Specific Plan Parking Ratio [1]	Drive Through Lane Credit	Spaces Required [5]
<i>Proposed Project</i>				
Proposed Retail	14,125 SF	1 space per 250 SF		57
Proposed Supermarket/Grocery	35,551 SF	1 space per 250 SF [2]		142
Proposed Discount Stores/Superstores	114,390 SF	1 space per 250 SF		458
Proposed Fine & Casual Dining	4,825 SF	1 space per 75 SF and 1 space per 100 SF [3]	-6	42
Proposed Family Restaurant	1,590 SF	1 space per 100 SF		16
Proposed Fast-Food Restaurant	12,333 SF	1 space per 75 SF and 1 space per 100 SF [4]	-39	84
Proposed Health Club	17,068 SF	1 space per 200 SF [2]		85
Proposed Medical/Dental Office	1,520 SF	1 space per 250 SF		6
Proposed Bank	3,600 SF	1 space per 250 SF		14
<b>A. TOTAL PROPOSED PARKING CODE REQUIREMENT</b>				<b>904</b>
<b>B. PROPOSED PARKING SUPPLY</b>				<b>784</b>
<b>C. PARKING SURPLUS/DEFICIENCY (+/-) BASED ON FULL OCCUPANCY (B - A)</b>				<b>-120</b>

**Notes:**

[1] Unless otherwise noted, Source: Rich-Haven Specific Plan Parking Requirements, dated February 2018.

[2] Source: City of Ontario Development Code, Division 6.03 - Off-Street Parking and Loading.

[3] The parking requirement for Pad 2 (i.e. 2,325 SF) is based on the public seating area (i.e. 1,395 SF) parked at 1 space per 75 SF with the remaining building square-footage (i.e. 930 SF) parked at 1 space per 200 SF.

[4] The parking requirement for Pad 1, Pad 3 and Pad 4 (i.e. 3,529 SF, 2,495 SF and 4,409 SF) is based on the public seating areas (i.e. 2,118 SF, 1,497 SF and 2,645 SF) parked at 1 space per 75 SF with the remaining building square-footages (i.e. 1,411 SF, 998 SF and 1,764 SF) parked at 1 space per 200 SF.

[5] The spaces required include a 16-space credit for the Pad 1 drive-through, a 6-space credit for the Pad 2 drive-through, an 8-space credit for the Pad 3 drive-through and a 15-space credit for the Pad 4 drive-through.

**TABLE 3**  
**WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]**  
Ontario Gateway Project, Ontario

Land Use	Retail	Supermarket/ Grocery	Discount Stores/ Superstores	Fine/Casual Dining	Family Restaurant	Fast-Food Restaurant	Health Club	Medical/Dental Office	Bank	Total Spaces = 904 Shared Parking Demand	Comparison w/ Parking Supply 784 Spaces Surplus (Deficiency)
Size Pkg Rate[2]	14.125 KSF 4 /KSF	35.551 KSF 4 /KSF	114.390 KSF 4 /KSF	4.825 KSF -- /KSF	1.590 KSF 10 /KSF	12.333 KSF -- /KSF	17.068 KSF 5 /KSF	1.520 KSF 4 /KSF	3.600 KSF 4 /KSF		
Gross Spaces	57 Spc.	142 Spc.	458 Spc.	42 Spc. [3]	16 Spc.	84 Spc. [4]	85 Spc.	6 Spc.	14 Spc.		
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces		
6:00 AM	1	10	68	0	5	6	60	0	0	150	634
7:00 AM	4	31	150	1	9	9	36	0	0	240	544
8:00 AM	9	45	191	3	10	17	36	6	8	325	459
9:00 AM	20	78	274	4	13	26	60	6	13	494	290
10:00 AM	32	92	315	10	14	48	60	6	14	591	193
11:00 AM	40	102	360	18	15	72	68	6	10	691	93
12:00 PM	51	124	408	28	16	83	52	3	10	775	9
<b>1:00 PM</b>	<b>51</b>	<b>130</b>	<b>408</b>	<b>28</b>	<b>15</b>	<b>83</b>	<b>60</b>	<b>6</b>	<b>10</b>	<b>791</b>	<b>(7)</b>
2:00 PM	50	136	408	26	9	74	60	6	12	781	3
3:00 PM	45	138	408	17	8	50	60	6	10	742	42
4:00 PM	45	142	393	20	8	46	68	6	12	740	44
5:00 PM	45	142	356	28	13	50	77	5	14	730	54
6:00 PM	47	138	315	35	13	71	85	4	0	708	76
7:00 PM	43	113	256	36	13	67	76	2	0	606	178
8:00 PM	36	74	191	36	13	42	67	1	0	460	324
9:00 PM	25	46	132	36	10	26	57	0	0	332	452
10:00 PM	10	28	50	35	9	17	29	0	0	178	606
11:00 PM	4	10	32	27	12	9	9	0	0	103	681
12:00 AM	0	10	21	10	5	6	0	0	0	52	732

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020

[2] Parking rates for all land uses based on the Rich-Haven Specific Plan Parking Requirements and the City of Ontario Development Code, Division 6 03 - Off-Street Parking and Loading

[3] The spaces required includes a 6-space credit for the Pad 2 drive-through

[4] The spaces required include a 16-space credit for the Pad 1 drive-through, an 8-space credit for the Pad 3 drive-through and a 15-space credit for the Pad 4 drive-through

**TABLE 4**  
**WEEKEND SHARED PARKING DEMAND ANALYSIS [1]**  
Ontario Gateway Project, Ontario

Land Use	Retail	Supermarket/ Grocery	Discount Stores/ Superstores	Fine/Casual Dining	Family Restaurant	Fast-Food Restaurant	Health Club	Medical/Dental Office	Bank	Total Spaces = 904 Shared Parking Demand	Comparison w/ Parking Supply 784 Spaces Surplus (Deficiency)
Size Pkg Rate[2]	14.125 KSF 4 /KSF	35.551 KSF 4 /KSF	114.390 KSF 4 /KSF	4.825 KSF -- /KSF	1.590 KSF 10 /KSF	12.333 KSF -- /KSF	17.068 KSF 5 /KSF	1.520 KSF 4 /KSF	3.600 KSF 4 /KSF		
Gross Spaces	57 Spc.	142 Spc.	458 Spc.	42 Spc. [3]	16 Spc.	84 Spc. [4]	85 Spc.	6 Spc.	14 Spc.		
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces		
6:00 AM	1	15	55	0	2	6	55	0	0	134	650
7:00 AM	4	38	78	1	5	9	32	0	0	167	617
8:00 AM	18	75	101	2	8	18	25	6	6	259	525
9:00 AM	31	109	147	4	12	26	35	6	7	377	407
10:00 AM	41	136	216	5	14	48	25	6	9	500	284
11:00 AM	51	142	307	10	14	73	35	6	11	649	135
12:00 PM	55	142	398	23	16	84	35	3	10	766	18
<b>1:00 PM</b>	<b>57</b>	<b>142</b>	<b>440</b>	<b>25</b>	<b>14</b>	<b>84</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>784</b>	<b>0</b>
2:00 PM	57	139	458	21	11	76	19	0	0	781	3
3:00 PM	55	137	458	21	6	52	22	0	0	751	33
4:00 PM	52	133	458	21	7	47	38	0	0	756	28
5:00 PM	47	120	440	28	10	52	69	0	0	766	18
6:00 PM	44	70	376	38	12	72	66	0	0	678	106
7:00 PM	41	49	284	40	12	68	42	0	0	536	248
8:00 PM	38	37	216	42	11	44	22	0	0	410	374
9:00 PM	30	22	147	38	6	26	7	0	0	276	508
10:00 PM	19	8	55	38	5	18	2	0	0	145	639
11:00 PM	7	7	32	37	3	9	2	0	0	97	687
12:00 AM	0	5	4	21	2	6	0	0	0	38	746

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020

[2] Parking rates for all land uses based on the Rich-Haven Specific Plan Parking Requirements and the City of Ontario Development Code, Division 6 03 - Off-Street Parking and Loading

[3] The spaces required includes a 6-space credit for the Pad 2 drive-through

[4] The spaces required include a 16-space credit for the Pad 1 drive-through, an 8-space credit for the Pad 3 drive-through and a 15-space credit for the Pad 4 drive-through

# APPENDIX A

## SHARED PARKING CALCULATION WORKSHEETS

Appendix A

SHOPPING CENTER (TYPICAL DAYS)  
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Shopping Center (Typical Days)																																																
Size	14,125 KSF																																																
Pkg Rate[2]	4 /KSF																																																
Mode Adjust Non-Captive Ratio	Guest Parking Demand												Employee Parking Demand												Shared Parking Demand																								
	1.00												1.00												1.00																								
Gross Spaces	46 Guest Spc.												11 Emp. Spc.												57 Total Spaces																								
Time of Day	% Of Peak[3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak[3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces					
6 00 AM	1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
7 00 AM	5%	2	1	1	1	1	1	1	1	1	1	1	1	1	1	14%	2	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
8 00 AM	14%	6	4	4	4	4	4	4	4	4	4	4	4	4	4	23%	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
9 00 AM	32%	15	9	9	11	10	11	11	11	11	10	10	11	11	15	41%	5	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	5	5	20	12	13	15	14	15	15	15	15	14	14	15	20	18	
10 00 AM	54%	25	15	15	18	17	18	18	18	18	17	17	19	25	21	68%	7	5	5	6	5	6	6	6	6	5	5	6	7	7	32	20	20	24	22	24	24	24	24	22	22	25	32	28					
11 00 AM	68%	31	18	19	22	21	22	22	23	20	21	24	31	26	86%	9	6	6	7	7	7	7	7	7	7	7	8	9	9	40	24	25	29	28	29	29	29	30	27	28	32	40	35						
12 00 PM	90%	41	24	25	29	27	30	30	29	30	27	28	31	41	35	90%	10	7	7	8	8	8	8	8	8	8	8	8	9	10	10	51	31	32	37	35	38	38	37	38	35	36	40	51	45				
1 00 PM	90%	41	24	25	29	27	30	30	29	30	27	28	31	41	35	90%	10	7	7	8	8	8	8	8	8	8	8	8	9	10	10	51	31	32	37	35	38	38	37	38	35	36	40	51	45				
2 00 PM	86%	40	24	24	28	27	29	29	28	29	26	28	30	40	34	90%	10	7	7	8	8	8	8	8	8	8	8	8	9	10	10	50	31	31	36	35	37	37	36	37	34	36	39	50	44				
3 00 PM	77%	35	21	21	25	23	25	25	25	26	23	24	27	35	30	90%	10	7	7	8	8	8	8	8	8	8	8	8	9	10	10	45	28	28	33	31	33	33	33	34	31	32	36	45	40				
4 00 PM	77%	35	21	21	25	23	25	25	25	26	23	24	27	35	30	90%	10	7	7	8	8	8	8	8	8	8	8	8	9	10	10	45	28	28	33	31	33	33	33	34	31	32	36	45	40				
5 00 PM	77%	35	21	21	25	23	25	25	25	26	23	24	27	35	30	90%	10	7	7	8	8	8	8	8	8	8	8	8	9	10	10	45	28	28	33	31	33	33	33	34	31	32	36	45	40				
6 00 PM	81%	37	22	23	26	25	27	27	26	27	24	26	28	37	31	90%	10	7	7	8	8	8	8	8	8	8	8	8	9	10	10	47	29	30	34	33	35	35	34	35	32	34	37	47	41				
7 00 PM	72%	33	19	20	23	22	24	24	23	24	22	23	25	33	28	90%	10	7	7	8	8	8	8	8	8	8	8	8	9	10	10	43	26	27	31	30	32	32	31	32	30	31	34	43	38				
8 00 PM	59%	27	16	16	19	18	19	19	19	20	18	19	21	27	23	81%	9	6	6	7	7	7	7	7	7	7	7	7	8	9	9	36	22	22	26	25	26	26	26	27	25	26	29	36	32				
9 00 PM	41%	19	11	12	13	13	14	14	13	14	13	13	14	19	16	54%	6	4	4	5	5	5	5	5	5	5	5	5	6	6	25	15	16	18	18	19	19	18	19	18	18	19	25	22					
10 00 PM	14%	6	4	4	4	4	4	4	4	4	4	4	4	5	6	36%	4	3	3	3	3	3	3	3	3	3	3	3	4	4	10	7	7	7	7	7	7	7	7	7	7	8	10	9					
11 00 PM	5%	2	1	1	1	1	1	1	1	1	1	1	2	2	2	18%	2	1	1	2	2	2	2	2	2	2	2	2	2	2	4	2	2	3	3	3	3	3	3	3	3	4	4	4	4				
12 00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Notes:  
 [1] Source ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.  
 [2] Parking rates for all land uses based on the Rich-Haven Specific Plan or the City of Ontario Development Code.  
 [3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix A

SHOPPING CENTER (TYPICAL DAYS)  
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Shopping Center (Typical Days)																																																				
Size	14.125 KSF																																																				
Pkg Rate[2]	4 /KSF																																																				
Mode Adjust Non-Captive Ratio	Guest Parking Demand												Employee Parking Demand												Shared Parking Demand																												
	1.00												1.00												1.00																												
Gross Spaces	46 Guest Spc.												11 Emp. Spc.												57 Total Spaces																												
Time of Day	% Of Peak[3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak[3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces									
6 00 AM	1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1						
7 00 AM	5%	2	1	1	1	1	1	1	1	1	1	1	2	2	2	15%	2	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
8 00 AM	30%	14	8	9	10	9	10	10	10	10	9	10	11	14	12	40%	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
9 00 AM	50%	23	14	14	16	15	17	17	16	17	15	16	17	23	20	75%	8	6	6	6	6	6	7	7	6	7	6	6	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
10 00 AM	70%	32	19	20	22	21	23	23	22	23	21	22	24	32	27	85%	9	6	6	7	7	7	7	7	7	7	7	7	7	8	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
11 00 AM	90%	41	24	25	29	27	30	30	29	30	27	28	31	41	35	95%	10	7	7	8	8	8	8	8	8	8	8	8	8	9	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
12 00 PM	95%	44	26	27	31	29	32	32	31	32	29	30	33	44	37	100%	11	8	8	9	8	8	9	9	9	9	9	9	9	9	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
1 00 PM	100%	46	27	28	32	31	33	33	32	34	30	32	35	46	39	100%	11	8	8	9	8	8	9	9	9	9	9	9	9	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
2 00 PM	100%	46	27	28	32	31	33	33	32	34	30	32	35	46	39	100%	11	8	8	9	8	8	9	9	9	9	9	9	9	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
3 00 PM	95%	44	26	27	31	29	32	32	31	32	29	30	33	44	37	100%	11	8	8	9	8	8	9	9	9	9	9	9	9	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
4 00 PM	90%	41	24	25	29	27	30	30	29	30	27	28	31	41	35	100%	11	8	8	9	8	8	9	9	9	9	9	9	9	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
5 00 PM	80%	37	22	23	26	25	27	27	26	27	24	26	28	37	31	95%	10	7	7	8	8	8	8	8	8	8	8	8	8	9	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
6 00 PM	75%	35	21	21	25	23	25	25	25	26	23	24	27	35	30	85%	9	6	6	7	7	7	7	7	7	7	7	7	8	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	
7 00 PM	70%	32	19	20	22	21	23	23	22	23	21	22	24	32	27	80%	9	6	6	7	7	7	7	7	7	7	7	7	8	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	
8 00 PM	65%	30	18	18	21	20	22	22	21	22	20	21	23	30	26	75%	8	6	6	6	6	6	6	6	6	6	6	6	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
9 00 PM	50%	23	14	14	16	15	17	17	16	17	15	16	17	23	20	65%	7	5	5	5	5	5	5	5	5	5	5	5	5	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6			
10 00 PM	30%	14	8	9	10	9	10	10	10	10	9	10	11	14	12	45%	5	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
11 00 PM	10%	5	3	3	4	3	4	4	4	4	3	3	4	5	4	15%	2	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
12 00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

Notes:  
 [1] Source ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.  
 [2] Parking rates for all land uses based on the Rich-Haven Specific Plan or the City of Ontario Development Code.  
 [3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix A

SUPERMARKET/GROCERY  
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Supermarket/Grocery																																													
Size Pkg Rate[2]	35.551 KSF 4 /KSF																																													
Mode Adjust Non-Captive Ratio	Guest Parking Demand												Employee Parking Demand												Shared Parking Demand																					
	1.00												1.00												1.00																					
Gross Spaces	120 Guest Spc.												22 Emp. Spc.												142 Total Spaces																					
Time of Day	% Of Peak[3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak[3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces		
6 00 AM	5%	6	6	5	6	6	6	6	6	6	6	6	6	6	6	20%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	10	10	9	10	10	10	10	10	10	10	10	10	10	10	10	10
7 00 AM	20%	24	22	21	23	22	23	23	23	23	22	23	23	24	23	30%	7	7	7	7	7	7	7	7	7	7	7	7	7	7	31	29	28	30	29	30	30	30	30	29	30	30	31	30	31	30
8 00 AM	30%	36	33	31	34	33	35	34	35	34	33	34	34	36	34	40%	9	9	9	9	9	9	9	9	9	9	9	9	9	9	45	42	40	43	42	44	43	44	43	42	43	43	45	43		
9 00 AM	50%	60	56	52	56	55	58	56	58	57	55	57	57	60	57	80%	18	18	17	18	18	18	18	18	18	18	18	18	18	18	78	74	69	74	73	76	74	76	75	73	75	75	78	75		
10 00 AM	60%	72	67	62	68	66	70	68	69	68	66	68	68	72	68	90%	20	20	19	20	20	20	20	20	20	20	20	20	20	20	92	87	81	88	86	90	88	89	88	86	88	88	92	88		
11 00 AM	67%	80	74	69	75	74	78	75	77	76	74	76	76	80	76	100%	22	22	21	22	22	22	22	22	22	22	22	22	22	22	102	96	90	97	96	100	97	99	98	96	98	98	102	98		
12 00 PM	85%	102	95	88	96	94	99	96	98	97	94	97	97	102	97	100%	22	22	21	22	22	22	22	22	22	22	22	22	22	22	124	117	109	118	116	121	118	120	119	116	119	119	124	119		
1 00 PM	90%	108	100	93	102	99	105	102	104	103	99	103	103	108	103	100%	22	22	21	22	22	22	22	22	22	22	22	22	22	22	130	122	114	124	121	127	124	126	125	121	125	125	130	125		
2 00 PM	95%	114	106	98	107	105	111	107	109	108	105	108	108	114	108	100%	22	22	21	22	22	22	22	22	22	22	22	22	22	22	136	128	119	129	127	133	129	131	130	127	130	130	136	130		
3 00 PM	97%	116	108	100	109	107	113	109	111	110	107	110	110	116	110	100%	22	22	21	22	22	22	22	22	22	22	22	22	22	22	138	130	121	131	129	135	131	133	132	129	132	132	138	132		
4 00 PM	100%	120	112	103	113	110	116	113	115	114	110	114	114	120	114	100%	22	22	21	22	22	22	22	22	22	22	22	22	22	22	142	134	124	135	132	138	135	137	136	132	136	136	142	136		
5 00 PM	100%	120	112	103	113	110	116	113	115	114	110	114	114	120	114	100%	22	22	21	22	22	22	22	22	22	22	22	22	22	22	142	134	124	135	132	138	135	137	136	132	136	136	142	136		
6 00 PM	100%	120	112	103	113	110	116	113	115	114	110	114	114	120	114	80%	18	18	17	18	18	18	18	18	18	18	18	18	18	138	130	120	131	128	134	131	133	132	128	132	132	138	132			
7 00 PM	85%	102	95	88	96	94	99	96	98	97	94	97	97	102	97	50%	11	11	11	11	11	11	11	11	11	11	11	11	11	113	106	99	107	105	110	107	109	108	105	108	108	113	108			
8 00 PM	55%	66	61	57	62	61	64	62	63	63	61	63	63	66	63	35%	8	8	8	8	8	8	8	8	8	8	8	8	8	74	69	65	70	69	72	70	71	71	69	71	71	74	71			
9 00 PM	35%	42	39	36	39	39	41	39	40	40	39	40	40	42	40	20%	4	4	4	4	4	4	4	4	4	4	4	4	4	46	43	40	43	43	45	43	44	44	43	44	44	46	44			
10 00 PM	20%	24	22	21	23	22	23	23	23	23	22	23	23	24	23	20%	4	4	4	4	4	4	4	4	4	4	4	4	4	28	26	25	27	26	27	27	27	27	26	27	27	28	27			
11 00 PM	5%	6	6	5	6	6	6	6	6	6	6	6	6	6	6	20%	4	4	4	4	4	4	4	4	4	4	4	4	4	10	10	9	10	10	10	10	10	10	10	10	10	10	10			
12 00 AM	5%	6	6	5	6	6	6	6	6	6	6	6	6	6	6	20%	4	4	4	4	4	4	4	4	4	4	4	4	4	10	10	9	10	10	10	10	10	10	10	10	10	10	10			

Notes:  
 [1] Source ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.  
 [2] Parking rates for all land uses based on the Rich-Haven Specific Plan or the City of Ontario Development Code.  
 [3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix A

SUPERMARKET/GROCERY  
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Supermarket/Grocery																																												
Size	35.551 KSF																																												
Pkg Rate[2]	4 /KSF																																												
Mode Adjust Non-Captive Ratio	Guest Parking Demand											Employee Parking Demand											Shared Parking Demand																						
	1.00											1.00											1.00																						
Gross Spaces	120 Guest Spc.											22 Emp. Spc.											142 Total Spaces																						
Time of Day	% Of Peak[3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak[3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	
6 00 AM	10%	12	11	10	11	11	12	11	12	11	11	11	11	12	11	15%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	15	14	13	14	14	15	14	15	14	14	14	14	15	14
7 00 AM	25%	30	28	26	28	28	29	28	29	29	28	29	29	30	29	35%	8	8	8	8	8	8	8	8	8	8	8	8	8	8	38	36	34	36	36	37	36	37	37	36	37	37	38	37	
8 00 AM	50%	60	56	52	56	55	58	56	58	57	55	57	57	60	57	70%	15	15	14	15	15	15	15	15	15	15	15	15	15	75	71	66	71	70	73	71	73	72	70	72	72	75	72		
9 00 AM	75%	90	84	77	85	83	87	85	86	86	83	86	86	90	86	85%	19	19	18	19	19	19	19	19	19	19	19	19	19	109	103	95	104	102	106	104	105	105	102	105	105	109	105		
10 00 AM	95%	114	106	98	107	105	111	107	109	108	105	108	108	114	108	100%	22	22	21	22	22	22	22	22	22	22	22	22	22	136	128	119	129	127	133	129	131	130	127	130	130	136	130		
11 00 AM	100%	120	112	103	113	110	116	113	115	114	110	114	114	120	114	100%	22	22	21	22	22	22	22	22	22	22	22	22	22	142	134	124	135	132	138	135	137	136	132	136	136	142	136		
12 00 PM	100%	120	112	103	113	110	116	113	115	114	110	114	114	120	114	100%	22	22	21	22	22	22	22	22	22	22	22	22	22	142	134	124	135	132	138	135	137	136	132	136	136	142	136		
1 00 PM	100%	120	112	103	113	110	116	113	115	114	110	114	114	120	114	100%	22	22	21	22	22	22	22	22	22	22	22	22	22	142	134	124	135	132	138	135	137	136	132	136	136	142	136		
2 00 PM	100%	120	112	103	113	110	116	113	115	114	110	114	114	120	114	85%	19	19	18	19	19	19	19	19	19	19	19	19	19	139	131	121	132	129	135	132	134	133	129	133	133	139	133		
3 00 PM	100%	120	112	103	113	110	116	113	115	114	110	114	114	120	114	75%	17	17	16	17	17	17	17	17	17	17	17	17	17	137	129	119	130	127	133	130	132	131	127	131	131	137	131		
4 00 PM	100%	120	112	103	113	110	116	113	115	114	110	114	114	120	114	60%	13	13	12	13	13	13	13	13	13	13	13	13	133	125	115	126	123	129	126	128	127	123	127	127	133	127			
5 00 PM	90%	108	100	93	102	99	105	102	104	103	99	103	103	108	103	55%	12	12	12	12	12	12	12	12	12	12	12	120	112	105	114	111	117	114	116	115	111	115	115	120	115				
6 00 PM	50%	60	56	52	56	55	58	56	58	57	55	57	57	60	57	45%	10	10	10	10	10	10	10	10	10	10	10	10	70	66	62	66	65	68	66	68	67	65	67	67	70	67			
7 00 PM	33%	40	37	34	38	37	39	38	38	38	37	38	38	40	38	40%	9	9	9	9	9	9	9	9	9	9	9	9	49	46	43	47	46	48	47	47	47	46	47	47	49	47			
8 00 PM	25%	30	28	26	28	28	29	28	29	29	28	29	29	30	29	30%	7	7	7	7	7	7	7	7	7	7	7	37	35	33	35	35	36	35	36	35	36	35	36	35	36	37	36		
9 00 PM	15%	18	17	15	17	17	17	17	17	17	17	17	17	18	17	20%	4	4	4	4	4	4	4	4	4	4	4	22	21	19	21	21	21	21	21	21	21	21	21	21	22	21			
10 00 PM	5%	6	6	5	6	6	6	6	6	6	6	6	6	6	6	10%	2	2	2	2	2	2	2	2	2	2	2	2	8	8	7	8	8	8	8	8	8	8	8	8	8	8			
11 00 PM	4%	5	5	4	5	5	5	5	5	5	5	5	5	5	5	10%	2	2	2	2	2	2	2	2	2	2	2	2	7	7	6	7	7	7	7	7	7	7	7	7	7				
12 00 AM	3%	4	4	3	4	4	4	4	4	4	4	4	4	4	4	5%	1	1	1	1	1	1	1	1	1	1	1	1	5	5	4	5	5	5	5	5	5	5	5	5	5				

Notes:  
 [1] Source ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.  
 [2] Parking rates for all land uses based on the Rich-Haven Specific Plan or the City of Ontario Development Code.  
 [3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix A

DISCOUNT STORES/SUPERSTORES  
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Discount Stores/Superstores																																											
	114,390 KSF 4 /KSF																																											
Size Pkg Rate[2]	Guest Parking Demand												Employee Parking Demand												Shared Parking Demand																			
	1.00												1.00												1.00																			
Mode Adjust Non-Captive Ratio	366 Guest Spc.												92 Emp. Spc.												458 Total Spaces																			
	Time of Day	% Of Peak[3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak[3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces
6 00 AM	13%	48	35	35	38	36	39	38	38	39	36	38	41	48	43	22%	20	16	16	18	17	18	18	18	18	17	18	19	20	20	68	51	51	56	53	57	56	56	57	53	56	60	68	63
7 00 AM	31%	113	81	81	89	86	92	89	89	92	84	89	96	113	102	40%	37	30	30	33	32	34	33	33	34	31	33	35	37	37	150	111	111	122	118	126	122	122	126	115	122	131	150	139
8 00 AM	40%	146	105	105	115	111	118	115	115	118	108	115	124	146	131	49%	45	37	37	40	39	41	40	40	41	38	40	43	45	45	191	142	142	155	150	159	155	155	159	146	155	167	191	176
9 00 AM	58%	212	153	153	167	161	172	167	167	172	157	167	180	212	191	67%	62	51	51	55	53	56	55	55	56	52	55	59	62	62	274	204	204	222	214	228	222	222	228	209	222	239	274	253
10 00 AM	67%	245	176	176	194	186	198	194	194	198	181	194	208	245	221	76%	70	57	57	62	60	64	62	62	64	59	62	67	70	70	315	233	233	256	246	262	256	256	262	240	256	275	315	291
11 00 AM	76%	278	200	200	220	211	225	220	220	225	206	220	236	278	250	89%	82	67	67	72	71	75	73	73	75	69	73	78	82	82	360	267	267	292	282	300	293	293	300	275	293	314	360	332
12 00 PM	89%	326	235	235	258	248	264	258	258	264	241	258	277	326	293	89%	82	67	67	72	71	75	73	73	75	69	73	78	82	82	408	302	302	330	319	339	331	331	339	310	331	355	408	375
1 00 PM	89%	326	235	235	258	248	264	258	258	264	241	258	277	326	293	89%	82	67	67	72	71	75	73	73	75	69	73	78	82	82	408	302	302	330	319	339	331	331	339	310	331	355	408	375
2 00 PM	89%	326	235	235	258	248	264	258	258	264	241	258	277	326	293	89%	82	67	67	72	71	75	73	73	75	69	73	78	82	82	408	302	302	330	319	339	331	331	339	310	331	355	408	375
3 00 PM	89%	326	235	235	258	248	264	258	258	264	241	258	277	326	293	89%	82	67	67	72	71	75	73	73	75	69	73	78	82	82	408	302	302	330	319	339	331	331	339	310	331	355	408	375
4 00 PM	85%	311	224	224	246	236	252	246	246	252	230	246	264	311	280	89%	82	67	67	72	71	75	73	73	75	69	73	78	82	82	393	291	291	318	307	327	319	319	327	299	319	342	393	362
5 00 PM	76%	278	200	200	220	211	225	220	220	225	206	220	236	278	250	85%	78	64	64	69	67	71	69	69	71	66	69	74	78	78	356	264	264	289	278	296	289	289	296	272	289	310	356	328
6 00 PM	67%	245	176	176	194	186	198	194	194	198	181	194	208	245	221	76%	70	57	57	62	60	64	62	62	64	59	62	67	70	70	315	233	233	256	246	262	256	256	262	240	256	275	315	291
7 00 PM	54%	198	143	143	156	150	160	156	156	160	147	156	168	198	178	63%	58	48	48	51	50	53	52	52	53	49	52	55	58	58	256	191	191	207	200	213	208	208	213	196	208	223	256	236
8 00 PM	40%	146	105	105	115	111	118	115	115	118	108	115	124	146	131	49%	45	37	37	40	39	41	40	40	41	38	40	43	45	45	191	142	142	155	150	159	155	155	159	146	155	167	191	176
9 00 PM	27%	99	71	71	78	75	80	78	78	80	73	78	84	99	89	36%	33	27	27	29	28	30	29	29	30	28	29	31	33	33	132	98	98	107	103	110	107	107	110	101	107	115	132	122
10 00 PM	9%	33	24	24	26	25	27	26	26	27	24	26	28	33	30	18%	17	14	14	15	15	15	15	15	15	14	15	16	17	17	50	38	38	41	40	42	41	41	42	38	41	44	50	47
11 00 PM	4%	15	11	11	12	11	12	12	12	12	11	12	13	15	14	18%	17	14	14	15	15	15	15	15	15	14	15	16	17	17	32	25	25	27	26	27	27	27	27	25	27	29	32	31
12 00 AM	1%	4	3	3	3	3	3	3	3	3	3	3	3	4	4	18%	17	14	14	15	15	15	15	15	15	14	15	16	17	17	21	17	17	18	18	18	18	18	18	17	18	19	21	21

Notes:  
 [1] Source ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.  
 [2] Parking rates for all land uses based on the Rich-Haven Specific Plan or the City of Ontario Development Code.  
 [3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix A

DISCOUNT STORES/SUPERSTORES  
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Discount Stores/Superstores																																											
Size	114,390 KSF																																											
Pkg Rate[2]	4 /KSF																																											
Mode Adjust Non-Captive Ratio	Guest Parking Demand												Employee Parking Demand												Shared Parking Demand																			
	1.00												1.00												1.00																			
Gross Spaces	366 Guest Spc.												92 Emp. Spc.												458 Total Spaces																			
Time of Day	% Of Peak[3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak[3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces
6 00 AM	10%	37	27	27	29	28	30	29	29	30	27	29	31	37	33	20%	18	15	15	16	15	16	16	16	16	15	16	17	18	18	55	42	42	45	43	46	45	45	46	42	45	48	55	51
7 00 AM	15%	55	40	40	43	42	45	43	43	45	41	43	47	55	50	25%	23	19	19	20	20	21	20	20	21	19	20	22	23	23	78	59	59	63	62	66	63	63	66	60	63	69	78	73
8 00 AM	20%	73	53	53	58	55	59	58	58	59	54	58	62	73	66	30%	28	23	23	25	24	25	25	25	25	24	25	27	28	28	101	76	76	83	79	84	83	83	84	78	83	89	101	94
9 00 AM	30%	110	79	79	87	84	89	87	87	89	81	87	94	110	99	40%	37	30	30	33	32	34	33	33	34	31	33	35	37	37	147	109	109	120	116	123	120	120	123	112	120	129	147	136
10 00 AM	45%	165	119	119	130	125	134	130	130	134	122	130	140	165	149	55%	51	42	42	45	44	46	45	45	46	43	45	48	51	51	216	161	161	175	169	180	175	175	180	165	175	188	216	200
11 00 AM	65%	238	171	171	188	181	193	188	188	193	176	188	202	238	214	75%	69	57	57	61	59	63	61	61	63	58	61	66	69	69	307	228	228	249	240	256	249	249	256	234	249	268	307	283
12 00 PM	85%	311	224	224	246	236	252	246	246	252	230	246	264	311	280	95%	87	71	71	77	75	79	77	77	79	73	77	83	87	87	398	295	295	323	311	331	323	323	331	303	323	347	398	367
1 00 PM	95%	348	251	251	275	264	282	275	275	282	258	275	296	348	313	100%	92	75	75	81	79	84	82	82	84	77	82	87	92	92	440	326	326	356	343	366	357	357	366	335	357	383	440	405
2 00 PM	100%	366	264	264	289	278	296	289	289	296	271	289	311	366	329	100%	92	75	75	81	79	84	82	82	84	77	82	87	92	92	458	339	339	370	357	380	371	371	380	348	371	398	458	421
3 00 PM	100%	366	264	264	289	278	296	289	289	296	271	289	311	366	329	100%	92	75	75	81	79	84	82	82	84	77	82	87	92	92	458	339	339	370	357	380	371	371	380	348	371	398	458	421
4 00 PM	100%	366	264	264	289	278	296	289	289	296	271	289	311	366	329	100%	92	75	75	81	79	84	82	82	84	77	82	87	92	92	458	339	339	370	357	380	371	371	380	348	371	398	458	421
5 00 PM	95%	348	251	251	275	264	282	275	275	282	258	275	296	348	313	100%	92	75	75	81	79	84	82	82	84	77	82	87	92	92	440	326	326	356	343	366	357	357	366	335	357	383	440	405
6 00 PM	80%	293	211	211	231	223	237	231	231	237	217	231	249	293	264	90%	83	68	68	73	71	76	74	74	76	70	74	79	83	83	376	279	279	304	294	313	305	305	313	287	305	328	376	347
7 00 PM	60%	220	158	158	174	167	178	174	174	178	163	174	187	220	198	70%	64	52	52	56	55	58	57	57	58	54	57	61	64	64	284	210	210	230	222	236	231	231	236	217	231	248	284	262
8 00 PM	45%	165	119	119	130	125	134	130	130	134	122	130	140	165	149	55%	51	42	42	45	44	46	45	45	46	43	45	48	51	51	216	161	161	175	169	180	175	175	180	165	175	188	216	200
9 00 PM	30%	110	79	79	87	84	89	87	87	89	81	87	94	110	99	40%	37	30	30	33	32	34	33	33	34	31	33	35	37	37	147	109	109	120	116	123	120	120	123	112	120	129	147	136
10 00 PM	10%	37	27	27	29	28	30	29	29	30	27	29	31	37	33	20%	18	15	15	16	15	16	16	16	16	15	16	17	18	18	55	42	42	45	43	46	45	45	46	42	45	48	55	51
11 00 PM	5%	18	13	13	14	14	15	14	14	15	13	14	15	18	16	15%	14	11	11	12	12	13	12	12	13	12	12	13	14	14	32	24	24	26	26	28	26	26	28	25	26	28	32	30
12 00 AM	1%	4	3	3	3	3	3	3	3	3	3	3	3	4	4	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	3	3	3	3	3	3	3	3	3	3	4	4	

Notes:  
 [1] Source ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.  
 [2] Parking rates for all land uses based on the Rich-Haven Specific Plan or the City of Ontario Development Code.  
 [3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix A

FINE/CASUAL DINING  
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Fine/Casual Dining																																																				
Size	4,825 KSF																																																				
Pkg Rate[2]	-- /KSF																																																				
Mode Adjust Non-Captive Ratio	Guest Parking Demand												Employee Parking Demand												Shared Parking Demand																												
	1.00												1.00												1.00																												
Gross Spaces	36 Guest Spc.												6 Emp. Spc.												42 Total Spaces																												
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces									
6:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
8:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3			
9:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
10:00 AM	13%	5	4	4	5	5	5	5	5	5	4	5	4	5	4	79%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5		
11:00 AM	35%	13	11	11	13	12	13	12	12	12	12	12	12	12	12	79%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5		
12:00 PM	65%	23	20	20	23	22	23	22	22	22	20	21	20	23	22	79%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5		
1:00 PM	65%	23	20	20	23	22	23	22	22	22	20	21	20	23	22	79%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
2:00 PM	57%	21	18	18	21	20	21	20	20	20	19	20	19	21	20	79%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
3:00 PM	35%	13	11	11	13	12	13	12	12	12	12	12	12	12	12	65%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
4:00 PM	44%	16	14	14	16	15	16	15	15	15	14	15	14	16	15	65%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
5:00 PM	65%	23	20	20	23	22	23	22	22	22	20	21	20	23	22	87%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
6:00 PM	83%	30	26	26	29	28	30	28	29	29	27	28	27	30	29	87%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
7:00 PM	87%	31	27	27	30	29	31	29	30	30	28	29	28	31	29	87%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
8:00 PM	87%	31	27	27	30	29	31	29	30	30	28	29	28	31	29	87%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
9:00 PM	87%	31	27	27	30	29	31	29	30	30	28	29	28	31	29	87%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
10:00 PM	83%	30	26	26	29	28	30	28	29	29	27	28	27	30	29	87%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
11:00 PM	65%	23	20	20	23	22	23	22	22	20	21	20	23	22	74%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
12:00 AM	22%	8	7	7	8	8	8	8	8	8	7	7	7	8	8	31%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		

Notes:

[1] Source: UL1 - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on the Rich-Haven Specific Plan or the City of Ontario Development Code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix A

FINE/CASUAL DINING  
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Fine/Casual Dining																																																			
Size	4,825 KSF																																																			
Pkg Rate[2]	-- /KSF																																																			
Mode Adjust Non-Captive Ratio	Guest Parking Demand												Employee Parking Demand												Shared Parking Demand																											
	1.00												1.00												1.00																											
Gross Spaces	36 Guest Spc.												6 Emp. Spc.												42 Total Spaces																											
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L.Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L.Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L.Dec Spaces								
6:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
8:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
9:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
10:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5		
11:00 AM	15%	5	4	4	5	5	5	5	5	5	5	4	5	4	5	75%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5		
12:00 PM	50%	18	16	16	18	17	18	17	17	17	16	17	16	17	16	75%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
1:00 PM	55%	20	18	17	20	19	20	19	19	19	18	19	18	20	19	75%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
2:00 PM	45%	16	14	14	16	15	16	15	15	15	14	15	14	16	15	75%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
3:00 PM	45%	16	14	14	16	15	16	15	15	15	14	15	14	16	15	75%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
4:00 PM	45%	16	14	14	16	15	16	15	15	15	14	15	14	16	15	75%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
5:00 PM	60%	22	19	19	22	21	22	21	21	21	20	20	20	22	21	100%	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	
6:00 PM	90%	32	28	28	31	30	32	30	31	31	28	30	28	32	30	100%	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
7:00 PM	95%	34	30	30	33	32	34	32	33	33	30	32	30	34	32	100%	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	
8:00 PM	100%	36	32	31	35	34	36	34	35	35	32	33	32	36	34	100%	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
9:00 PM	90%	32	28	28	31	30	32	30	31	31	28	30	28	32	30	100%	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
10:00 PM	90%	32	28	28	31	30	32	30	31	31	28	30	28	32	30	100%	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
11:00 PM	90%	32	28	28	31	30	32	30	31	31	28	30	28	32	30	85%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5		
12:00 AM	50%	18	16	16	18	17	18	17	17	17	16	17	16	18	17	50%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on the Rich-Haven Specific Plan or the City of Ontario Development Code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix A

FAMILY RESTAURANT  
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Family Restaurant																																														
Size	1,590 KSF																																														
Pkg Rate[2]	10 /KSF																																														
Mode Adjust	Guest Parking Demand														Employee Parking Demand										Shared Parking Demand																						
	1.00														1.00																																
Non-Captive Ratio	1.00																																														
Gross Spaces	14 Guest Spc.														2 Emp. Spc.										16 Total Spaces																						
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces			
6:00 AM	25%	4	4	3	4	4	4	4	4	4	4	4	4	4	4	50%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	5	4	5	5	5	5	5	5	5	5	5	5	5	5		
7:00 AM	50%	7	6	6	7	7	7	7	7	7	6	7	6	7	7	75%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	9	8	8	9	9	9	9	9	9	9	9	8	9	8	9	9	
8:00 AM	60%	8	7	7	8	8	8	8	8	8	7	7	7	8	8	90%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	10	9	9	10	10	10	10	10	10	10	10	9	9	9	10	10	
9:00 AM	75%	11	10	10	11	10	11	10	11	11	10	10	10	11	10	90%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	13	12	12	13	12	13	13	13	13	13	12	12	12	13	14	13	
10:00 AM	85%	12	11	10	12	11	12	11	12	12	11	11	11	12	11	100%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	14	13	12	14	13	14	13	14	13	14	14	13	13	14	13	14	13
11:00 AM	90%	13	11	11	13	12	13	12	12	12	12	12	12	13	12	100%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	15	13	13	15	14	15	14	14	14	14	14	14	14	14	15	14	
12:00 PM	100%	14	12	12	14	13	14	13	13	13	12	13	12	14	13	100%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	16	14	14	16	15	16	15	15	15	15	14	15	14	16	15	15	
1:00 PM	90%	13	11	11	13	12	13	12	12	12	12	12	12	13	12	100%	2	2	2	2	2	2	2	2	2	2	2	2	2	15	13	13	15	14	15	14	14	14	14	14	14	14	14	14	15	14	
2:00 PM	50%	7	6	6	7	7	7	7	7	7	6	7	6	7	7	100%	2	2	2	2	2	2	2	2	2	2	2	2	2	9	8	8	9	9	9	9	9	9	9	8	9	8	9	9			
3:00 PM	45%	6	5	5	6	6	6	6	6	6	5	6	5	6	6	75%	2	2	2	2	2	2	2	2	2	2	2	2	2	8	7	7	8	8	8	8	8	8	8	8	7	8	7	8	8		
4:00 PM	45%	6	5	5	6	6	6	6	6	6	5	6	5	6	6	75%	2	2	2	2	2	2	2	2	2	2	2	2	2	8	7	7	8	8	8	8	8	8	8	8	7	8	7	8	8		
5:00 PM	75%	11	10	10	11	10	11	10	11	11	10	10	10	11	10	95%	2	2	2	2	2	2	2	2	2	2	2	2	2	13	12	12	13	12	13	12	13	13	12	12	12	13	12				
6:00 PM	80%	11	10	10	11	10	11	10	11	11	10	10	10	11	10	95%	2	2	2	2	2	2	2	2	2	2	2	2	2	13	12	12	13	12	13	12	13	13	12	12	12	13	12				
7:00 PM	80%	11	10	10	11	10	11	10	11	11	10	10	10	11	10	95%	2	2	2	2	2	2	2	2	2	2	2	2	2	13	12	12	13	12	13	12	13	13	12	12	12	13	12				
8:00 PM	80%	11	10	10	11	10	11	10	11	11	10	10	10	11	10	95%	2	2	2	2	2	2	2	2	2	2	2	2	2	13	12	12	13	12	13	12	13	13	12	12	12	13	12				
9:00 PM	60%	8	7	7	8	8	8	8	8	8	7	7	7	8	8	80%	2	2	2	2	2	2	2	2	2	2	2	2	10	9	9	10	10	10	10	10	10	10	9	9	9	10	10				
10:00 PM	55%	8	7	7	8	8	8	8	8	8	7	7	7	8	8	65%	1	1	1	1	1	1	1	1	1	1	1	1	9	8	8	9	9	9	9	9	9	8	8	8	9	9					
11:00 PM	75%	11	10	10	11	10	11	10	11	11	10	10	10	11	10	65%	1	1	1	1	1	1	1	1	1	1	1	1	1	12	11	11	12	11	12	11	12	11	12	11	11	11	12	11			
12:00 AM	25%	4	4	3	4	4	4	4	4	4	4	4	4	4	4	35%	1	1	1	1	1	1	1	1	1	1	1	1	5	5	4	5	5	5	5	5	5	5	5	5	5	5	5	5			

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on the Rich-Haven Specific Plan or the City of Ontario Development Code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix A

FAMILY RESTAURANT  
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Family Restaurant																																															
Size	1,590 KSF																																															
Pkg Rate[2]	10 /KSF																																															
Mode Adjust Non-Captive Ratio	Guest Parking Demand												Employee Parking Demand												Shared Parking Demand																							
	1.00												1.00												1.00																							
Gross Spaces	14 Guest Spc.												2 Emp. Spc.												16 Total Spaces																							
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L.Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L.Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L.Dec Spaces				
6:00 AM	10%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	49%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
7:00 AM	25%	4	4	3	4	4	4	4	4	4	4	4	4	4	4	74%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	5	4	5	5	5	5	5	5	5	5	5	5	5	5	5		
8:00 AM	44%	6	5	5	6	6	6	6	6	6	5	6	5	6	6	88%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	8	7	7	8	8	8	8	8	8	8	8	7	8	7	8	8		
9:00 AM	69%	10	9	9	10	9	10	9	10	10	9	9	9	10	10	88%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	12	11	11	12	11	12	11	12	12	11	11	11	12	12	11	12	12	
10:00 AM	88%	12	11	10	12	11	12	11	12	12	11	11	11	12	11	98%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	14	13	12	14	13	14	13	14	14	13	14	14	13	13	13	14	13	
11:00 AM	88%	12	11	10	12	11	12	11	12	12	11	11	11	12	11	98%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	14	13	12	14	13	14	13	14	14	13	14	14	13	13	13	14	13	
12:00 PM	98%	14	12	12	14	13	14	13	13	13	12	13	12	14	13	98%	2	2	2	2	2	2	2	2	2	2	2	2	2	16	14	14	16	15	16	15	16	15	15	15	15	14	15	14	16	15		
1:00 PM	84%	12	11	10	12	11	12	11	12	12	11	11	11	12	11	98%	2	2	2	2	2	2	2	2	2	2	2	2	2	14	13	12	14	13	14	13	14	14	13	13	14	14	13	13	13	14	13	
2:00 PM	64%	9	8	8	9	8	9	8	9	9	8	8	8	9	9	98%	2	2	2	2	2	2	2	2	2	2	2	2	11	10	10	11	10	11	10	11	10	11	10	11	10	10	10	11	11	10	10	11
3:00 PM	39%	5	4	4	5	5	5	5	5	5	4	5	4	5	5	74%	1	1	1	1	1	1	1	1	1	1	1	1	1	6	5	5	6	6	6	6	6	6	6	6	5	6	5	6	6			
4:00 PM	44%	6	5	5	6	6	6	6	6	6	5	6	5	6	6	74%	1	1	1	1	1	1	1	1	1	1	1	1	7	6	6	7	7	7	7	7	7	7	7	7	7	6	7	6	7	7		
5:00 PM	59%	8	7	7	8	8	8	8	8	8	7	7	7	8	8	93%	2	2	2	2	2	2	2	2	2	2	2	2	10	9	9	10	10	10	10	10	10	10	10	9	9	9	10	10				
6:00 PM	69%	10	9	9	10	9	10	9	10	10	9	9	9	10	10	93%	2	2	2	2	2	2	2	2	2	2	2	2	12	11	11	12	11	12	11	12	11	12	11	11	11	12	12	11	11	12	12	
7:00 PM	69%	10	9	9	10	9	10	9	10	10	9	9	9	10	10	93%	2	2	2	2	2	2	2	2	2	2	2	2	12	11	11	12	11	12	11	12	11	12	11	11	11	12	12	11	11	12	12	
8:00 PM	84%	9	8	8	9	8	9	8	9	9	8	8	8	9	9	93%	2	2	2	2	2	2	2	2	2	2	2	2	11	10	10	11	10	11	10	11	10	11	10	11	10	10	10	11	11	10	10	11
9:00 PM	29%	4	4	3	4	4	4	4	4	4	4	4	4	4	4	79%	2	2	2	2	2	2	2	2	2	2	2	2	6	6	5	6	6	6	6	6	6	6	6	6	6	6	6	6	6			
10:00 PM	25%	4	4	3	4	4	4	4	4	4	4	4	4	4	4	64%	1	1	1	1	1	1	1	1	1	1	1	1	5	5	4	5	5	5	5	5	5	5	5	5	5	5	5	5				
11:00 PM	15%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	64%	1	1	1	1	1	1	1	1	1	1	1	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3				
12:00 AM	10%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	34%	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2				

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on the Rich-Haven Specific Plan or the City of Ontario Development Code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix A

FAST-FOOD RESTAURANT  
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Fast-Food Restaurant																																														
Size	12,333 KSF																																														
Pkg Rate[2]	-- /KSF																																														
Mode Adjust Non-Captive Ratio	Guest Parking Demand												Employee Parking Demand												Shared Parking Demand																						
	1.00												1.00												1.00																						
Gross Spaces	72 Guest Spc.												12 Emp. Spc.												84 Total Spaces																						
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces			
6:00 AM	5%	4	3	3	4	4	4	4	4	4	4	4	4	4	4	20%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	6	5	5	6	6	6	6	6	6	6	6	6	6	6	6	6
7:00 AM	10%	7	6	6	7	7	7	7	7	7	7	7	7	6	7	20%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	9	8	8	9	9	9	9	9	9	9	9	9	9	9	9	9	9
8:00 AM	20%	14	12	12	14	13	14	14	14	14	13	13	13	13	13	29%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	17	15	15	17	16	17	17	17	17	17	16	16	16	16	16	16	16
9:00 AM	29%	21	18	18	20	20	21	21	21	21	20	20	19	20	20	39%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	26	23	23	25	25	26	26	26	26	26	25	25	24	25	25	25	25
10:00 AM	54%	39	33	33	38	37	39	38	39	39	36	37	36	37	37	73%	9	9	9	9	9	9	9	9	9	9	9	9	9	48	42	42	47	46	48	47	48	48	48	45	46	45	46	46	46	46	46
11:00 AM	83%	60	51	51	58	57	59	59	60	60	56	58	55	58	57	98%	12	12	12	12	12	12	12	12	12	12	12	12	12	72	63	63	70	69	71	71	72	72	72	68	70	67	70	69	69	69	69
12:00 PM	98%	71	60	60	69	67	70	70	71	71	66	68	65	68	67	98%	12	12	12	12	12	12	12	12	12	12	12	12	12	83	72	72	81	79	82	82	83	83	83	78	80	77	80	79	79	79	79
1:00 PM	98%	71	60	60	69	67	70	70	71	71	66	68	65	68	67	98%	12	12	12	12	12	12	12	12	12	12	12	12	12	83	72	72	81	79	82	82	83	83	83	78	80	77	80	79	79	79	79
2:00 PM	88%	63	54	54	61	60	62	62	63	63	59	60	58	60	60	93%	11	11	11	11	11	11	11	11	11	11	11	11	11	74	65	65	72	71	73	73	74	74	74	70	71	69	71	71	71	71	71
3:00 PM	59%	42	36	36	41	40	42	41	42	42	39	40	39	40	40	69%	8	8	8	8	8	8	8	8	8	8	8	8	8	50	44	44	49	48	50	49	50	50	47	48	47	48	48	48	48	48	
4:00 PM	54%	39	33	33	38	37	39	38	39	39	36	37	36	37	37	59%	7	7	7	7	7	7	7	7	7	7	7	7	7	46	40	40	45	44	46	45	46	46	46	43	44	43	44	44	44	44	
5:00 PM	59%	42	36	36	41	40	42	41	42	42	39	40	39	40	40	69%	8	8	8	8	8	8	8	8	8	8	8	8	8	50	44	44	49	48	50	49	50	50	47	48	47	48	48	48	48		
6:00 PM	83%	60	51	51	58	57	59	59	60	60	56	58	55	58	57	88%	11	11	11	11	11	11	11	11	11	11	11	11	11	71	62	62	69	68	70	71	71	71	67	69	66	69	68	68	68		
7:00 PM	78%	56	48	48	54	53	55	55	56	56	52	54	52	54	53	88%	11	11	11	11	11	11	11	11	11	11	11	11	11	67	59	59	65	64	66	66	67	67	63	65	63	65	64	64			
8:00 PM	49%	35	30	30	34	33	35	34	35	35	33	34	32	34	33	59%	7	7	7	7	7	7	7	7	7	7	7	7	42	37	37	41	40	42	41	42	42	40	41	39	41	40	40	40			
9:00 PM	29%	21	18	18	20	20	21	21	21	21	20	20	19	20	20	39%	5	5	5	5	5	5	5	5	5	5	5	5	5	26	23	23	25	25	26	26	26	26	25	25	24	25	25	25	25		
10:00 PM	20%	14	12	12	14	13	14	14	14	14	13	13	13	13	13	29%	3	3	3	3	3	3	3	3	3	3	3	3	3	17	15	15	17	16	17	17	17	17	16	16	16	16	16	16	16		
11:00 PM	10%	7	6	6	7	7	7	7	7	7	7	7	6	7	7	20%	2	2	2	2	2	2	2	2	2	2	2	2	9	8	8	9	9	9	9	9	9	9	9	9	9	9	9	9			
12:00 AM	5%	4	3	3	4	4	4	4	4	4	4	4	4	4	4	20%	2	2	2	2	2	2	2	2	2	2	2	2	2	6	5	5	6	6	6	6	6	6	6	6	6	6	6	6	6		

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on the Rich-Haven Specific Plan or the City of Ontario Development Code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix A

FAST-FOOD RESTAURANT  
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Fast-Food Restaurant																																														
Size	12,333 KSF																																														
Pkg Rate[2]	-- /KSF																																														
Mode Adjust Non-Captive Ratio	Guest Parking Demand												Employee Parking Demand												Shared Parking Demand																						
	1.00												1.00												1.00																						
Gross Spaces	73 Guest Spc.												11 Emp. Spc.												84 Total Spaces																						
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L.Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L.Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L.Dec Spaces			
6:00 AM	5%	4	3	3	4	4	4	4	4	4	4	4	4	4	4	15%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	6	5	5	6	6	6	6	6	6	6	6	6	6	6	6	
7:00 AM	10%	7	6	6	7	7	7	7	7	7	7	7	6	7	7	20%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	9	8	8	9	9	9	9	9	9	9	9	9	9	9	9	9	
8:00 AM	20%	15	13	13	15	14	15	15	15	14	14	14	14	14	14	30%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	18	16	16	18	17	18	18	18	18	18	18	17	17	17	17	17	17
9:00 AM	30%	22	19	19	21	21	22	22	22	22	20	21	20	21	21	40%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	26	23	23	25	25	26	26	26	26	24	25	24	25	25	25	25	
10:00 AM	55%	40	34	34	39	38	40	39	40	40	37	38	37	38	38	75%	8	8	8	8	8	8	8	8	8	8	8	8	8	8	48	42	42	47	46	48	47	48	48	45	46	45	46	46	46		
11:00 AM	85%	62	53	53	60	59	61	61	62	62	58	60	57	60	59	100%	11	11	11	11	11	11	11	11	11	11	11	11	11	11	73	64	64	71	70	72	72	73	73	69	71	68	71	70	70		
12:00 PM	100%	73	62	62	71	69	72	72	73	73	68	70	67	70	69	100%	11	11	11	11	11	11	11	11	11	11	11	11	11	11	84	73	73	82	80	83	83	84	84	79	81	78	81	80	80		
1:00 PM	100%	73	62	62	71	69	72	72	73	73	68	70	67	70	69	100%	11	11	11	11	11	11	11	11	11	11	11	11	11	11	84	73	73	82	80	83	83	84	84	79	81	78	81	80	80		
2:00 PM	90%	66	56	56	64	63	65	65	66	66	61	63	61	63	63	95%	10	10	10	10	10	10	10	10	10	10	10	10	10	10	76	66	66	74	73	75	75	76	76	71	73	71	73	73	73		
3:00 PM	60%	44	37	37	43	42	44	43	44	44	41	42	40	42	42	70%	8	8	8	8	8	8	8	8	8	8	8	8	8	52	45	45	51	50	52	51	52	52	49	50	48	50	50	50			
4:00 PM	55%	40	34	34	39	38	40	39	40	40	37	38	37	38	38	60%	7	7	7	7	7	7	7	7	7	7	7	7	7	47	41	41	46	45	47	46	47	47	44	45	44	45	45	45			
5:00 PM	60%	44	37	37	43	42	44	43	44	44	41	42	40	42	42	70%	8	8	8	8	8	8	8	8	8	8	8	8	8	52	45	45	51	50	52	51	52	52	49	50	48	50	50	50			
6:00 PM	85%	62	53	53	60	59	61	61	62	62	58	60	57	60	59	90%	10	10	10	10	10	10	10	10	10	10	10	10	10	72	63	63	70	69	71	71	72	72	68	70	67	70	69	69			
7:00 PM	80%	58	49	49	56	55	57	57	58	58	54	56	53	56	55	90%	10	10	10	10	10	10	10	10	10	10	10	10	10	68	59	59	66	65	67	67	68	68	64	66	63	66	65	65			
8:00 PM	50%	37	31	31	36	35	37	36	37	37	34	36	34	36	35	60%	7	7	7	7	7	7	7	7	7	7	7	7	7	44	38	38	43	42	44	43	44	44	41	43	41	43	42	42			
9:00 PM	30%	22	19	19	21	21	22	22	22	22	20	21	20	21	21	40%	4	4	4	4	4	4	4	4	4	4	4	4	4	26	23	23	25	25	26	26	26	26	24	25	24	25	25	25			
10:00 PM	20%	15	13	13	15	14	15	15	15	14	14	14	14	14	14	30%	3	3	3	3	3	3	3	3	3	3	3	3	3	18	16	16	18	17	18	18	18	18	18	17	17	17	17	17			
11:00 PM	10%	7	6	6	7	7	7	7	7	7	7	7	6	7	7	20%	2	2	2	2	2	2	2	2	2	2	2	2	2	9	8	8	9	9	9	9	9	9	9	9	9	9	9	9			
12:00 AM	5%	4	3	3	4	4	4	4	4	4	4	4	4	4	4	20%	2	2	2	2	2	2	2	2	2	2	2	2	2	6	5	5	6	6	6	6	6	6	6	6	6	6	6	6			

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on the Rich-Haven Specific Plan or the City of Ontario Development Code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix A

HEALTH CLUB  
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Health Club																																															
Size	17,068 KSF																																															
Pkg Rate[2]	5 /KSF																																															
Mode Adjust	Guest Parking Demand																Employee Parking Demand																Shared Parking Demand															
	1.00																1.00																1.00															
Non-Captive Ratio	1.00																1.00																1.00															
Gross Spaces	80 Guest Spc.																5 Emp. Spc.																85 Total Spaces															
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces				
6:00 AM	70%	56	56	53	48	39	36	36	36	39	45	48	48	48	56	53	75%	4	4	4	4	3	3	3	3	3	3	3	4	4	4	4	0	60	60	57	52	42	39	39	39	42	49	52	52	60	53	
7:00 AM	40%	32	32	30	27	22	21	21	21	22	26	27	27	32	30	75%	4	4	4	4	3	3	3	3	3	3	3	4	4	4	4	0	36	36	34	31	25	24	24	24	25	30	31	31	36	30		
8:00 AM	40%	32	32	30	27	22	21	21	21	22	26	27	27	32	30	75%	4	4	4	4	3	3	3	3	3	3	3	4	4	4	4	0	36	36	34	31	25	24	24	24	25	30	31	31	36	30		
9:00 AM	70%	56	56	53	48	39	36	36	36	39	45	48	48	48	56	53	75%	4	4	4	4	3	3	3	3	3	3	4	4	4	4	0	60	60	57	52	42	39	39	39	42	49	52	52	60	53		
10:00 AM	70%	56	56	53	48	39	36	36	36	39	45	48	48	48	56	53	75%	4	4	4	4	3	3	3	3	3	3	4	4	4	4	0	60	60	57	52	42	39	39	39	42	49	52	52	60	53		
11:00 AM	80%	64	64	61	54	45	42	42	42	45	51	54	54	64	61	75%	4	4	4	4	3	3	3	3	3	3	4	4	4	4	0	68	68	65	58	48	45	45	45	48	55	58	58	68	61			
12:00 PM	60%	48	48	46	41	34	31	31	31	34	38	41	41	48	46	75%	4	4	4	4	3	3	3	3	3	3	4	4	4	4	0	52	52	50	45	37	34	34	34	37	42	45	45	52	46			
1:00 PM	70%	56	56	53	48	39	36	36	36	39	45	48	48	48	56	53	75%	4	4	4	4	3	3	3	3	3	3	4	4	4	4	0	60	60	57	52	42	39	39	39	42	49	52	52	60	53		
2:00 PM	70%	56	56	53	48	39	36	36	36	39	45	48	48	48	56	53	75%	4	4	4	4	3	3	3	3	3	3	4	4	4	4	0	60	60	57	52	42	39	39	39	42	49	52	52	60	53		
3:00 PM	70%	56	56	53	48	39	36	36	36	39	45	48	48	48	56	53	75%	4	4	4	4	3	3	3	3	3	3	4	4	4	4	0	60	60	57	52	42	39	39	39	42	49	52	52	60	53		
4:00 PM	80%	64	64	61	54	45	42	42	42	45	51	54	54	64	61	75%	4	4	4	4	3	3	3	3	3	3	4	4	4	4	0	68	68	65	58	48	45	45	45	48	55	58	58	68	61			
5:00 PM	90%	72	72	68	61	50	47	47	47	50	58	61	61	72	68	100%	5	5	5	5	4	4	4	4	4	4	5	5	5	5	1	77	77	73	66	54	51	51	51	54	63	66	66	77	69			
6:00 PM	100%	80	80	76	68	56	52	52	52	56	64	68	68	80	76	100%	5	5	5	5	4	4	4	4	4	4	5	5	5	5	1	85	85	81	73	60	56	56	56	60	69	73	73	85	77			
7:00 PM	90%	72	72	68	61	50	47	47	47	50	58	61	61	72	68	75%	4	4	4	4	3	3	3	3	3	3	4	4	4	4	0	76	76	72	65	53	50	50	50	53	62	65	65	76	68			
8:00 PM	80%	64	64	61	54	45	42	42	42	45	51	54	54	64	61	50%	3	3	3	3	2	2	2	2	2	3	3	3	3	0	67	67	64	57	47	44	44	44	47	54	57	57	67	61				
9:00 PM	70%	56	56	53	48	39	36	36	36	39	45	48	48	48	56	53	20%	1	1	1	1	1	1	1	1	1	1	1	1	1	0	57	57	54	49	40	37	37	37	40	46	49	49	57	53			
10:00 PM	35%	28	28	27	24	20	18	18	18	20	22	24	24	28	27	20%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	29	29	28	25	21	19	19	19	21	23	25	25	29	27			
11:00 PM	10%	8	8	8	7	6	5	5	5	6	6	7	7	8	8	20%	1	1	1	1	1	1	1	1	1	1	1	1	1	0	9	9	9	8	7	6	6	6	7	7	8	8	9	8				
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on the Rich-Haven Specific Plan or the City of Ontario Development Code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix A

HEALTH CLUB  
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Health Club																																															
Size	17,068 KSF																																															
Pkg Rate[2]	5 /KSF																																															
Mode Adjust Non-Captive Ratio	Guest Parking Demand																Employee Parking Demand																Shared Parking Demand															
	1.00																1.00																1.00															
Gross Spaces	81 Guest Spc.																4 Emp. Spc.																85 Total Spaces															
Time of Day	% Of Peak [3]	Peak Spaces	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	L. Dec	% Of Peak [3]	Peak Spaces	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	L. Dec	Peak Spaces	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	L. Dec				
6:00 AM	66%	53	53	50	45	37	34	34	34	37	42	45	45	53	50	41%	2	2	2	2	2	2	2	2	2	2	2	2	2	0	55	55	52	47	39	36	36	36	39	44	47	47	55	50				
7:00 AM	37%	30	30	29	26	21	20	20	20	21	24	26	26	30	29	41%	2	2	2	2	2	2	2	2	2	2	2	2	2	0	32	32	31	28	23	22	22	22	23	26	28	28	32	29				
8:00 AM	29%	23	23	22	20	16	15	15	15	16	18	20	20	23	22	41%	2	2	2	2	2	2	2	2	2	2	2	2	2	0	25	25	24	22	18	17	17	17	18	20	22	22	25	22				
9:00 AM	41%	33	33	31	28	23	21	21	21	23	26	28	28	33	31	41%	2	2	2	2	2	2	2	2	2	2	2	2	2	0	35	35	33	30	25	23	23	23	25	28	30	30	35	31				
10:00 AM	29%	23	23	22	20	16	15	15	15	16	18	20	20	23	22	41%	2	2	2	2	2	2	2	2	2	2	2	2	2	0	25	25	24	22	18	17	17	17	18	20	22	22	25	22				
11:00 AM	41%	33	33	31	28	23	21	21	21	23	26	28	28	33	31	41%	2	2	2	2	2	2	2	2	2	2	2	2	2	0	35	35	33	30	25	23	23	23	25	28	30	30	35	31				
12:00 PM	41%	33	33	31	28	23	21	21	21	23	26	28	28	33	31	41%	2	2	2	2	2	2	2	2	2	2	2	2	2	0	35	35	33	30	25	23	23	23	25	28	30	30	35	31				
1:00 PM	25%	20	20	19	17	14	13	13	13	14	16	17	17	20	19	41%	2	2	2	2	2	2	2	2	2	2	2	2	2	0	22	22	21	19	16	15	15	15	16	18	19	19	22	19				
2:00 PM	21%	17	17	16	14	12	11	11	11	12	14	14	14	17	16	41%	2	2	2	2	2	2	2	2	2	2	2	2	2	0	19	19	18	16	14	13	13	13	14	16	16	16	19	16				
3:00 PM	25%	20	20	19	17	14	13	13	13	14	16	17	17	20	19	41%	2	2	2	2	2	2	2	2	2	2	2	2	2	0	22	22	21	19	16	15	15	15	16	18	19	19	22	19				
4:00 PM	45%	36	36	34	31	25	23	23	23	25	29	31	31	36	34	62%	2	2	2	2	2	2	2	2	2	2	2	2	2	0	38	38	36	33	27	25	25	25	27	31	33	33	38	34				
5:00 PM	82%	66	66	63	56	46	43	43	43	46	53	56	56	66	63	82%	3	3	3	3	3	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3			
6:00 PM	78%	63	63	60	54	44	41	41	41	44	50	54	54	63	60	82%	3	3	3	3	3	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
7:00 PM	49%	40	40	38	34	28	26	26	26	28	32	34	34	40	38	62%	2	2	2	2	2	2	2	2	2	2	2	2	2	0	42	42	40	36	30	28	28	28	30	34	36	36	42	38				
8:00 PM	25%	20	20	19	17	14	13	13	13	14	16	17	17	20	19	41%	2	2	2	2	2	2	2	2	2	2	2	2	2	0	22	22	21	19	16	15	15	15	16	18	19	19	22	19				
9:00 PM	8%	6	6	6	5	4	4	4	4	4	5	5	5	6	6	16%	1	1	1	1	1	1	1	1	1	1	1	1	1	0	7	7	7	6	5	5	5	5	6	6	6	7	6					
10:00 PM	1%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	16%	1	1	1	1	1	1	1	1	1	1	1	1	1	0	2	2	2	2	2	2	2	2	2	2	2	2	2	1				
11:00 PM	1%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	16%	1	1	1	1	1	1	1	1	1	1	1	1	1	0	2	2	2	2	2	2	2	2	2	2	2	2	2	1				
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on the Rich-Haven Specific Plan or the City of Ontario Development Code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix A

MEDICAL/DENTAL OFFICE  
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Medical/Dental Office																																																													
Size	1,520 KSF																																																													
Pkg Rate[2]	4 /KSF																																																													
Mode Adjust Non-Captive Ratio	Guest Parking Demand																Employee Parking Demand																Shared Parking Demand																													
	1.00																1.00																1.00																													
Gross Spaces	4 Guest Spc.																2 Emp. Spc.																6 Total Spaces																													
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L.Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L.Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L.Dec Spaces																		
6:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
7:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
8:00 AM	90%	4	4	4	4	4	4	4	4	4	4	4	4	4	3	100%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2									
9:00 AM	90%	4	4	4	4	4	4	4	4	4	4	4	4	4	3	100%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2								
10:00 AM	100%	4	4	4	4	4	4	4	4	4	4	4	4	4	3	100%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2							
11:00 AM	100%	4	4	4	4	4	4	4	4	4	4	4	4	4	3	100%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2						
12:00 PM	30%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	100%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2						
1:00 PM	90%	4	4	4	4	4	4	4	4	4	4	4	4	4	3	100%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2				
2:00 PM	100%	4	4	4	4	4	4	4	4	4	4	4	4	4	3	100%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2				
3:00 PM	100%	4	4	4	4	4	4	4	4	4	4	4	4	4	3	100%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
4:00 PM	90%	4	4	4	4	4	4	4	4	4	4	4	4	4	3	100%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
5:00 PM	80%	3	3	3	3	3	3	3	3	3	3	3	3	3	2	100%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
6:00 PM	67%	3	3	3	3	3	3	3	3	3	3	3	3	3	2	67%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
7:00 PM	30%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	30%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1					
8:00 PM	15%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	15%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on the Rich-Haven Specific Plan or the City of Ontario Development Code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.





Appendix A

BANK  
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Bank																																																	
Size	3,600 KSF																																																	
Pkg Rate[2]	4 /KSF																																																	
Mode Adjust	Guest Parking Demand																Employee Parking Demand																Shared Parking Demand																	
Non-Captive Ratio	1.00																1.00																1.00																	
Gross Spaces	9 Guest Spc.																5 Emp. Spc.																14 Total Spaces																	
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces						
6:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	20%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	71%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	
9:00 AM	32%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	79%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
10:00 AM	59%	5	5	5	5	5	5	5	5	5	5	5	5	5	5	79%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	
11:00 AM	79%	7	7	7	7	7	7	7	7	7	7	7	7	7	7	79%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
12:00 PM	71%	6	6	6	6	6	6	6	6	6	6	6	6	6	6	79%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
1:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Parking rates for all land uses based on the Rich-Haven Specific Plan or the City of Ontario Development Code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.



# DEVELOPMENT ADVISORY BOARD DECISION

January 18, 2023

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

**DECISION NO.:** DAB23-[insert #]

**FILE NOS.:** PMTT22-008 and PDEV22-010

**DESCRIPTION:** A hearing to consider an Initial Study/Mitigated Negative Declaration prepared for Tentative Parcel Map No. 20531, merging 16.39 acres of land (5-parcels) into one parcel, in conjunction with a Development Plan to construct a 336,761-square-foot industrial building on the subject property located at 316 South Bon View Avenue, within the IG (General Industrial) zoning district (APNs: 1049-111-01; 1049-111-03; 1049-111-04; 1049-111-05, 1049-111-07); **submitted by Prologis. Planning Commission action is required.**

## PART 1: BACKGROUND & ANALYSIS

PROLOGIS, (herein after referred to as "Applicant") has filed an application requesting approval of a Tentative Parcel Map and Development Plan, File Nos. PMTT22-008 & PDEV22-010, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

**PROJECT SETTING:** The project site is comprised of 16.39 acres of land located at 316 South Bon View Avenue. The site is currently developed with five industrial structures, as depicted in Exhibit A: Project Location Map, attached. All existing structures will be razed to facilitate new industrial development. The site is relatively flat, with a gentle north to south slope of just over one percent. Existing land uses, Policy Plan (general plan) and zoning designations, and specific plan land uses on and surrounding the project site are summarized in the table below.

	<b>Existing Land Use</b>	<b>Policy Plan Land Use Designation</b>	<b>Zoning Designation</b>	<b>Specific Plan Land Use Designation</b>
Site:	Industrial	Industrial	IG (General Industrial)	N/A
North:	Amtrak Railroad, Single-Family & Commercial Uses	Rail & Business Park	RC (Rail Corridor) & IP (Industrial Park)	N/A
South:	Metrolink Railroad, Industrial Uses for Auto Repair & Metal Recycling	Industrial & Rail	RC (Rail Corridor) & IG (General Industrial)	N/A
East:	Vacant Land	Industrial	IG (General Industrial)	N/A

	<b>Existing Land Use</b>	<b>Policy Plan Land Use Designation</b>	<b>Zoning Designation</b>	<b>Specific Plan Land Use Designation</b>
West:	Water Well Site & Recycling Center	Public Facility & Industrial	IG (General Industrial), CIV (Civic) & RC (Rail Corridor)	N/A

**PROJECT DESCRIPTION:**

The Project analyzed under the Initial Study/Mitigated Negative Declaration (hereinafter referred to as "MND") consists of the demolition of five existing industrial structures and the development of a new 336,761-square-foot industrial building, having a floor area ratio ("FAR") of 0.47. The building will consist of 322,261 square feet of warehouse area and 14,500 square feet of office. The truck yard area is located on the south side of the building, and includes 57 dock-high loading doors, which will be screened from view from South Bon View, State Street, and Campus Avenue by portions of the building and 14-foot-tall decorative screen walls, with decorative tube steel gates that have been designed to match the building's architecture. Vehicular access to the Project site will be provided by two driveways located along South Bon View Avenue, two driveways along State Street and two driveways along South Campus Avenue. Driveways on South Campus Avenue and South Bon View Avenue will be restricted to passenger vehicles only. All non-passenger vehicles (trucks) will be restricted to use State Street only.

The application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA") and an Initial Study has been prepared to determine possible environmental impacts. On the basis of the Initial Study, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of non-significance, an Initial Study/Mitigated Negative Declaration was prepared pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines (see Attachment A: Initial Study/Mitigated Negative Declaration, attached). Furthermore, to ensure that the mitigation measures are implemented, a Mitigation Monitoring and Reporting Program has been prepared for the Project pursuant to CEQA Guidelines Section 15097, which specifies responsible agencies/departments, monitoring frequency, timing and method of verification and possible sanctions for noncompliance with mitigation measures.

**PART 2: RECITALS**

WHEREAS, prior to the adoption of this Resolution, the Planning Director of the City of Ontario directed the preparation of an Initial Study, and approved for circulation, a Mitigated Negative Declaration ("MND") for File Nos. PMTT22-008 & PDEV22-010 (hereinafter referred to as "Initial Study/MND"), all in accordance with the requirements of the California Environmental Quality Act of 1970, together with state and local guidelines implementing said Act, all as amended to date (collectively referred to as "CEQA"); and

WHEREAS, File Nos. PMTT22-008 and PDEV22-010 analyzed under the Initial Study/MND, consists of Tentative Parcel Map No. 20531 (File No. PMTT22-008), merging 16.39 acres of land (5 parcels) into one parcel, in conjunction with a Development Plan (File No. PDEV22-010) to construct a 336,761-square-foot industrial building on the subject property located at 316 South Bon View Avenue, within the IG (General Industrial) zoning district, in the City of Ontario, California (hereinafter referred to as the "Project"); and

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

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

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

WHEREAS, the City of Ontario is the lead agency on the Project, and the Development Advisory Board is the recommending body for the proposed approval to construct and otherwise undertake the Project; and

WHEREAS, the Development Advisory Board has reviewed and considered the Initial Study/MND and related MMRP for the Project, and intends to take actions on the Project in compliance with CEQA and state and local guidelines implementing CEQA; and

WHEREAS, the Initial Study/MND and related MMRP for the Project are on file in the Planning Department, located at 303 East B Street, Ontario, CA 91764, are available for inspection by any interested person at that location and are, by this reference, incorporated into this Decision as if fully set forth herein; and

WHEREAS, City of Ontario Development Code Table 2.02-1 (Review Matrix) grants the Development Advisory Board ("DAB") the responsibility and authority 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 January 18, 2023, the DAB of the City of Ontario conducted a hearing on the Project, and concluded said hearing on that date; and

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

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

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

SECTION 1: Environmental Determination and Findings. As the recommending body for the Project, the Development Advisory Board has reviewed and considered the information contained in the Initial Study/MND, the related MMRP, 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 Initial Study/MND, the related MMRP, and the administrative record, including all written and oral evidence presented to the Development Advisory Board, the Development Advisory Board finds as follows:

(1) The Development Advisory Board has independently reviewed and analyzed the Initial Study/MND, the related MMRP, and other information in the record, and has considered the information contained therein, prior to acting on the Project; and

(2) The Initial Study/MND and related MMRP prepared for the Project has been completed in compliance with CEQA and is consistent with State and local guidelines implementing CEQA; and

(3) The Initial Study/MND and related MMRP represents the independent judgment and analysis of the City of Ontario, as lead agency for the Project.

SECTION 2: 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 3: 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 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 4: Development Advisory Board Action. The Development Advisory Board does hereby find that based upon the entire record of proceedings before it, and all information received, that there is no substantial evidence that the Project will have a significant effect on the environment and does hereby recommend the Planning Commission APPROVES the adoption of the Initial Study/MND and related MMRP, each included as Attachment A of this Decision.

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 18th day of January 2023.

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Development Advisory Board Chairman

**Exhibit A: PROJECT LOCATION MAP**



**Attachment A—Initial Study/MND and Related MMRP**

*(Initial Study/MND follows this page)*



# Initial Study/Mitigated Negative Declaration

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

1. Project Title/File Nos.: File Nos.: PDEV22-010 & PMTT22-008-East State Street Warehouse Project
2. Lead Agency: City of Ontario-Planning Department, 303 East B Street, Ontario, California 91764
3. Contact Person : Luis E. Batres, Phone : (909) 395-2431, Email : Lbatres@ontarioca.gov
4. Project Sponsor: Prologis, Inc. ; 3546 Concours Street, Ontario, CA 91764
5. Project Location: The Project site is located in southwestern San Bernardino County, within the City of Ontario. The City of Ontario is located approximately 40 miles from downtown Los Angeles, 20 miles from downtown San Bernardino, and 30 miles from Orange County. As illustrated on Figures 1, *Regional Location Map*, and 2, *Aerial Site Photograph*, below, the Project site is located at the northeast corner of East State Street and South Campus Avenue (APNs: 1049-111-01;1049-111-03; 1049-111-04; 1049-111-05; and 1049-111-07). The Project site is bordered by East State Street to the south, South Campus Avenue to the east, South Bon View Avenue to the west, and the railroad to the north. Regional access is provided via Interstate 10 (I-10) and State Route (SR-83).
6. Policy Plan (General Plan) Designation: Industrial
7. Zoning Designation: General Industrial (IG)
8. Description of Project: The Project Applicant seeks to demolish the existing structures and re-develop the 16.39-acre site as a warehouse facility with approximately 336,761 square feet (s.f.) of building area as shown on Figure 3, *Site Plan*. Of the total building square footage, the Project would allocate 322,261 s.f. for warehousing/distribution and 14,500 s.f. for office uses. The Project would require demolition of the existing buildings and structures, totaling 200,840 s.f., associated on-site landscaping, and associated on-site parking.

#### Building Characteristics and Operations

As depicted in Figure 4, *Building Elevations (North, East, and West)* and Figure 5, *Building Elevations (South)*: The proposed building will be a one-story, 52-foot tall speculative warehouse/distribution and office facility, designed to be visually compatible with adjacent buildings and uses. The primary color scheme of the proposed building would include varying shades of white, grays, and dark grays and would be further accented with blue reflective glazing and decorative wood. The building is designed with 57 dock doors on the south-facing side of the building.

Although the ultimate end-user is unknown at this time, for purposes of conservative analysis, the Project is assumed to operate up to 24-hours daily, 7 days a week. Based on typical building user characteristics, it is reasonably assumed that up to 15% of the building space could be used for cold storage. Loading and unloading activities would occur at the front of the building.

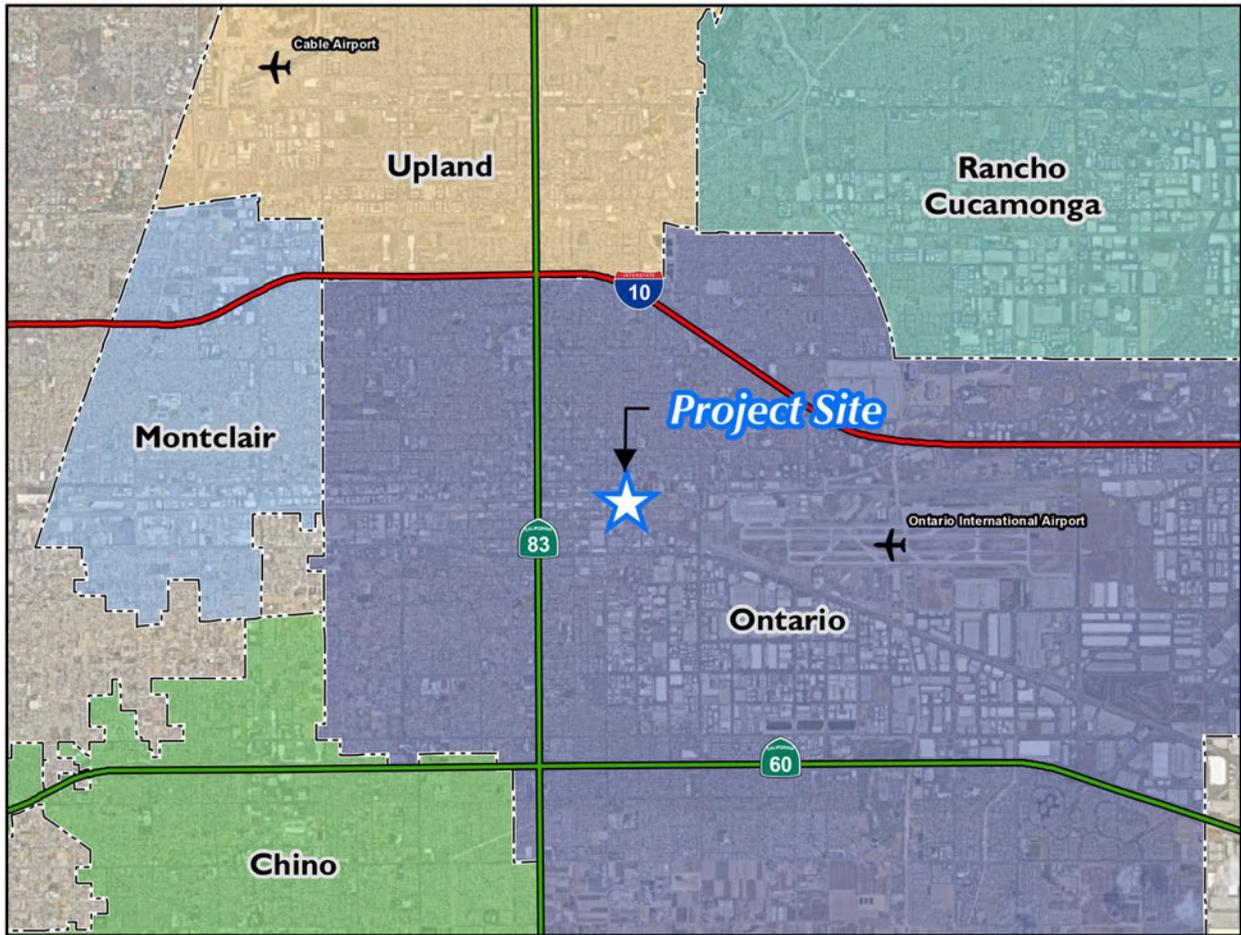


Figure 1: Regional Location Map



Figure 2: Aerial Site Photograph

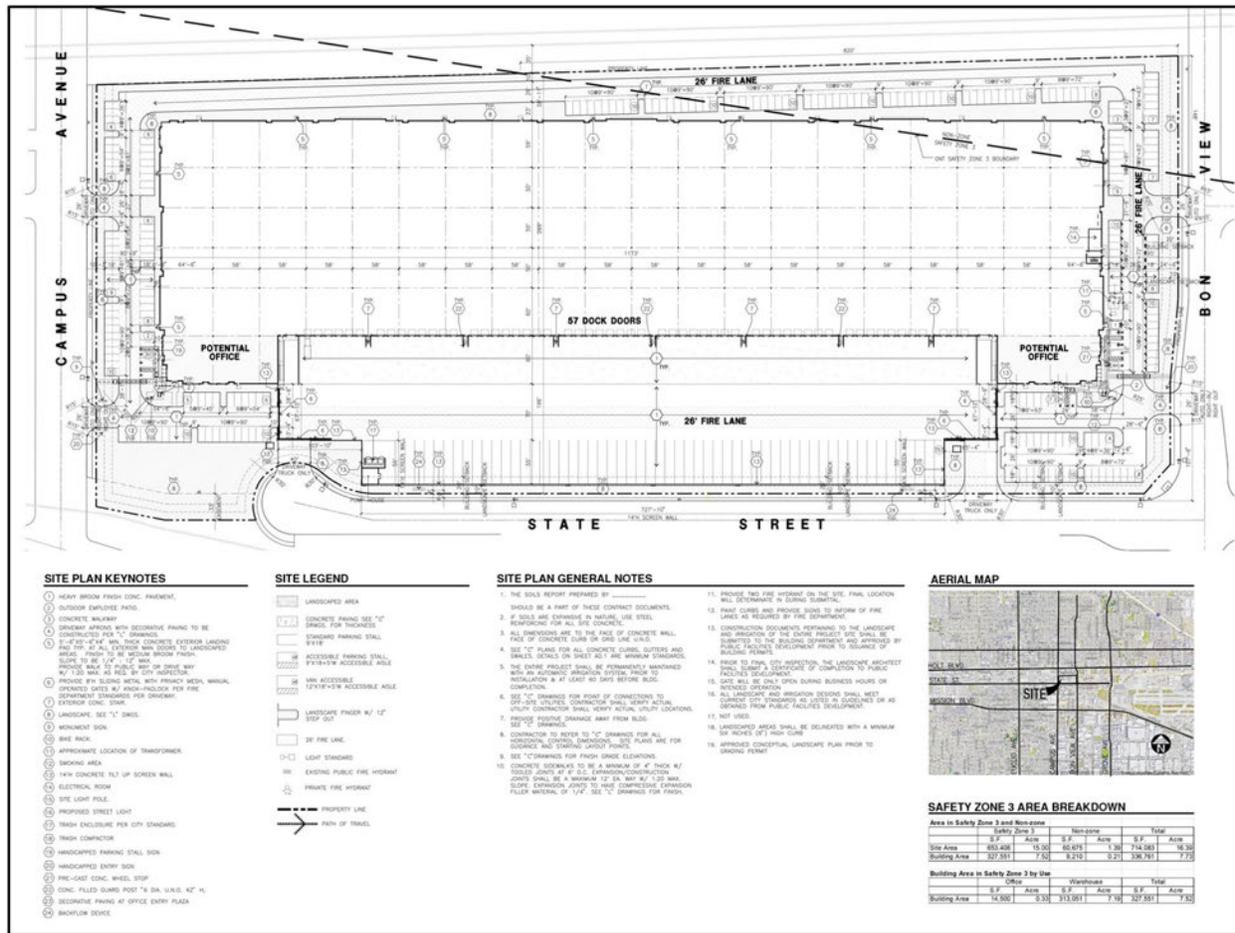


Figure 3: Site Plan

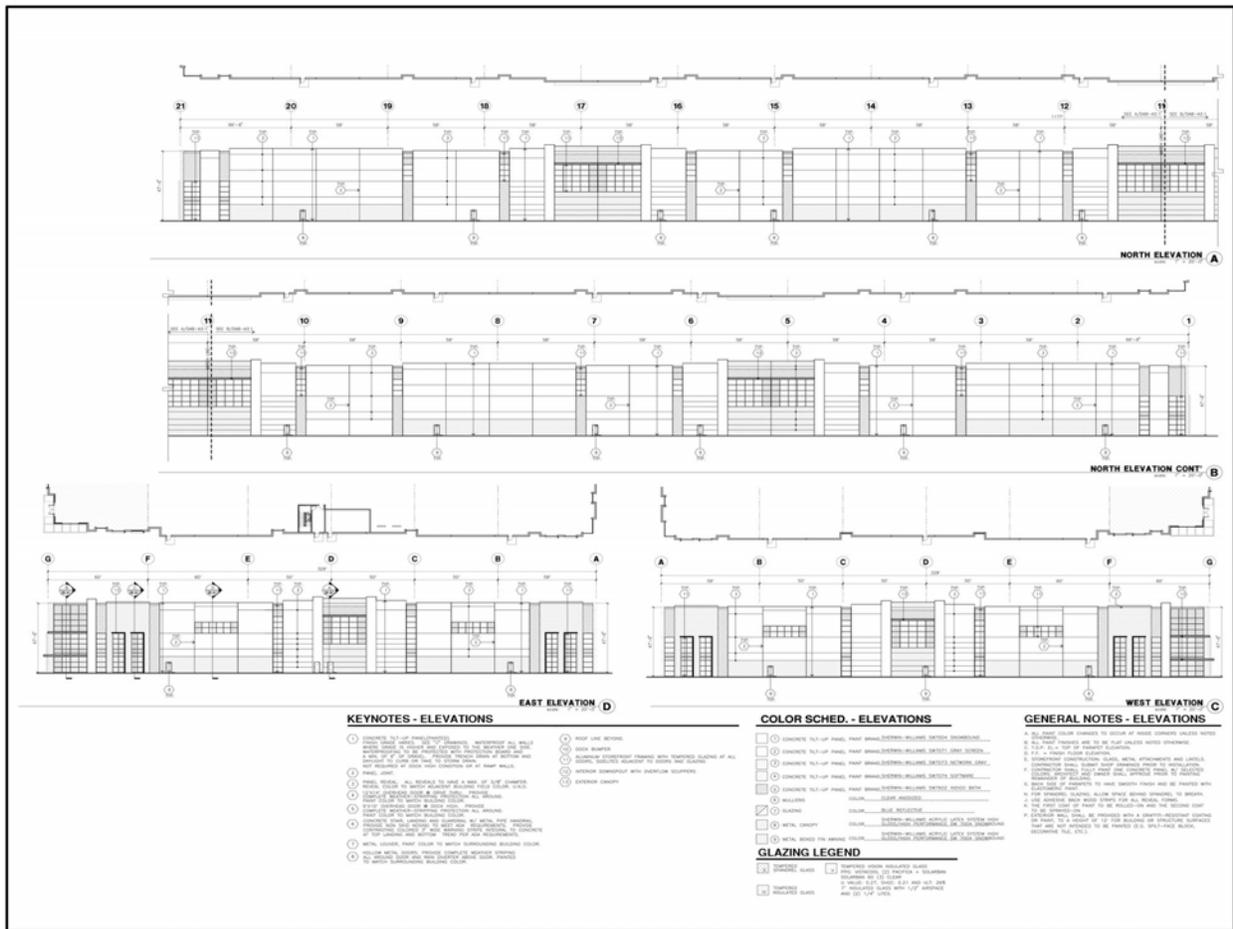


Figure 4: Building Elevations (North, East, and West)

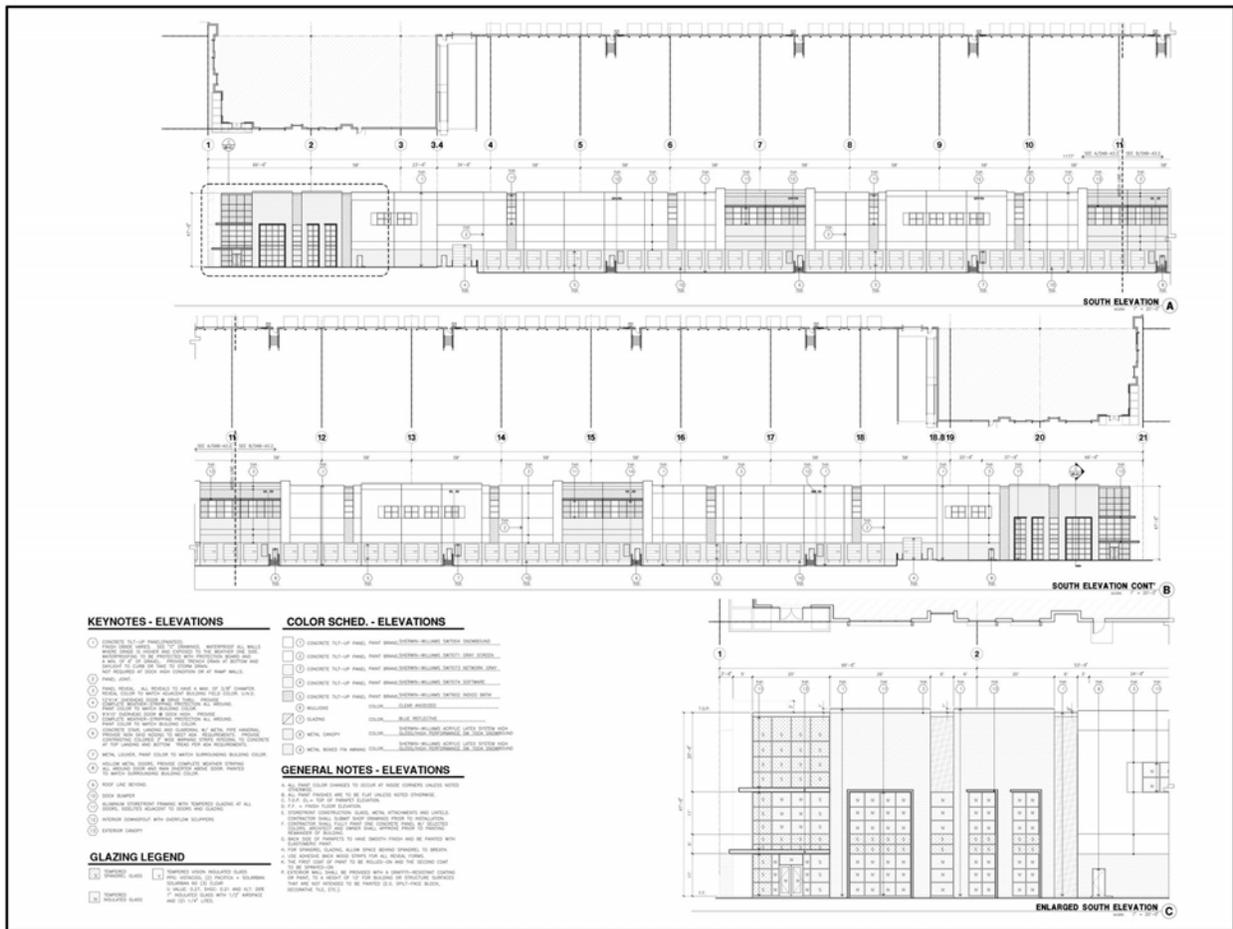


Figure 5: Building Elevations (South)

### Circulation and Parking

Vehicular access will be provided via 2 driveways on East State Street, 2 driveways on South Campus Avenue, and 2 driveways on South Bon View Avenue. Driveways on South Campus Avenue and South Bon View Avenue would be restricted to passenger vehicles only with the southern driveways being right in and right out only. Driveways on East State Street would be restricted for truck access only. The Project also includes surface parking with ±256 parking spaces. Of the ±256 spaces, there are ±218 standard automobile parking stalls, 5 standard accessible parking stalls, 2 van accessible parking stalls, and 23 electric vehicle (EV) standard parking stalls, 1 EV standard accessible parking stall, 1 EV van accessible parking stall, 1 EV ambulatory parking stall, and 5 clean air/van pool parking stalls. Passenger vehicle parking stalls would be located in parking areas positioned around all sides of the proposed building. Additionally, 14 short term and 14 long term bicycle spaces would be provided. The Project would further include 57 truck trailer parking spaces located north of the building, closest to the 57 proposed dock doors.

### Landscaping, Walls, and Lighting

As depicted in Figure 6, *Landscape Plan*, a variety of trees, shrubs, accent plants, and ground cover are proposed along the perimeter of the Project site and parking area. Landscaping will feature drought-tolerant plant materials for a total of 221 trees, including 121 15 gallon, 11 48" box, 22 36" box, and 67 24" box trees.

As shown in Figure 7, *Wall and Fencing Plan*, a 14-foot tall concrete tilt screen wall will border the Project site's northern boundary along the trailer parking spaces, which will transition to an 8-foot tall metal sliding gate from the gate entry to the truck driveways access on East State Street. Additionally, an 8-foot tall wrought iron tubular fence would border the Project's northern boundary.

Exterior lighting would be installed on-site, as necessary, for safety, security, and wayfinding. Decorative architectural lighting as well as landscape lighting would also be installed to accent building entries as focal points throughout the site. Ornamental landscaping, lighting, walls and utility infrastructure improvements/connections would be installed per compliance with the City's Municipal Code.

### Infrastructure Improvements

Water service to the Project site will be provided by the Ontario Municipal Utilities Company (OMUC). As shown in Figure 8, *Conceptual Utilities Plan*, water would be accommodated via proposed water lines that would extend from the southwestern and southeastern corners of the building to an existing 12-inch water main on South Campus Avenue and an existing 6-inch water main at South Bon View Avenue that will be replaced with a 12-inch water main, respectively.

Sanitary sewer service to the Project site would be provided by Inland Empire Utilities Agency (IEUA). Sewer would be accommodated via proposed sewer lines that would extend from the southwestern and southeastern corners of the building to an existing 15-inch sewer main on South Campus Avenue and an existing 18-inch sewer main at South Bon View Avenue.

Stormwater will sheet flow from north to south and will be captured by proposed onsite inlets. The proposed on-site storm drain system will convey the flow into the proposed subsurface system located in the truck yard. Flow will continue to the existing 42-inch storm drain system located along South Bon View Avenue via an existing 18-inch storm drain. The South Bon View Avenue storm drain system will then discharge into the East State Street Storm Drain system located along State Street and Ontario Boulevard.

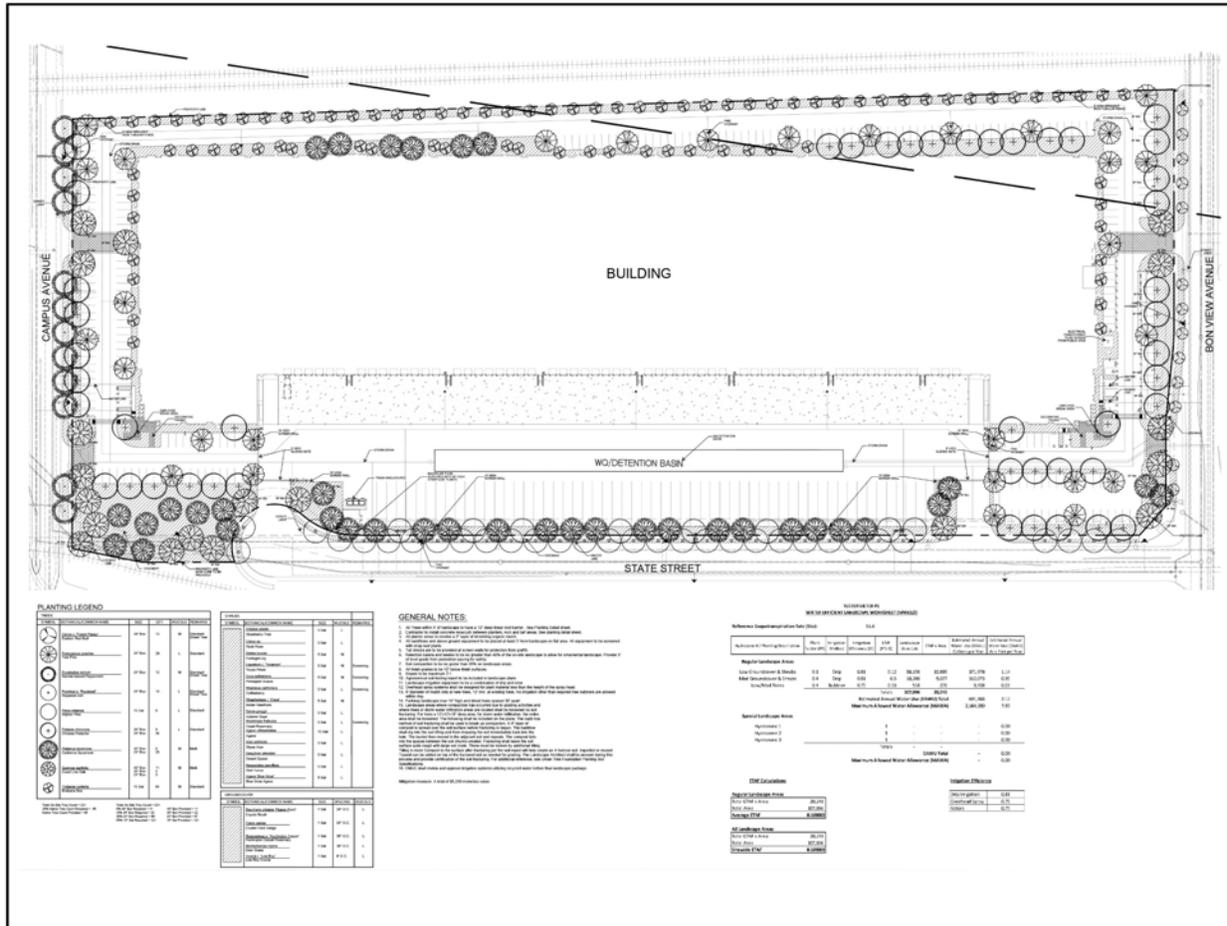


Figure 6: Landscape Plan

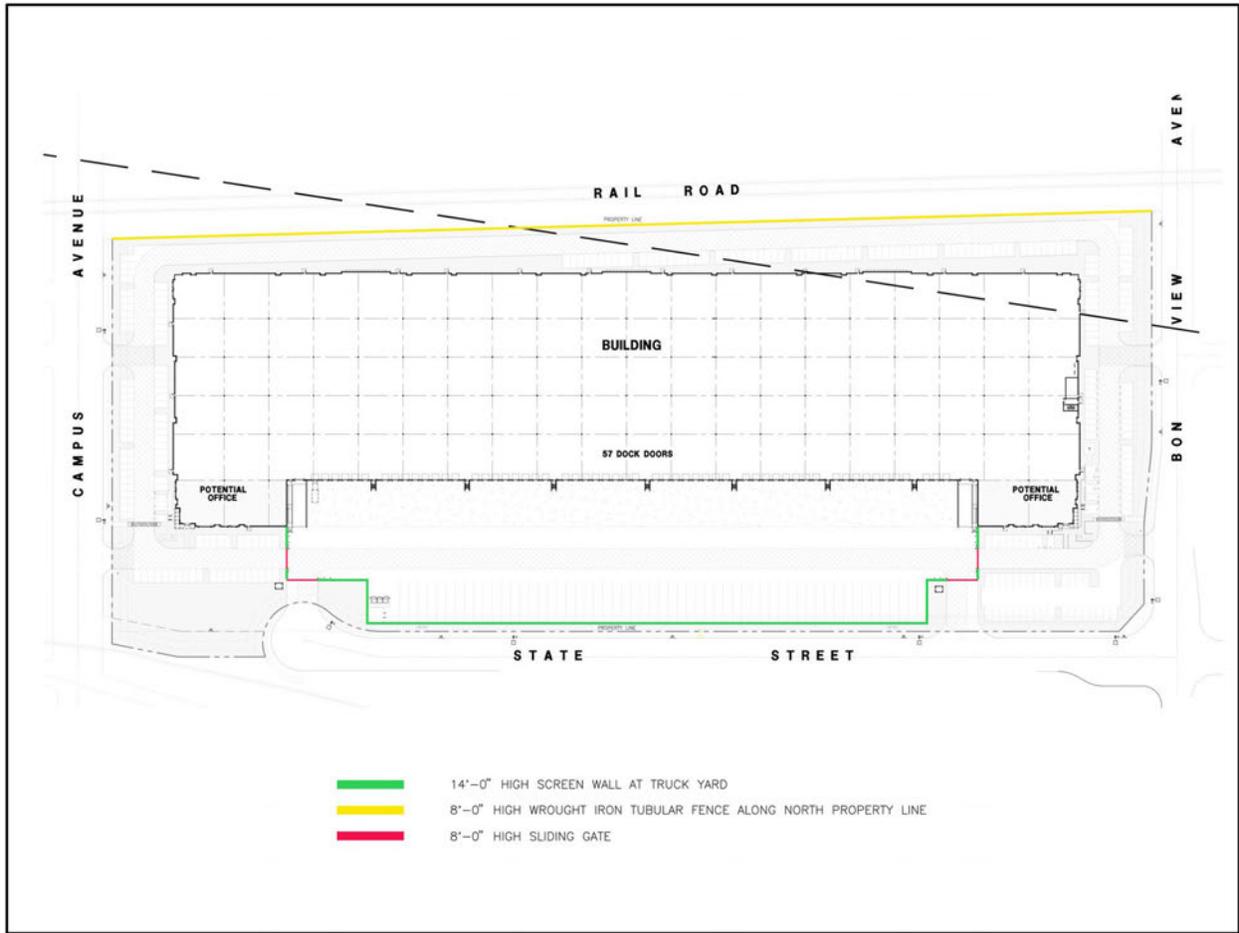


Figure 7: Wall and Fencing Plan

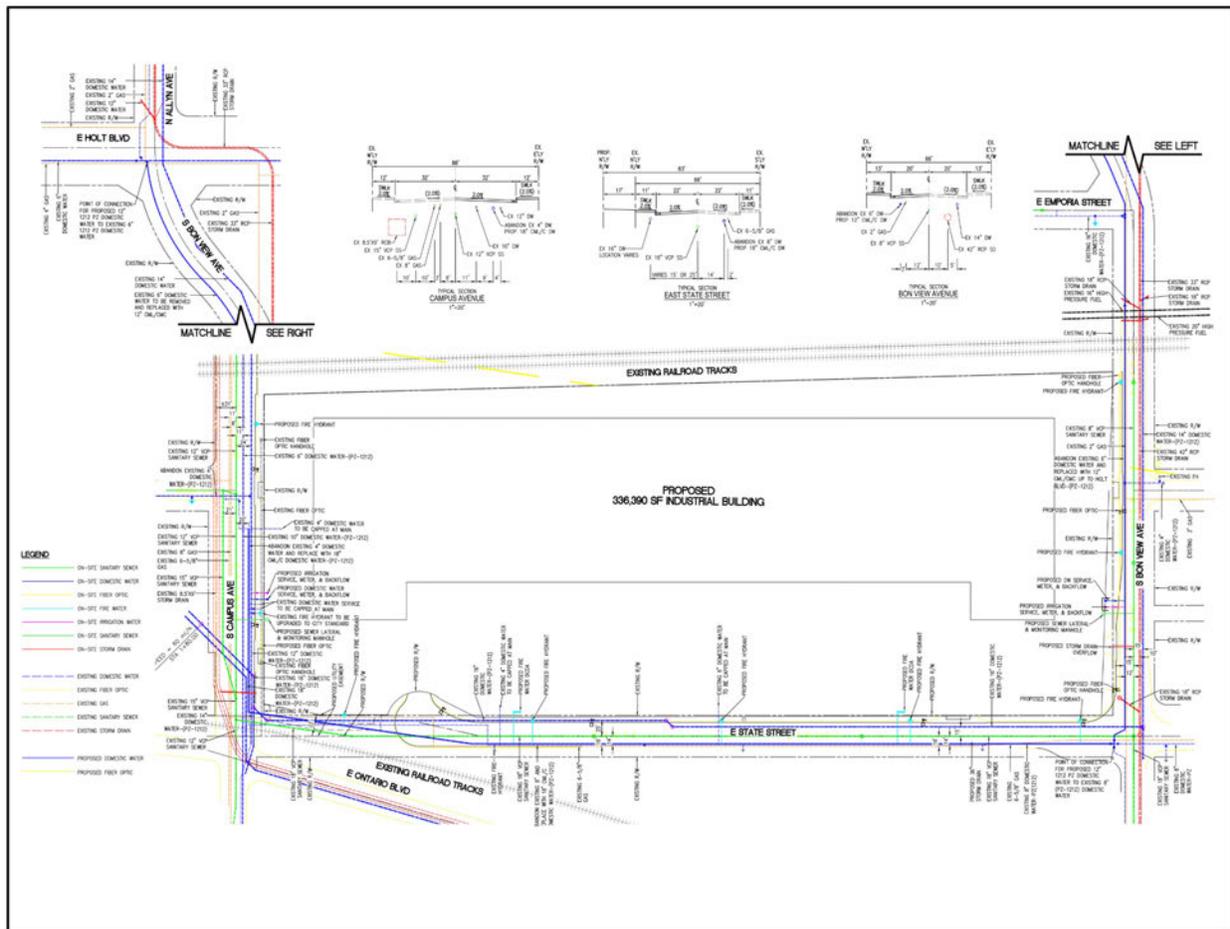


Figure 8: Conceptual Utilities Plan

Electricity will be provided by the Southern California Edison. Additionally, two fiber optic lines will be constructed: one along South Campus Avenue from the building entrance to the existing line and one along South Bon View Avenue with two handhole at the northern and southern ends. All new dry utility infrastructure would be installed underground and within the Project site.

Project Construction Characteristics:

Project construction would occur in one phase over approximately one year with an opening year of 2024. Construction activities and durations are as follows:

- Demolition (60 days)
- Site Preparation & Grading (25 days)
- Building Construction (165 days)
- Paving (20 days)
- Architectural Coating & Landscaping (30 days)

The Project will require demolition of the existing buildings and asphalt paving on site. As depicted in Figure 9, *Conceptual Grading Plan (East)*, and Figure 10, *Conceptual Grading Plan (West)*, the Project would require 11,000 CY of imported soil.

9. Project Setting: As shown in Figure 2, the Project site is currently developed with five industrial buildings. Uses at the Project site consist of transloading of plastics and paper, construction yard, drayage, warehousing/distribution, storage, tow yard, and a brewery. Vehicular access to the Project site is from three driveways along East State Street, providing access to the facility conducting transloading of plastics and paper. An alley on South Campus Avenue also provides access to the parcels located in the northeast portion of the Project site including the brewery, drayage, and tow yard. Sidewalks are present along both sides of South Campus Avenue and South Bon View Avenue.

The existing uses currently generate 208 two-way trips per day, with 14 a.m. peak hour and 10 p.m. peak hour trips. The existing uses are part of the existing environmental baseline and will therefore be factored into the analysis of the proposed Project in compliance with CEQA. That is to say, because the existing uses create environmental impacts that would be removed by Project implementation, the impacts of the existing uses will be deducted from the analysis of the proposed Project's impacts so as to not over inflate and overstate the impacts of the proposed Project compared to the existing condition.



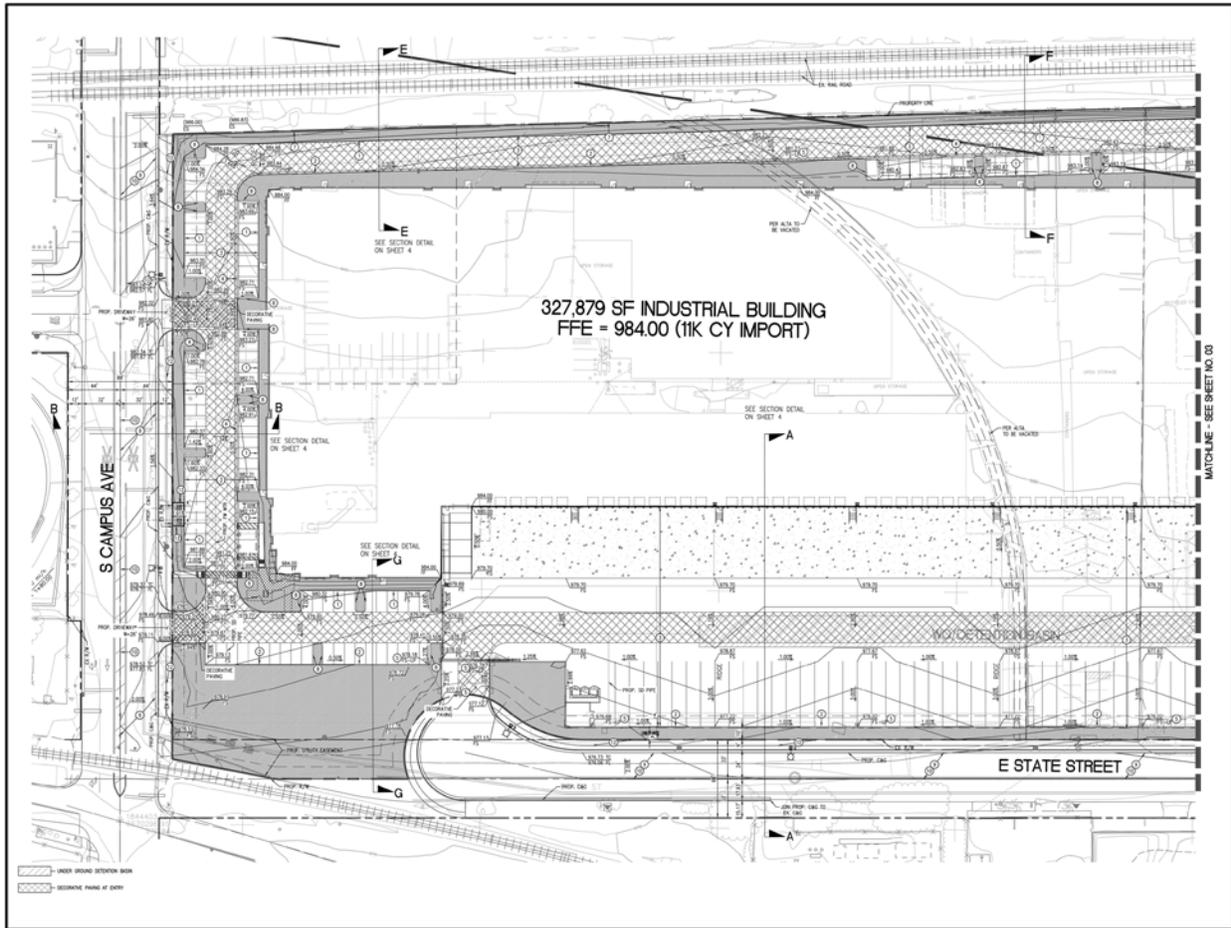


Figure 10: Conceptual Grading Plan (West)

10. Surrounding Land Uses:

	<u>Existing Land Use</u>	<u>General Plan Designation</u>	<u>Zoning Designation</u>	<u>Specific Plan Land Use</u>
Site:	Industrial	Industrial	General Industrial (IG)	N/A
North:	Amtrak railroad with single-family residential and commercial uses beyond the railroad	Business Park; Rail	Rail Corridor (RC); Industrial Park (IP)	N/A
South:	Metrolink Railroad and industrial uses for auto repair and metal recycling	Rail; Industrial	RC; IG	N/A
East:	Mostly vacant land with trees and a small auto electric service business	Industrial	IG	N/A
West:	City of Ontario water well and aboveground tank, and recycling center	Rail; Industrial; Public Facility	RC, IG, Civic	N/A

11. Other public agencies whose approval is anticipated include (e.g., permits, financing approval or participation agreement):

- Santa Ana Regional Water Quality Control Board (Issuance of a National Pollutant Discharge Elimination System Permit; Issuance of a Construction General Permit);
- State Water Resources Control Board (Stormwater Pollution Prevention Plan);
- South Coast Air Quality Management District (Issuance of Air Quality permits to construct and operation, if necessary)
- Federal Aviation Administration (FAA Form 7460-1-Determination of No Hazard)

12. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1?

Yes  No

If "yes", has consultation begun?

Yes  No  Completed

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

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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 checked="" type="checkbox"/> Cultural Resources            | <input checked="" type="checkbox"/> Geology / Soils         |
| <input type="checkbox"/> Greenhouse Gas Emissions             | <input checked="" 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 checked="" 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 or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: 	Date: November 7, 2022
Printed Name: Luis E. Batres	For: City of Ontario

## **EVALUATION OF ENVIRONMENTAL IMPACTS**

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

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
- a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

(Note: Example explanations have been provided. Add, remove, or replace as needed.)

Issues	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
1. AESTHETICS. Except as provided in Public Resources Code section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Williamson Act contract?				
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
groundwater management of the basin?				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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"/>
f) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
14. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. PUBLIC SERVICES. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. TRANSPORTATION. Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
18. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code				

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
21. MANDATORY FINDINGS OF SIGNIFICANCE. (State CEQA Guidelines section 15065(a).)				
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
Note: Authority cited: Public Resources Code sections 21083, 21083.05, 21083.09. Reference: Gov. Code section 65088.4; Public Resources Code sections 21073, 21074, 21080(c), 21080.1, 21080.3, 21080.3.1, 21080.3.2, 21082.3, 21083, 21083.3, 21083.5, 21084.2, 21084.3, 21093, 21094, 21095 and 21151; <i>Sundstrom v. County of Mendocino</i> (1988) 202 Cal.App.3d 296; <i>Leonoff v. Monterey County 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.				

EXPLANATION OF ISSUES

1. AESTHETICS. Would the project:

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

Discussion of Effects: A significant impact would occur if a project were to introduce incompatible scenic elements within a field of public view containing a scenic vista or substantially block views of a scenic vista. Viewsheds refer to the visual qualities of the geographical area that is defined by the horizon, topography, and other natural features that give an area its visual boundary and context, or by artificial developments that have become prominent visual components of an area.

The City of Ontario's General Plan (Policy Plan) does not identify scenic vistas within the City. However, the Policy Plan (Policy CD-1.5) requires all major north-south streets be designed and developed to feature views of the San Gabriel Mountains. The Project site is located along

South Campus Avenue and South Bon View Avenue, a minor north-south arterial and collector street, respectively, as identified in the Roadway Classification (Figure M-01) of the Mobility Element within the Policy Plan (City of Ontario, 2022a). Additionally, the Project site is bordered by industrial uses to the west and south. Therefore, no adverse impacts to scenic vistas are anticipated in relation to the Project.

Mitigation: None 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 City of Ontario is served by three freeways: I-10, I-15, and SR-60. I-10 and SR-60 traverse the northern and central portion of the City, respectively, in an east-west direction. I-15 traverses the northeastern portion of the City in a north-south direction. These segments of I-10, I-15, and SR-60 are not designated as scenic highways by the California Department of Transportation. The nearest eligible State scenic highway is SR-142, approximately 8.1 miles to the southwest of the Project Site (Caltrans, 2022). In addition, there are no historically significant buildings or any scenic resources identified on or in the vicinity of the Project site. Therefore, the Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a state scenic highway. No impacts would occur.

Mitigation: None 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: According to CEQA Guidelines Section 15387, urban areas are defined as a central city or group of contiguous cities with a population of 50,000 or more, together with adjacent densely populated areas having a population density of at least 1,000 persons per square mile. According to the 2010 Census Urbanized Area Reference Map, the Project site is located within an urbanized area (US Census, 2012). As such, the potential impacts of the Project under this threshold are assessed based on whether the Project would conflict with applicable zoning and other regulations governing scenic quality.

The Project site is zoned General Industrial (IG) and the Project is required to comply with the development standards established in Section 6.01.025, *Industrial Zoning Districts*, of the City's Development Code. The intent and purpose of Section 6.01.025 are to ensure that development within the industrial zoning districts of the City will contribute toward an urban environment of stable, desirable character, which is harmonious with existing and future development, and is consistent with the goals and policies of the Policy Plan component of The Ontario Plan. Furthermore, these regulations are to ensure that the appearance of industrial buildings and uses is compatible with the visual character of the area in which they are located (City of Ontario, 2021). Table 1-1, *Zoning District Development Standard Consistency Analysis*, addresses the Project's consistency with applicable development standards outlined in the City's Development Code. As shown below, the Project would not conflict with the applicable development standards in the City's Development Code established for the IG zone. Therefore, no adverse impacts are anticipated.

Table 1-1 Zoning District Development Standards Consistency Analysis

Applicable Development Standard	Project Consistency
<i>Industrial Zoning District Development Standards</i>	
A. SITE DEVELOPMENT STANDARDS	
1. Minimum Lot Area: 10,000 s.f.	<b>Consistent.</b> As shown in Figure 3, <i>Site Plan</i> , the Project site area is 714,083 s.f., which is substantially larger than the required minimum lot area of 10,000 s.f. Therefore, the Project would be consistent with the minimum lot requirement.
2. Maximum Floor Area Ratio (FAR): 0.55	<b>Consistent.</b> As shown in Figure 3, <i>Site Plan</i> , the Project site has a FAR of 0.47 which would not exceed the maximum FAR of 0.55. Therefore, the Project would be consistent with the maximum FAR requirement.
3. Minimum Lot Dimensions: 100 FT – Lot Width; 100 FT – Lot Depth	<b>Consistent.</b> As shown in Figure 3, <i>Site Plan</i> , the Project's lot width is 1,351'3" and the depth is 523'11", which would exceed the minimum 100 ft lot width and depth. Therefore, the Project is consistent with the minimum lot dimensions requirement.
4. Minimum Landscape Coverage a. Interior Lots: 10% b. Corner Lots: 15% c. Off-Street Parking Areas: 7%	<b>Consistent.</b> As shown in Figure 3, <i>Site Plan</i> , the Project site is located a corner lot and the Project's landscape coverage is 15%, which would meet the minimum 15% landscape coverage. Therefore, the Project is consistent with the minimum landscape coverage.
5. Minimum Parking Space and Drive Aisle Separations a. Parking Space or Drive Aisle to Street Property Line: 10 FT b. Parking Space or Drive Aisle to Interior Property Line: 5 FT c. Parking Space to Buildings, Walls, and Fences: 10 FT - Areas adjacent to public entries and office areas; 5 FT - Areas adjacent to other building areas d. Drive Aisles to Buildings, Walls, and Fences: 10 FT	<b>Consistent.</b> As shown in Figure 3, <i>Site Plan</i> , there is at least 10ft landscape buffers between the Project site parking space and drive aisle and the street and interior property line on all four side of the Project site. Additionally, the development standards state that "within yard areas fully screened by a decorative wall, there shall be no minimum drive aisle or parking space setback required".  There is a 6ft landscape buffer on the western and eastern side between the parking space and the proposed building, and 10 ft on the southern side adjacent to the office areas and public entries.  Drive aisle surrounding the eastern, western, and southern side of the building are separated by parking spaces and landscaping, exceeding the minimum 10ft requirement. Additionally, along the northern side of the building, there is a 23ft landscape buffer between the building and the drive aisle.  Therefore, the Project is consistent with the minimum parking space and drive aisle separations.
6. Minimum Screened Loading and Storage Yard Separations	<b>Consistent.</b> As discussed above, the Project is bounded by minor arterial and collector streets. As shown in Figure 3, <i>Site Plan</i> , the proposed truck yard would be 10 ft from East State Street. Therefore, the

Applicable Development Standard	Project Consistency
a. Enclosed Loading and Storage Yard to Street Property Line: 20 FT – Freeways; 20 FT - Arterial Streets; 10 FT - Collector/Local Streets b. Screened Loading and Storage Yard to Interior Property Line: 0 FT c. Screened Loading and Storage Yard to Buildings, Walls, and Fences: 0 FT	Project is consistent with the minimum screened loading and storage yard separations.
7. Walls, Fences and Obstructions  Refer to Section 6.02.025 (Design Standards for Nonresidential Zoning Districts).	<b>Consistent.</b> As shown in Figure 7, <i>Wall and Fencing Plan</i> , an 14-foot tall concrete tilt screen wall would border the Project site's northern boundary along the trailer parking spaces, which would meet the minimum height requirement of 8ft. Additionally, an 8-foot tall wrought iron tubular fence would border the Project's northern boundary, which would meet the maximum interior side and rear property line walls and fences height requirement of 14ft. Site plans will be subject to review by the Planning Department prior to issuance of building permits. The Project would comply with Section 6.02.025: Design Standards for Nonresidential Zoning Districts for Walls, Fences, and Obstructions.
8. Off Street Parking  Refer to Division 6.03 (Off-Street Parking and Loading).	<b>Not Applicable.</b> There is no off-street parking proposed for the Project.
9. Property Appearance and Maintenance  Refer to Division 6.10 (Property Appearance and Maintenance).	<b>Consistent.</b> As discussed above, the Project would redevelop the Project site with a new warehouse/distribution and office facility, which has been designed to be visually compatible with the adjacent building field colors. The Project would comply with Section 6.10 Property Appearance and Maintenance.
10. Historic Preservation  Certain portions of commercial zoning districts are identified as historic or potentially historic, and are listed on the City's Historic Resources Eligibility List. Development regulations set forth in Division 7.01 (Historic Preservation), and application processing and permitting regulations set forth in Division 4.02 (Discretionary Permits and Actions) and of this Development Code, shall apply in these instances.	<b>Not Applicable.</b> The Project is not located in a commercial zoning district that is identified as historic or potentially historic.
11. Signs  Refer to Division 8.1 (Sign Regulations).	<b>Consistent.</b> Site plans will be subject to review by the Planning Department prior to issuance of building permits to ensure compliance with Division 8.1 Sign Regulations.
12. Security Standards	<b>Consistent.</b> As shown Figure 3, <i>Site Plan</i> , the metal gates will include a Knox-padlock. Additionally, the Project would be required to comply with construction site security requirements as stated in

Applicable Development Standard	Project Consistency
Refer to Ontario Municipal Code Title 4, Chapter 11 (Security Standards for Buildings).	the Standard Conditions. Site 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). The Project would be required to comply with the Ontario Municipal Code.
13. Noise: Buildings shall be designed and constructed to mitigate noise levels from exterior sources. Refer to OMC, Tile 5 (Public Welfare, Morals, and Conduct), Chapter 29 (Noise).	<b>Consistent.</b> As discussed in Responses 13, the Project would not result in significant noise impacts and the Project has been constructed to mitigated noise levels.
<b>B. BUILDING DEVELOPMENT STANDARDS</b>	
1. Maximum Area Per Building: N/A	-
2. Minimum Street Setback a. From Freeway Property Line: 20FT b. From Arterial Street Property Line: 10 FT - Holt Boulevard; 20 FT - All Other Arterial Streets c. From Collector and Local Street Property Line: 10 FT	<b>Consistent.</b> As discussed above, the Project is bounded by minor arterial and collector streets. As shown in Figure 3, <i>Site Plan</i> , Project's building setback of 20ft and landscaping setback of 10ft are met from all three streets. Therefore, the Project would be consistent with the minimum street setback.
3. Minimum Interior Property Line Setback: 0 FT	-
4. Maximum Height: 55 FT	<b>Consistent.</b> The proposed building would be 52 ft in height and would not exceed the Zoning District Development Standards' height limit of 55 ft. Accordingly, the Project's proposed building height would comply with the City's permitted height in the IG zone.
5. Minimum Setback From Major Pipelines (to habitable structures): 50FT	<b>Not Applicable.</b> The Project site is not located along the major pipelines within the City.

Mitigation: None 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: Under existing conditions, the Project site is surrounded by industrial uses to the west and south, railroad and residential uses to the north and vacant land and industrial uses to the east. Street lights are located along East State Street, South Bon View Avenue, and South Campus Avenue. New lighting will be introduced to the site with the redevelopment of the Project. Pursuant to the requirements of the City's Development Code, project on-site lighting will be shielded, diffused or indirect, to avoid glare to pedestrians or motorists. In addition, lighting fixtures will be selected and located to confine the area of illumination to within the Project site and minimize light spillage.

Furthermore, 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, implementation of the Project would not result in a significant source of light or glare that would adversely affect daytime or nighttime views and impacts would be less than significant.

Mitigation: None 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 of the California Resources Agency, to non-agricultural use?

Discussion of Effects: The Project site is presently industrial and does not contain any agricultural uses. Further, the site is identified as Urban and Built-up Land on the map prepared by the California Resources Agency, pursuant to the Farmland Mapping and Monitoring Program (DOC, 2018). The Project does not have the potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use. As a result, no adverse environmental impacts are anticipated.

Mitigation: None required.

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

Discussion of Effects: The Project site is not zoned for agricultural use. The Project site is zoned General Industrial. The Project's implementation would not require a zone change and would not result in a loss of land zoned for agriculture. The Project is consistent with the development standards and allowed land uses of the General Industrial zone. Furthermore, there is no Williamson Act contract in effect on the subject site. Therefore, no impacts to agricultural uses are anticipated, nor will there be any conflict with existing or Williamson Act contracts.

Mitigation: None 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 Project is zoned General Industrial and does not contain forest land. The Project is consistent with the development standards and allowed land uses of the General Industrial zone. The City's Zoning Map does not designate any parcels of land in the Project area for forest land, timberland, or timberland zoned Timberland Production. Therefore, no adverse impacts are anticipated.

Mitigation: None required.

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

Discussion of Effects: There is currently no land in the City of Ontario that qualifies as forest land as defined in Public Resources Code section 12220(g). Neither the Policy Plan nor the City's

Zoning Code provide designations for forest land. Consequently, the Project would not result in the loss or conversion of forest land.

Mitigation: None 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 Project site is currently zoned General Industrial and is not designated as Farmland. The Project site is currently developed with industrial uses and there are no agricultural uses occurring onsite. As a result, to the extent that the Project would result in changes to the existing environment those changes would not result in loss of Farmland to non-agricultural use.

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

Mitigation Required: None 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.

The analysis in this section is based on the East State Street Air Quality Impact Analysis (Air Quality Impact Analysis) report prepared by Urban Crossroads, Inc. (Urban Crossroads) dated June 20, 2022 and the East State Street Mobile Source Health Risk Assessment (HRA) prepared by Urban Crossroads dated June 20, 2022. The Air Quality Impact Analysis and HRA are provided in their entirety as Appendix A.1 and Appendix A.2, respectively, of this IS/MND. Since preparation of the technical studies, the site plan has been refined and the Project now proposes a 336,761 s.f. warehouse or an increase of 371 s.f. compared to the building size evaluated in the technical studies. This nominal change in the square footage would not substantively change the findings and conclusions of the technical studies and therefore no changes to these studies are warranted. (Urban Crossroads, 2022h)

#### South Coast AQMD Regional and Local Significance Thresholds

The City of Ontario utilizes the South Coast AQMD CEQA Air Quality Handbook and thresholds of significance to determine the potential significance of Project emissions. A Project may have a significant impact if Project emissions would exceed these air pollution thresholds. Table 3-1, *South Coast AQMD Regional Threshold of Significance*, below identifies South Coast AQMD's regional construction and operational emissions within its jurisdiction.

Table 3-1 South Coast AQMD Regional Threshold of Significance

Pollutant	Construction Regional Thresholds	Operational Regional Thresholds
NO <sub>x</sub>	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM <sub>10</sub>	150 lbs/day	150 lbs/day
PM <sub>2.5</sub>	55 lbs/day	55 lbs/day
SO <sub>x</sub>	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Pb	3 lbs/day	3 lbs/day

Notes: lbs/day – Pounds Per Day, NO<sub>x</sub> – Nitrogen Oxides, VOC – Volatile Organic Compounds, PM<sub>10</sub> – Particulate Matter 10 microns in diameter or less, PM<sub>2.5</sub> – Particulate Matter 2.5 microns in diameter or less, SO<sub>x</sub> – Sulfur Oxides, CO – Carbon Monoxide, Pb – Lead.

Source: (Urban Crossroads, 2022a, Table 3-1)

The South Coast AQMD also established localized significance thresholds (LSTs) that a project can emit without contributing to an existing or new air quality standard exceedance. LSTs are defined separately for construction and operational activities and are dependent on location, project size, and distance to sensitive receptors.

Health Risk Significance Thresholds

For pollutants without defined significance standards or air contaminants not covered by the standard criteria cited above, the definition of substantial pollutant concentrations varies. For toxic air contaminants (TACs), “substantial” is taken to mean that the individual cancer risk exceeds a threshold considered a prudent risk management level. Cancer risk is expressed in terms of expected incremental incidence per million. The South Coast AQMD has established an incidence rate of 10 persons per million as the maximum acceptable incremental cancer risk due to DPM exposure from a project. This threshold serves to determine whether a given project has a potentially significant development-specific and cumulatively considerable impact.

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

Discussion of Effects: The Project site is located within the South Coast Air Basin (SCAB). Currently, State, and federal air quality standards are exceeded in most parts of the SCAB. In response, the South Coast AQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the State and federal ambient air quality standards. AQMPs are regularly updated to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. It should be noted that emissions of O<sub>3</sub>, NO<sub>x</sub>, VOC, and CO have been decreasing in the SCAB since 1975. Additionally, the overall trends of PM<sub>10</sub> and PM<sub>2.5</sub> in the air (not emissions) have improved since 1975. The current AQMP, the 2016 AQMP, was adopted by the South Coast AQMD in March 2017 and the Project's consistency with the 2016 AQMP is discussed below. An updated AQMP is under development by the South Coast AQMD but is not yet approved and therefore the 2016 AQMP is the relevant document for evaluation herein. Criteria for determining consistency with the 2016 AQMP are defined in Chapter 12, Section 12.2, and Section 12.3 of the South Coast AQMD's CEQA Air Quality Handbook (1993). The Project's consistency with these criteria is discussed below.

*Consistency Criterion No. 1: The Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.*

### Construction Impacts – Consistency Criterion 1

The violations that Consistency Criterion No. 1 refer to are the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). CAAQS and NAAQS violations could occur if regional or localized significance thresholds are exceeded. As evaluated under Air Quality Threshold b, below, the Project's regional and localized construction source emissions would not exceed applicable regional significance threshold or LST thresholds. As such, impacts would be less than significant.

### Operational Impacts – Consistency Criterion 1

As evaluated under Air Quality Threshold b, below, the Project would not exceed the applicable regional significance thresholds or LST thresholds for operational activity. Therefore, the Project would not conflict with the AQMP according to this criterion. Based on the preceding discussion, the Project is determined to be consistent with the first criterion.

*Consistency Criterion No. 2: The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.*

The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in City of Ontario Policy Plan is considered to be consistent with the AQMP.

### Construction Impacts – Consistency Criterion 2

Peak day air pollutant emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, redevelopment of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities. As such, when considering that no emissions thresholds will be exceeded as discussed in Air Quality Threshold b), below, a less than significant impact would result.

### Operational Impacts – Consistency Criterion 2

The Project is designated for Industrial uses within the Ontario Policy Plan. The Project site is designated for Industrial uses. The Industrial designation allows for a variety of light industrial uses, including warehousing/distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances. The Project is reasonably projected to consist of up to approximately 285,932 s.f. of high-cube fulfillment warehouse use (85% of total square footage) and approximately 50,459 s.f. of high-cube cold storage use (15% of total square footage) for a total of approximately 336,390 s.f. which is consistent with the proposed Industrial designation and therefore, the Project does not propose or require amendment of the site's underlying land use designation.

Furthermore, the Project, as evaluated herein would not result in or cause exceedances of regional or localized air quality significance thresholds as discussed in Air Quality Threshold c), below. Emissions generated by the Project are accurately represented in the AQMP emissions

modeling, air pollution control strategies, and associated assumptions for emissions affecting the SCAB.

On the basis of the preceding discussion, the Project would not exceed the assumptions in the AQMP based on the years of Project build-out phase. The Project is therefore determined to be consistent with the second criterion.

#### AQMP Consistency Conclusion

The Project would not have the potential to result in or cause NAAQS or CAAQS violations. Additionally, Project construction and operational-source emissions would not exceed the regional or localized significance thresholds. The Project is therefore considered to be consistent with the AQMP. (Urban Crossroads, 2022a)

Mitigation: None required.

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

Discussion of Effects: The Project would contribute to local and regional air pollutant emissions during its construction (short-term) and operation (long-term). However, as discussed below, Project construction and operation would not result in exceedances of South Coast AQMD daily thresholds for Project-specific impacts that could subsequently cause cumulatively considerable increases in emissions of pollutants for which the SCAB is designated as non-attainment.

#### Construction Impacts

The Project's construction is anticipated to take approximately 12 months. During this time, a variety of heavy-duty diesel-powered vehicles and equipment would be operated on-site. Demolition of the existing structures on-site would require an excavator, a loader, bulldozer, or another similar grading vehicle. Grading for the Project would require similar vehicles, as well as a grader. During the demolition and excavation phases, haul trucks would be utilized to transport demolished materials.

On May 2022, the South Coast AQMD in conjunction with the California Air Pollution Control Officers Association and other California air districts, released the latest version of the California Emissions Estimator Model (CalEEMod) Version 2022.1. The purpose of this model is to calculate construction-source and operational-source criteria pollutant (VOCs, NO<sub>x</sub>, SO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) and quantify applicable air quality reductions. The two most pertinent regulatory requirements that apply to the proposed Project during construction and required by South Coast AQMD Rules include Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings). Rule 403 prevents and reduces fugitive dust emissions by requiring best available control measures to be applied during earth moving and grading activities. Rule 1113 limits the VOC content of architectural coatings. Credit for Rules 403 and 1113 have been taken in the analysis.

Accordingly, the Project's daily regional emissions and localized emissions from construction have been estimated using South Coast AQMD's CalEEMod 2022.1 model, as shown in Table 3-2, *Regional Threshold Summary of Construction*, and Table 3-3, *LST Summary of Construction*. As shown in Table 3-2, Project construction-source emissions would not exceed the regional numerical thresholds of significance established by the South Coast AQMD for any criteria

pollutant and impacts would be less than significant. Additionally, as shown in Table 3-3, the Project's construction-source emissions would not exceed the localized thresholds for each air pollutant established by the South Coast AQMD. The Project's unmitigated construction emissions would not exceed South Coast AQMD's LSTs for NO<sub>x</sub>, CO, PM<sub>10</sub>, or PM<sub>2.5</sub>. Therefore, the Project's construction emission impacts would be less than significant.

Table 3-2 Regional Threshold Summary of Construction

Year	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer						
2023	17.50	54.00	97.20	0.18	12.80	5.50
2024	n/a	n/a	n/a	n/a	n/a	n/a
Winter						
2023	17.50	22.10	45.70	0.06	5.00	1.25
2024	57.50	29.30	52.60	0.07	2.80	0.89
<b>Maximum Daily Emissions</b>	<b>57.50</b>	<b>54.00</b>	<b>97.20</b>	<b>0.18</b>	<b>12.80</b>	<b>5.50</b>
South Coast AQMD Regional Threshold	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: (Urban Crossroads, 2022a, Table 3-5)

Table 3-3 LST Summary of Construction

Construction Activity	Year	Scenario	Emissions (lbs/day)			
			NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Demolition/ Crushing	2023	Summer	12.30	42.20	3.90	0.93
		Winter	12.30	42.20	3.90	0.93
		<b>Maximum Daily Emissions</b>	<b>12.30</b>	<b>42.20</b>	<b>3.90</b>	<b>0.93</b>
		South Coast AQMD Localized Threshold	118	863	8	5
		<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Site Preparation	2023	Summer	15.70	30.00	5.76	2.79
		Winter	n/a	n/a	n/a	n/a
		<b>Maximum Daily Emissions</b>	<b>15.70</b>	<b>30.00</b>	<b>5.76</b>	<b>2.79</b>
		South Coast AQMD Localized Threshold	220	1,713	19	8
		<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Grading	2023	Summer	32.70	59.60	5.22	2.21
		Winter	n/a	n/a	n/a	n/a
		<b>Maximum Daily Emissions</b>	<b>32.70</b>	<b>59.60</b>	<b>5.22</b>	<b>2.21</b>

Construction Activity	Year	Scenario	Emissions (lbs/day)			
			NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
		South Coast AQMD Localized Threshold	270	2,193	27	10
		<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: (Urban Crossroads, 2022a, Table 3-12)

Operational Impacts

Under existing conditions, the Project site is developed with industrial uses consisting of transloading of plastics and paper, construction yard, drayage, warehousing/distribution, storage, tow yard, and a brewery. The estimated operation-source emissions from the existing development are shown in Table 3-4, *Existing Emissions*.

Table 3-4 Existing Emissions

Source	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer						
Mobile Source	7.02	8.60E-04	0.09	1.00E-05	3.40E-04	3.40E-04
Area Source	7.83E-03	0.07	0.06	4.30E-04	5.41E-03	5.41E-03
Energy Source	0.40	0.31	4.32	9.53E-03	1.05	0.28
<b>Total Maximum Daily Emissions</b>	<b>7.43</b>	<b>0.38</b>	<b>4.48</b>	<b>9.97E-03</b>	<b>1.06</b>	<b>0.29</b>
Winter						
Mobile Source	7.02	8.60E-04	0.09	1.00E-05	3.40E-04	3.40E-04
Area Source	7.83E-03	0.07	0.06	4.30E-04	5.41E-03	5.41E-03
Energy Source	0.40	0.34	4.19	9.09E-03	1.05	0.28
<b>Total Maximum Daily Emissions</b>	<b>7.43</b>	<b>0.41</b>	<b>4.35</b>	<b>9.53E-03</b>	<b>1.06</b>	<b>0.29</b>

Source: (Urban Crossroads, 2022a, Table 3-8)

Emissions associated with the Project's operation were calculated using CalEEMod 2022.1. The Project's daily regional emissions and localized emissions from operation are shown in Table 3-5, *Summary of Peak Operational Emissions*, and Table 3-6, *LST Summary of Operations*, respectively. It should be noted that for Table 3-5 the existing development emissions were subtracted from the Project's operational emission to determine the new emissions from the Project. As shown in Table 3-5, the Project's daily regional emissions will not exceed any threshold of significance for any criteria pollutants and impacts would be less than significant even if the existing development emissions were not subtracted from the Project's operational emissions. Additionally, as shown in Table 3-6, the Project would not introduce any new major sources of air pollution and emissions would not exceed South Coast AQMD's localized significance thresholds for NO<sub>x</sub>, CO, PM<sub>10</sub>, or PM<sub>2.5</sub> and impacts would be less than significant.

Table 3-5 Summary of Peak Operational Emissions

Source	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer						
Mobile Source	6.65	11.02	32.22	0.12	3.34	0.77
Area Source	10.52	0.12	14.59	0.00	0.02	0.02
Energy Source	0.00	0.00	0.00	0.00	0.00	0.00
TRU Source	1.43	1.58	0.17	<0.005	0.07	0.06
On-Site Equipment Source	0.23	0.75	32.89	0.00	0.06	0.05
<b>Project Maximum Daily Emissions</b>	<b>18.83</b>	<b>13.47</b>	<b>79.87</b>	<b>0.12</b>	<b>3.49</b>	<b>0.91</b>
<i>Existing</i>	<i>1.61</i>	<i>4.92</i>	<i>8.45</i>	<i>0.05</i>	<i>1.11</i>	<i>0.33</i>
<b>Total Maximum Daily Emissions</b>	<b>17.22</b>	<b>8.55</b>	<b>71.42</b>	<b>0.07</b>	<b>2.38</b>	<b>0.58</b>
South Coast AQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Winter						
Mobile Source	6.50	11.59	27.20	0.12	3.34	0.77
Area Source	8.12	0.00	0.00	0.00	0.00	0.00
Energy Source	0.00	0.00	0.00	0.00	0.00	0.00
TRU Source	1.43	1.58	0.17	<0.005	0.07	0.06
On-Site Equipment Source	0.23	0.75	32.89	0.00	0.06	0.05
<b>Project Maximum Daily Emissions</b>	<b>16.28</b>	<b>13.92</b>	<b>60.26</b>	<b>0.12</b>	<b>3.47</b>	<b>0.89</b>
<i>Existing</i>	<i>1.57</i>	<i>5.12</i>	<i>7.48</i>	<i>0.05</i>	<i>1.11</i>	<i>0.33</i>
<b>Total Maximum Daily Emissions</b>	<b>14.71</b>	<b>8.80</b>	<b>52.78</b>	<b>0.07</b>	<b>2.36</b>	<b>0.56</b>
South Coast AQMD Regional Threshold	55	55	550	150	150	55
<b>Project Maximum Daily Emissions</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: (Urban Crossroads, 2022a, Table 3-9)

Table 3-6 LST Summary of Operations

Scenario	Emissions (lbs/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer	2.04	3.27	0.09	0.07
Winter	3.36	5.13	0.16	0.09
<b>Maximum Daily Emissions</b>	<b>3.36</b>	<b>5.13</b>	<b>0.16</b>	<b>0.09</b>
South Coast AQMD Localized Threshold	270	2,193	7	2

Scenario	Emissions (lbs/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Threshold Exceeded?	NO	NO	NO	NO

Source: (Urban Crossroads, 2022a, Table 3-14)

Mitigation: None required.

- c. Expose sensitive receptors to substantial pollutant concentrations?

Discussion of Effects: Some people are especially sensitive to air pollution. These groups of people include children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes who engage in frequent exercise. Structures that house these persons or place where they gather to exercise are defined as sensitive receptors. All distances are 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 receptor locations are described below:

- R1: Location R1 represents existing residence at 131 South Malcolm Avenue, approximately 316 feet northwest of the Project site. R1 is placed in the private outdoor living areas (backyard) facing the Project site.
- R2: Location R2 represents the existing residence at 756 East Emporia Street, approximately 107 feet north of the Project site. R2 is placed in the private outdoor living areas (backyard) facing the Project site.
- R3: Location R3 represents the existing residence at 125 South Bon View Avenue, approximately 215 feet northeast of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R3 is placed at the building façade.
- R4: Location R4 represents the existing residence at 738 East Ontario Boulevard, approximately 243 feet south of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R4 is placed at the building façade.
- R5: Location R5 represents the existing residence at 692 East State Street, approximately 224 feet southwest of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R5 is placed at the building façade.
- R6: Location R6 Marin's Auto Electric service at 313 South Bon View Avenue, approximately 78 feet east of the Project site.
- R7: Location R7 represents the existing residence at 842 East Emporia Street, approximately 108 feet north of the Project site. R2 is placed in the private outdoor living areas (backyard) facing the Project site.

Construction Emissions

As discussed under the Air Quality Threshold b, the Project's construction emissions would not exceed South Coast AQMD's regional significance thresholds or LSTs. Therefore, the nearby sensitive receptors would not be exposed to substantial pollutant concentrations that would present a public health concern.

Construction activity is assumed to take place over the entire Project site. Therefore, the land use with the greatest potential exposure to Project construction-source DPM emissions is Location R7 which is located approximately 108 feet north of the Project site at an existing residence located at 842 East Emporia Street. R7 is placed in the private outdoor living areas (backyard) facing the Project site. At the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to Project construction-source DPM emissions is estimated at 2.07 in one million, which is less than the South Coast AQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable threshold of 1.0. As such, the Project will not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction activity. All other receptors during construction activity would experience less risk than what is identified for this location. (Urban Crossroads, 2022b)

### Operational Emissions

As discussed under the Air Quality Threshold b, the Project's operational emissions would not exceed South Coast AQMD regional significance thresholds or LST. Under Project conditions, the primary toxic TAC that would be generated by Project operational activities is DPM.

### *Residential Exposure*

As shown in Figure 3, *Site Plan*, the proposed truck trailer loading dock area is located at the southern end of the Project site. Therefore, the residential land use with the greatest potential exposure to Project operational-source DPM emissions is Location R4 which is located approximately 243 feet south of the Project site at an existing residence located at 738 East Ontario Boulevard. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R4 is placed at the building façade facing the Project site. At the MEIR, the maximum incremental cancer risk attributable to Project operational-source DPM emissions is estimated at 1.05 in one million, which is less than the South Coast AQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled residential receptors are exposed to lesser concentrations and are located at a greater distance from the Project site than the MEIR analyzed herein, and TACs generally dissipates with distance from the source, all other residential receptors in the vicinity of the Project site would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, the Project will not cause a significant human health or cancer risk to nearby residences. (Urban Crossroads, 2022b)

### *Worker Exposure*

The worker receptor land use with the greatest potential exposure to Project operational-source DPM emissions is Location R6, which represents the adjacent potential worker receptor approximately 78 feet east of the Project site. At the maximally exposed individual worker (MEIW), the maximum incremental cancer risk impact is 0.15 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors are located at a greater distance than the MEIW analyzed herein, and DPM dissipates with distance from the source, all other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, the Project will not cause a significant human health or cancer risk to adjacent workers. (Urban Crossroads, 2022b)

### *School Child Exposure*

Proximity to sources of toxics is critical to determining health-related impacts. In traffic-related studies, the additional non-cancer health risk attributable to proximity was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70-percent drop-off in particulate pollution levels at 500 feet. Based on California Air Resources Board (CARB) and South Coast AQMD emissions and modeling analyses, an 80-percent drop-off in pollutant concentrations is expected at approximately 1,000 feet from a distribution center. The 1,000-foot evaluation distance is supported by research-based findings concerning TAC emission dispersion rates from roadways and large sources showing that emissions diminish substantially between 500 and 1,000 feet from emission sources.

A one-quarter mile radius, or 1,320 feet, is commonly utilized for identifying sensitive receptors, such as schools, that may be measurably impacted by a proposed project like the proposed Project. This radius is more robust than, and therefore provides a more health protective scenario for evaluation than the 1,000-foot impact radius identified above.

There are no schools within  $\frac{1}{4}$  mile of the Project site. The nearest school is Lincoln Elementary School, which is located approximately 1,995 feet northeast of the Project site. Because there is no reasonable potential that TAC emissions would cause significant health impacts at distances of more than  $\frac{1}{4}$  mile from the air pollution source, there would be no significant impacts that would occur to any schools in the vicinity of the Project. (Urban Crossroads, 2022b)

### CO Hotspots

An adverse CO concentration, known as a "hotspot," would occur if an exceedance of the State one-hour standard of 20 parts per million (ppm) or the 8-hour standard of 9 ppm were to occur. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment.

Due to the relatively small size of the Project, the Project does not have the potential to generate the volume of traffic required to generate a CO "hotspot. Therefore, CO "hotspots" are not an environmental concern for the Project and no impacts would occur. (Urban Crossroads, 2022a)

### Basin-Wide Human Health

In December 2018, in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, the California Supreme Court held that an Environmental Impact Report's (EIR) air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided. As noted in the Brief of Amicus Curiae by the South Coast AQMD in this case (which is incorporated into the technical report), South Coast AQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes.

The South Coast AQMD discusses that it is infeasible to quantify health risks caused by projects similar to the Project, due to many factors. It is necessary to have data regarding the sources and types of air toxic contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence). Even where a health risk assessment can be prepared, however, the resulting maximum health risk value is only a calculation of risk—it does not necessarily mean anyone will contract cancer because of the Project.

The LST analysis above determined that the Project would not result in emissions exceeding South Coast AQMD's LSTs. Therefore, the Project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. As the Project's emissions will comply with federal, state, and local air quality standards, the Project's emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level and would not provide a reliable indicator of health effects if modeled. (Urban Crossroads, 2022a)

Mitigation: None required.

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

Discussion of Effects: Land uses generally associated with odor complains include: agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. The Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the Project may result from construction equipment exhaust and the application of concrete and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The Project would also be required to comply with South Coast AQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the Project construction and operations would be less than significant and no mitigation is required.

Mitigation: None 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 Project site is currently developed with industrial uses including transloading of plastics and paper, construction yard, drayage, warehousing/distribution, storage, tow yard, and brewery. The Project site is in an urbanized and industrialized area in the City of Ontario and vegetation onsite is limited to ornamental species. The Project site is located within an area that has not been identified as containing species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations or by the California

Department of Fish and Game or the U.S. Fish and Wildlife Service. As a part of the Project, existing vegetation within the Project site would be removed and replaced with a variety of trees and ornamental vegetation. The replacement of on-site vegetation and trees would not have a substantial adverse effect on candidate, sensitive or special-status species, as defined by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS). Therefore, no adverse impacts are anticipated.

Mitigation: None 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 Project site is currently developed with industrial uses and is in a highly urbanized and industrialized area in the City. The Project site does not contain any riparian habitat or other sensitive natural community identified by the Department of Fish & Game or Fish & Wildlife Service (USFWS, 2020). Therefore, no adverse environmental impacts are anticipated.

Mitigation: None required.

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

Discussion of Effects: No wetland habitat is present on site (USFWS, 2020). Therefore, Project implementation would have no impact on these resources.

Mitigation: None 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: No surface water bodies; streams or waterways occur on the Project site. The Project site does not provide nursery sites for wildlife, nor is it conducive to function as a corridor for migratory wildlife. There are a limited number of ornamental trees on site that would be removed and replaced with new trees and landscaping. The Migratory Bird Treaty Act of 1918 (MBTA) implements the United States' commitment to four treaties with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. Nesting migratory birds are protected under the MBTA (United States Code, Title 16, Sections 703–712) and California Fish and Game Code Sections 3503 et seq. Compliance with federal MBTA and California Fish and Game Code would eliminate any potential impacts. Therefore, the Project would not interfere with the movement of any native resident or migratory species or impede the use of native wildlife nursery sites. Therefore, no adverse environmental impacts are anticipated.

Mitigation: None required.

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

Discussion of Effects: Section 10-2 of the Ontario Municipal Code addresses tree protection, maintenance, and replacement policies for trees within the City's parkways and rights-

of-way. Additionally, the City has published landscaped guidelines that must be followed when developing new or existing sites. According to the Tree Survey and Arborist Report prepared by Golden State Land & Tree Assessment (GSL&T), Included as Technical Appendix B, there are a total of 43 trees within the Project site and due to the inadequate maintenance and senescence, 28 trees show signs of disease, lack adequate vigor, or show poor growth form necessitating removal. No trees on site are native nor had any special designation or status (GSL&T, 2022). All existing trees within the site will be removed as part of the Project. In accordance with the landscaping guidelines, the Project would replant two new trees for each tree that is removed. As shown in Figure 6, *Landscape Plan*, a total of 259 trees would be planted. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and impacts would be less than significant.

Mitigation: None 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 Project site is not part of an adopted HCP, NCCP or other approved habitat conservation plan (CDFW, 2019). As a result, no adverse environmental impacts are anticipated.

Mitigation: None required.

5. CULTURAL RESOURCES. Would the project:

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

Discussion of Effects: A project-related significant adverse effect would occur if a project were to adversely affect a historical resource meeting one of the definitions listed below. CEQA Guidelines Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the Historic Resources Commission, a local register of historic resources, or the lead agency. Generally, a resource is considered "historically significant" if it meets one of the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important to our past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of an important creative individual, or possesses high artistic values;
- Has yielded, or may be likely to yield, information important in prehistory or history.

The Project proposes demolition of buildings that were constructed more than 50 years ago. According to the Historic Structure Assessment for the Project, included as Technical Appendix C.1, there are four historic period structures within the Project site. The 745 East State Street building was constructed in the southwest corner of the lot around 1913; the 235 South Campus Avenue building was constructed in 1926; the 810 East Main Street building was

constructed between 1949 and 1959; and the 825 East State Street building was built between 1960 and 1966. The buildings were evaluated to determine whether they are eligible for listing on the California Register of Historical Resources (CRHR). Of the seven aspects of integrity, the 235 South Campus Avenue, 745 East State Street, and 810 East Main Street buildings were determined to retain only integrity of location. The 825 East State Street building was determined to retain integrity of location, design, and materials. Moreover, the four buildings at 235 South Campus Avenue, 745 East State Street, 810 East Main Street, and 825 East State Street have been determined to be not historically or architecturally significant due to a lack of association with any significant persons or events and not being representative examples of any specific architectural style, period, or region (BFSA, 2022a). Therefore, the Project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5, and no impacts would occur.

Mitigation: None required.

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

Discussion of Effects: An archaeological records search, included as Technical Appendix C.2, with data from the South-Central Coastal Information Center at California State University, Fullerton was conducted for the Project which encompassed an area of one-half mile surrounding the Project site. Based on the results of the records search, no resources were recorded in the Project site and six resources have been recorded within one-half mile of the Project site. The resources include historic period railroad tracks, historic period residential and commercial buildings, and the Euclid Avenue Railroad Grade Separation Properties. The records search results also indicate that eight previous studies have been conducted within one-half mile of the Project site, one of which included the Project site and did not identify any cultural resources. (BFSA, 2022b)

While no adverse impacts to archeological resources are anticipated at this site due to its urbanized nature and extent of prior ground disturbance, the presence of previously undiscovered subsurface archaeological resources on the Project site remains possible, and these resources could be affected by ground-disturbing activities associated with grading and construction at the site. As a result, impacts to archaeological resources are considered potentially significant and mitigation measures are required to ensure the proper treatment of significant archaeological resources should they be encountered during ground-disturbing construction activities in native soil.

Mitigation: Prior to issuance of any permits allowing ground-disturbing activities in native soil, the City of Ontario shall ensure that an archeologist who meets the Secretary of the Interior's Standards for professional archaeology has been retained for the project and will be on-call during all grading and other substantive ground-disturbing activities. The Qualified Archaeologist shall ensure that the following measures are followed for the project:

- Prior to any ground disturbance, a Qualified Archaeologist, or their designee, shall provide worker environmental awareness protection training to construction personnel regarding regulatory requirements for the protection of archaeological resources. As part of this training, construction personnel shall be briefed on proper procedures to follow should a suspected archaeological resource be encountered during construction.
- In the event that a suspected archaeological resource is encountered during any

phase of project construction, all construction work within 50 feet (15 meters) of the find shall cease and the Qualified Archaeologist shall assess the find for importance. Construction activities may continue in other areas. If the discovery is determined to not be important by the Qualified Archaeologist, work will be permitted to continue in the area.

- If a find is determined to be important by the Qualified Archaeologist, additional investigation would be required, or the find can be preserved in place as recommended by the Qualified Archaeologist and construction may be allowed to proceed.
- Additional investigation work would include scientific recording and excavation of the important portion of the find.
- If excavation of a find occurs, the Qualified Archaeologist shall draft a report within 60 days of conclusion of excavation that identifies the find and summarizes the analysis conducted. The completed report shall be approved by the City's Planning Director and filed with the County and with the South-Central Coastal Information Center at California State University, Fullerton.
- Excavated finds shall be curated at a repository determined by the Qualified Archaeologist and approved by the City.

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

Discussion of Effects: The Project is in an area that has been previously disturbed by development. The possibility of uncovering human remains during Project-related grading activities is remote due to fact that the previous development of the site has substantially disturbed the subsurface of the site. Thus, human remains are not expected to be encountered during any construction activities. However, in the unlikely event that human remains are discovered, existing regulations, including the California Public Resources Code Section 5097.98 and California Health and Safety Code Section 7050.5, would afford protection for human remains discovered during redevelopment activities including but not limited to demolition, site preparation and grading, infrastructure installation, and other ground-disturbing activities. Furthermore, standard conditions have been imposed on the Project that in the event of unanticipated discoveries of human remains are identified during excavation and construction activities, the area shall not be disturbed until any required investigation is completed by the County Coroner and/or Native American consultation has been completed, if deemed applicable. Mandatory compliance with these requirements would ensure that no impacts associated with the discovery of human remains would occur.

Mitigation: None required.

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: The analysis in this section is based on the East State Street Energy Analysis (Energy Analysis), prepared by Urban Crossroads dated June 20, 2022. This report is provided in its entirety as Appendix D to this IS/MND.

### Project Construction

During Project construction, energy would be consumed in the form of electricity associated with the conveyance of water used for dust control and, on a limited basis, power lights, electronic equipment, or other construction activities necessitating electrical power. As discussed below, construction activities including the construction of the new building, typically do not involve the consumption of natural gas. Project construction would consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the Project site, construction worker travel to and from the Project site, and delivery and haul truck trips.

The Project's total electricity usage during construction, is calculated to be approximately 156,782 kilowatt hours (kWh). Construction equipment used by the Project would result in consumption of approximately 79,006 gallons of diesel fuel. Construction equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the Project's proposed construction process that are unusual or energy-intensive, and Project construction equipment would conform to the applicable California Air Resources Board (CARB) emissions standards, acting to promote equipment fuel efficiencies. CCR Title 13, Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials.

Construction worker trips for full construction of the Project would result in the estimated fuel consumption of 18,624 gallons of fuel. Additionally, fuel consumption from construction vendor trips (Medium-Heavy Duty Trucks [MHDT] and Heavy-Heavy Duty Trucks [HHDT]) will total approximately 10,486 gallons. City and regional commercial vendors would supply diesel fuel. Indirectly, construction energy efficiencies and energy conservation would be achieved using bulk purchases, transport and use of construction materials. The 2019 Integrated Energy Policy Report (IEPR) released by the California Energy Commission (CEC) has shown that fuel efficiencies are getting better within on and off-road vehicle engines due to more stringent government requirements. As supported by the preceding discussions, the Project's temporary construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary (Urban Crossroads, 2022c).

### Project Operation

#### *Transportation Energy Demands*

Transportation energy demand is a function of the total VMT and estimated fuel economies of vehicles accessing the Project site. With respect to estimated VMT, and based on the trip frequency and trip length, the Project would generate an estimated 1,913,548 annual VMT along area roadways for all vehicles and approximately 124,679 gallons of fuel will be consumed from the Project generated vehicle trips. Current and future commercial vendors would provide fuel. Trip generation and VMT generated by the Project are consistent with other industrial uses of similar scale and configuration and CalEEMod. That is, the Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption.

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. Location of the

Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. In compliance with the California Green Building Standards Code, the Project would promote the use of bicycles as an alternative mean of transportation by providing short-term and/or long-term bicycle parking accommodations. Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary and impacts would be less than significant (Urban Crossroads, 2022c).

#### *Facility Energy Demands*

The Project site existing energy demands are estimated at: 3,894,805 kilo-British thermal units per year (kBTU/year) of natural gas and 240,495 kWh/year of electricity. It should be noted that the existing development demands were subtracted from the Project demands to determine the net facility energy demands from the proposed Project. Therefore, the Project would result in a net decrease of 3,894,805 kBTU/year of natural gas and a net increase of 2,244,420 kWh/year of electricity. The Project proposes conventional industrial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. Uses proposed by the Project are not inherently energy intensive, and the Project energy demands in total would be comparable to, or less than, other projects of similar scale and configuration.

The Project would not use any natural gas, so construction of the proposed Project would result in less natural gas demand as compared to the existing uses. Therefore, the existing natural gas usage is 3,894,805 kBTU/year more than the proposed Project. It should be noted that though there is an increase in electricity demand, the Project would not use natural gas, and on this basis, the Project would decrease overall reliance natural gas and increases reliance on renewable energy sources compared to the energy demands of the existing use.

, The Project's building roof will be solar-ready. Solar panels are not currently proposed at this time because the building user and the user's power needs are not currently known. Also, EV charging stations will be installed to promote electric vehicle use. Other energy-saving and sustainable design features and operational programs would be incorporated into the Project, including those required by the California Green Building Standards Code (CALGreen; CCR, Title 24, Part 11). The Project would also incorporate design features and attributes promoting energy efficiency and sustainability. The Project would include 23 electric vehicle (EV) standard parking stalls, 1 EV standard accessible parking stall, 1 EV van accessible parking stall, 1 EV ambulatory parking stall, 5 clean air/van pool parking stalls. Additionally, the Project will be required to comply with the applicable Title 24 standards which will further ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary and impacts would be less than significant (Urban Crossroads, 2022c).

Mitigation: None required,

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

Discussion of Effects: The Project's consistency with the applicable state and local plans is discussed below.

#### Consistency with Intermodal Surface Transportation Efficiency Act (ISTEA)

Transportation and access to the Project site is provided by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA because Southern California Association of Governments is not planning for intermodal facilities on or through the

Project site.

#### Consistency with Transportation Equity Act for the 21st Century (TEA-21)

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access, acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. The Project supports the strong planning processes emphasized under TEA-21. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.

#### Consistency with Integrated Energy Policy Report (IEPR)

Electricity would be provided to the Project by SCE. SCE's *Clean Power and Electrification Pathway* (CPEP) white paper builds on existing state programs and policies. As such, the Project is consistent with, and would not otherwise interfere with, nor obstruct implementation the goals presented in the 2021 IEPR.

Additionally, the Project will comply with the applicable Title 24 standards which would ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. As such, redevelopment of the Project would support the goals presented in the 2020 IEPR.

#### Consistency with State of California Energy Plan

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access and takes advantage of existing infrastructure systems. The Project therefore supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.

#### Consistency with California Code Title 24, Part 6, Energy Efficiency Standards

The 2022 version of Title 24 was adopted by the CEC and will become effective on January 1, 2023. As the Project building construction is anticipated in 2023, it is presumed that the Project would be required to comply with the Title 24 standards in place at that time. Therefore, the Project is would not result in a significant impact on energy resources. The proposed Project would be subject to Title 24 standards.

#### Consistency with California Code Title 24, Part 11, CALGreen

CCR, Title 24, Part 11: CALGreen is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2009, and is administered by the California Building Standards Commission. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2019 California Green Building Code Standards that became effective January 1, 2020<sup>1</sup>. The proposed Project would be subject to CALGreen standards.

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<sup>1</sup> At the time of this study, the 2019 California Green Building Standard Code was the most recent and available edition. The 2022 California Green Building Standard Code will be published July 1, 2022, with an anticipated effective date of January 1, 2023. As construction of the Project is anticipated to be completed in 2024, it is presumed that the Project would be required to comply with the Title 24 standards in place at that time.

Consistency with AB 1493

AB 1493 is not applicable to the Project as it is a statewide measure establishing vehicle emissions standards. No feature of the Project would interfere with implementation of the requirements under AB 1493.

Consistency with California's Renewable Portfolio Standard (RPS)

California's RPS is not applicable to the Project as it is a statewide measure that establishes a renewable energy mix. No feature of the Project would interfere with implementation of the requirements under RPS.

Consistency with SB 350

The Project would use energy from SCE, which have committed to diversifying their portfolio of energy sources by increasing energy from wind and solar sources. No feature of the Project would interfere with implementation of SB 350. Additionally, the Project would be designed and constructed to implement the energy efficiency measures for new industrial developments and would include several measures designed to reduce energy consumption.

As shown above, the Project would not conflict with any of the state or local plans. As such, a less than significant impact is expected.

Mitigation: None 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: Ground rupture is the visible offset of the ground surface when an earthquake rupture along a fault affects the Earth's surface. Southern California, including the City of Ontario, is subject to the effects of seismic activity due to the active faults that traverse the area. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated Alquist-Priolo Earthquake Fault Zone. According to the Project-specific Geotechnical Investigation, included as Appendix E, the Project site is not located within an Alquist-Priolo Earthquake Fault Zone. (SoCal Geo, 2021) Fault rupture would not occur on the Project site since no active faults cross the Project site. Therefore, no adverse impacts are anticipated.

Mitigation: None required.

ii. Strong seismic ground shaking?

Discussion of Effects: Southern California is a seismically active area and properties in the City of Ontario, including the Project site, are subject to periodic ground shaking and other effects from earthquake activity along nearby regional faults. The Project site is not at an

increased risk relative to the surrounding areas. Project-related structures and buildings would be required to be designed and built-in compliance with the California Building Code (CBC [California Code of Regulations, Title 24, Part 2]), which contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the probable strength of ground motion, the Ontario Municipal Code, the Ontario Plan, and all other ordinances adopted by the City related to construction and safety. Therefore, as structures would be designed to meet or exceed CBC standards for earthquake resistance, redevelopment of the Project would create less than significant impacts related to seismic ground shaking.

Mitigation: None required.

iii. Seismic-related ground failure, including liquefaction?

Discussion of Effects: Seismic-related ground failure includes, but is not limited to, liquefaction. Liquefaction is a seismic phenomenon in which loose, saturated, granular soils behave similarly to fluids when subject to high intensity seismic events. Liquefaction occurs when three general conditions coexist: 1) shallow groundwater, 2) low-density non-cohesive (granular) soils and 3) high-intensity ground motion. According to the Geotechnical Investigation and DOC Earthquake Zones of Required Investigation Map, the Project site is not located within a Liquefaction Zone (SoCal Geo, 2021; DOC, 2021). Therefore, the Project does not have the potential to expose people or structures to seismic-related liquefaction. No adverse impacts are anticipated.

Mitigation: None required.

iv. Landslides?

Discussion of Effects: Slope failures in the form of landslides are common during strong seismic shaking in areas of steep hills. The Project site and surrounding area are generally flat with no significant slopes. According to the DOC Earthquake Zones of Required Investigation Map, the Project site is not located within a landslide zone (DOC, 2021). Accordingly, no impact related to landslide hazards would occur.

Mitigation: None required.

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

Discussion of Effects: Erosion is the movement of rock and soil from place to place. Erosion occurs naturally by agents such as wind and flowing water; however, grading and construction activities can greatly increase erosion if effective erosion control measures are not used. Common means of soil erosion from construction sites include water, wind, and being tracked offsite by vehicles. The Project site is in a highly urbanized, built-out portion of the City and is largely flat; soils have already been disturbed by existing development. Because the Project site is fully developed and contains very little exposed soils, erosion occurring on the site is minimal.

The State Water Resources Control Board (SWRCB) Order No. 2009-0009-DWQ (General Construction Permit) contains water quality standards and stormwater discharge requirements that apply to construction projects of one acre or more. The General Construction Permit was issued pursuant to the National Pollutant Discharge Elimination System (NPDES) regulations for implementing part of the federal Clean Water Act. The General Construction Permit requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) that identifies the sources of pollution that may affect the quality of stormwater discharges and describes and ensures the

implementation of best management practices (BMPs) to reduce the pollutants, including silt and soil, in construction stormwater discharges. Examples of BMPs that are commonly included in SWPPPs are shown in Table 7-1, below.

Table 7-1 Examples of Construction-Phase Stormwater Pollution Prevention BMPs

<b>Category</b>	<b>Goal</b>	<b>Sample Measures</b>
Erosion Controls	Prevent soil particles from being detached from the ground surface and transported in runoff	Preserving existing vegetation; soil binders; geotextiles and mats
Sediment controls	Filter out soil particles that have entered runoff	Barriers such as slit fences and gravel bag berms; and street sweeping
Tracking Controls	Prevent soil from being tracked offsite by vehicles	Stabilized construction roadways and entrances/exits
Wind Erosion Control	Prevent soil from being transported offsite by wind	Similar to erosion controls above
Non-stormwater Management	Prevent discharges of soil from site by means other than runoff and wind	BMPs regulating various construction practices; water conservation
Waste and Materials Management	Prevent release of waste materials into storm discharges	BMPs regulating storage and handling of materials and wastes

Future development within the Project site will be required to comply with the NPDES permit by preparing and implementing a SWPPP specifying BMPs for minimizing pollution of stormwater with soil and sediment during Project construction. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from Project-related demolition, site preparation and grading, and construction activities. Therefore, impacts related to substantial soil erosion or the loss of topsoil would be less than significant.

Mitigation: None 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: As stated previously, the Project site is not susceptible to landslides or liquefaction. The potential for other geologic hazards on the Project site, including lateral spreading, subsidence or collapse is considered low (SoCal Geo, 2021). Furthermore, Project-related structures and buildings would be required to be designed and built in compliance with the CBC and the Ontario Municipal code, which requires the Project to implement the recommendations of the site-specific geotechnical investigation. The recommendations require foundations to be constructed based on the expansion index and shear strength of onsite soils. Compliance with the CBC and Ontario Municipal code would ensure that impact would be less than significant.

Mitigation: None 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: Expansive soils are defined as soils possessing clay particles that react to moisture changes by shrinking or swelling. According to the Project's Geotechnical

Investigation, the near-surface soils consist of sands and silty sands with no appreciable clay content. These materials have been visually classified as non-expansive (SoCal Geo, 2021). Therefore, no adverse impacts are anticipated.

Mitigation: None 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: No septic tanks will be used as part of the proposed Project. The Project would connect to the existing waste water disposal system. Accordingly, no impact would occur.

Mitigation: None required.

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

Discussion of Effects: According to the Policy Plan, the City is underlain by deposits of Quaternary and upper-Pleistocene sediments deposited during Pliocene and early Pleistocene time. Quaternary Older Alluvial sediments may contain significant, nonrenewable, paleontological resources and are therefore considered to have high sensitivity. Older Pleistocene alluvial sediments can yield fossil remains, often found at depths of 10 feet or more below existing ground surface. As a result, the possibility of finding additional paleontological resources within City boundaries is moderate to high at depths of 10 feet or more below ground surface. Although the Project site was previously disturbed, the Project's construction activities have the potential to reach deeper depths of excavation than previously occurred and potentially uncover paleontological resources. Therefore, impacts would be potentially significant.

Mitigation: Prior to the issuance of a grading permit, the Applicant shall provide written evidence to the Community Development Department that the Applicant has retained a qualified paleontologist to respond on an as-needed basis to address unanticipated paleontological discoveries. If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to temporarily redirect construction away from the area of the find in order to assess its significance. In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected, and a paleontologist should be contacted to assess the find for significance. If determined to be significant, the fossil shall be collected and prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a museum repository. At the conclusion of curation, a report of findings shall be prepared to document the results of the monitoring program.

8. GREENHOUSE GAS EMISSIONS. Would the project:

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

Discussion of Effects: The analysis in this section is based on the East State Street Greenhouse Gas Analysis, (GHG Analysis), prepared by Urban Crossroads dated June 20, 2022. This report is provided in its entirety as Appendix F to this IS/MND.

The City of Ontario Climate Action Plan (CAP) establishes an annual screening threshold of 3,000 MTCO<sub>2</sub>e/yr to define small projects that are considered less than significant and do not require further GHG emissions calculations or analysis. Projects that do not exceed an annual 3,000 MTCO<sub>2</sub>e/yr are therefore considered less than significant and would not require further analysis or mitigation.

Project Construction

The Project's construction activities would generate carbon dioxide (CO<sub>2</sub>) and methane (CH<sub>4</sub>) emissions (greenhouse gases [GHGs]). Construction would occur over a 12-month period. GHG emissions from the construction phase are quantified and amortized over the life of the Project. To amortize the emissions over the life of the Project, the South Coast AQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year Project life then adding that number to the annual operational phase GHG emissions. As shown in Table 8-1, *Amortized Annual Construction Emissions – Construction Activities*, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions. As shown, Project construction is estimated to generate a total of 1,073 MT/yr of CO<sub>2</sub>e; following amortization over a 30-year period the Project would generate 35.77 MT/yr of CO<sub>2</sub>e annually. (Urban Crossroads, 2022d)

Table 8-1 Amortized Annual Construction Emissions – Construction Activities

Year	Emissions (MT/yr)				
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Refrigerants	Total CO <sub>2</sub> e
2023	887.00	0.05	0.04	0.44	900.00
2024	171.00	0.01	0.01	0.10	173.00
Total GHG Emissions	1,058.00	0.06	0.05	0.54	1,073.00
<b>Amortized Construction Emissions</b>	<b>35.27</b>	<b>2.00E-03</b>	<b>1.67E-03</b>	<b>0.02</b>	<b>35.77</b>

Source: (Urban Crossroads, 2022d, Table 3-3)

Project Operation

The Project site is currently developed with existing industrial uses. Emissions associated with the existing use are estimated to be approximately 968.8 metric tons of total carbon dioxide equivalent (CO<sub>2</sub>e) per year. The Project would remove the site's existing structures and redevelop the site with a 336,761 s.f. building. The Project would result in direct and indirect GHG emissions generated by related vehicle trips and operations associated with the proposed building. The operational activities associated with the Project would result in emissions of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O from the following primary sources: area source emissions, energy source emissions, mobile source emissions, transportation refrigeration units (TRU) emissions, on-site cargo handling equipment emissions, water supply, treatment, and distribution, solid waste, and refrigerants.

As shown in Table 8-2, *Project GHG Emissions*, the Project will result in total GHG emissions of approximately 1,915.40 MTCO<sub>2</sub>e/yr, or a net increase of 946.60 MTCO<sub>2</sub>e/yr. As shown, the Project would not exceed the City of Ontario Climate Action Plan (CAP) annual screening threshold of 3,000 MTCO<sub>2</sub>e/yr which is the same as the South Coast AQMD's recommended numeric threshold of 3,000 MTCO<sub>2</sub>e/yr. As such, Project-related emissions would not have a potential significant direct or indirect impact on GHG and climate change and impacts would be less than significant (Urban Crossroads, 2022d).

Table 8-2 Project GHG Emissions

Emission Source	Emissions (MT/yr)				
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Refrigerants	Total CO <sub>2</sub> e
Annual construction-related emissions amortized over 30 years	35.27	2.00E-03	1.67E-03	0.02	35.77
Mobile Source	583.00	1.02	267.04	0.59	328.13
Area Source	6.82	< 0.005	< 0.005	0.00	6.85
Energy Source	386.00	0.04	< 0.005	0.00	388.00
TRU Source					284.65
Water Usage	110.10	2.54	0.06	0.00	192.30
Waste	28.28	2.83	0.00	0.00	98.90
Refrigerants	0.00	0.00	0.00	8.51	8.51
On-Site Equipment					572.30
<b>Total CO<sub>2</sub>e (All Sources)</b>	<b>1,915.40</b>				
<i>Existing</i>	968.80				
<b>Total Net CO<sub>2</sub>e (All Sources)</b>	<b>946.60</b>				

Source: (Urban Crossroads, 2022d, Table 3-6)

Mitigation Required: None required.

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

Discussion of Effects: Pursuant to Section 15604.4 of the State CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. As such, the Project's consistency with SB 32 (2017 Scoping Plan) and the City's CAP, is discussed below.

2017 Scoping Plan Consistency

The 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Table 8-3, *2017 Scoping Plan Consistency*, summarizes the Project's consistency with the 2017 Scoping Plan. As summarized, the Project would not conflict with any of the provisions of the Scoping Plan and in fact supports seven of the action categories.

Table 8-3 2017 Scoping Plan Consistency

Action	Responsible Parties	Consistency
Implement SB 350 by 2030		
Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability.	CPUC, CEC, CARB	No Inconsistency Identified. The Project would use energy from Southern California Edison (SCE). SCE has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. The Project would not interfere with or obstruct SCE energy source diversification efforts.
Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.		No Inconsistency Identified. The Project would be designed and constructed to implement the energy efficiency measures for new development and would include several measures designed to reduce energy consumption. The Project would not interfere with or obstruct policies or strategies to establish annual targets for statewide energy efficiency savings and demand reduction.
Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly- owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.		No Inconsistency Identified. The Project would be designed and constructed to implement energy efficiency measures acting to reduce electricity consumption. The Project includes energy efficient lighting and fixtures that meet the current Title 24 Standards. Further, the Project proposes a contemporary warehouse that would incorporate energy efficient boilers, heaters, and air conditioning systems.
Implement Mobile Source Strategy (Cleaner Technology and Fuels)		
At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025.	CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, OPR, Local Agencies	No Inconsistency Identified. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty electric vehicle 2025 targets.
At least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.		No Inconsistency Identified. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty electric vehicle 2030 targets.
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		No Inconsistency Identified. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to further increase GHG stringency on all light-duty

Action	Responsible Parties	Consistency
		vehicles beyond existing Advanced Clean cars regulations.
Medium- and Heavy-Duty GHG Phase 2.		No Inconsistency Identified. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to implement Medium- and Heavy-Duty GHG Phase 2.
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100 % of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NOX standard.		No Inconsistency Identified. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts improve transit-source emissions.
Last Mile Delivery: New regulation that would result in the use of low NOX or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5 % of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10 % in 2025 and remaining flat through 2030.		No Inconsistency Identified. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to improve last mile delivery emissions.
Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."		No Inconsistency Identified. The Project would not obstruct or interfere with implementation of SB 375 and would therefore not conflict with this measure.
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).	CARB	No Inconsistency Identified. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).
By 2019, adjust performance measures used to select and design transportation facilities		

Action	Responsible Parties	Consistency
<p>Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g. via guideline documents, funding programs, project selection, etc.).</p>	<p>CalSTA, SGC, OPR, CARB, Governor's Office of Business and Economic Development (GO-Biz), California Infrastructure and Economic Development Bank (IBank), Department of Finance (DOF), California Transportation Commission (CTC), Caltrans</p>	<p>No Inconsistency Identified. The Project would not obstruct or interfere with agency efforts to harmonize transportation facility project performance with emissions reductions and increase competitiveness of transit and active transportation modes.</p>
<p>By 2019, develop pricing policies to support low-GHG transportation (e.g. low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).</p>	<p>CalSTA, Caltrans, CTC, OPR, SGC, CARB</p>	<p>No Inconsistency Identified. The Project would not obstruct or interfere with agency efforts to develop pricing policies to support low-GHG transportation.</p>
<p>Implement California Sustainable Freight Action Plan</p>		
<p>Improve freight system efficiency.</p>	<p>CalSTA, CalEPA, CNRA, CARB, Caltrans, CEC, GO-Biz</p>	<p>No Inconsistency Identified. This measure would apply to all trucks accessing the Project site, this may include existing trucks or new trucks that are part of the statewide goods movement sector. The Project would not obstruct or interfere with agency efforts to Improve freight system efficiency.</p>
<p>Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.</p>	<p>CalSTA, CalEPA, CNRA, CARB, Caltrans, CEC, GO-Biz</p>	<p>No Inconsistency Identified. The Project would not obstruct or interfere with agency efforts to deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.</p>
<p>Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.</p>	<p>CARB</p>	<p>No Inconsistency Identified. When adopted, this measure would apply to all fuel purchased and used by the Project in the state. The Project would not obstruct or interfere with agency</p>

Action	Responsible Parties	Consistency
		efforts to adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18 %.
Implement the Short-Lived Climate Pollutant Strategy (SLPS) by 2030		
40% reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	No Inconsistency Identified. The Project would be required to comply with this measure and reduce any Project-source SLPS emissions accordingly. The Project would not obstruct or interfere agency efforts to reduce SLPS emissions.
50% reduction in black carbon emissions below 2013 levels.		
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	CARB, CalRecycle, CDFA SWRCB, Local Air Districts	No Inconsistency Identified. The Project would implement waste reduction and recycling measures consistent with State and County requirements. The Project would not obstruct or interfere agency efforts to support organic waste landfill reduction goals in the SLCP and SB 1383.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	No Inconsistency Identified. The Project would be required to comply with any applicable Cap-and-Trade Program provisions. The Project would not obstruct or interfere agency efforts to implement the post-2020 Cap-and-Trade Program.
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink		
Protect land from conversion through conservation easements and other incentives.	CNRA, Departments Within CDFA, CalEPA, CARB	No Inconsistency Identified. The Project site is currently used as and designated for industrial uses. The Project entails a warehouse that is an industrial use and does not propose land conversion. The Project would not obstruct or interfere agency efforts to protect land from conversion through conservation easements and other incentives.
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity		No Inconsistency Identified. The Project site is vacant disturbed property and does not comprise an area that would effectively provide for carbon sequestration. The Project would not obstruct or interfere agency efforts to increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments		No Inconsistency Identified. Where appropriate, Project designs will incorporate wood or wood products. The Project would not obstruct or interfere agency efforts to encourage

Action	Responsible Parties	Consistency
		use of wood and agricultural products to increase the amount of carbon stored in the natural and built environments.
Establish scenario projections to serve as the foundation for the Implementation Plan		No Inconsistency Identified. The Project would not obstruct or interfere agency efforts to establish scenario projections to serve as the foundation for the Implementation Plan.
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018	CARB	No Inconsistency Identified. The Project would not obstruct or interfere agency efforts to establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018.
Implement Forest Carbon Plan	CNRA, California Department of Forestry and Fire Protection (CAL FIRE), CalEPA and Departments Within	No Inconsistency Identified. The Project would not obstruct or interfere agency efforts to implement the Forest Carbon Plan.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	No Inconsistency Identified. The Project would not obstruct or interfere agency efforts to identify and expand funding and financing mechanisms to support GHG reductions across all sectors.

Source: (Urban Crossroads, 2022d, Table 3-8)

CAP Consistency

As the Project is below the established annual screening threshold of 3,000 MTCO<sub>2</sub>e/yr, the Project is considered less than significant, does not require further GHG emissions calculations or analysis, and is consistent with the City of Ontario CAP. Therefore, the Project would not have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

Mitigation Required: None 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: A significant impact may occur if a project would involve the use or disposal of hazardous materials as part of its routine operations, or would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. The Project Applicant proposes to redevelop the Project site with a building that has the potential to store hazardous materials during the future building user's daily operations.

## Project Construction

### *General Construction Hazardous Waste*

Heavy equipment (e.g., dozers, excavators, tractors) would operate on the subject property during construction of the Project. Heavy equipment is typically fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which is considered hazardous if improperly stored or handled. Also, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the proposed Project than would occur on any other similar construction site. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to requirements imposed by the EPA, California Department of Toxic Substances Control (DTSC), South Coast AQMD, and Santa Ana Regional Water Quality Control Board (RWQCB). With mandatory compliance with applicable hazardous materials regulations, the Project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. Impacts would be less than significant.

### *Impacted Soils*

Construction activities required to redevelop the Project site would involve the disturbance of on-site soils. There is the potential for the discovery of contamination during these activities due to past reported evidence of soil contamination and underground storage tanks.

The Project site is currently developed with five buildings and uses consist of transloading of plastics and paper, construction yard, drayage, warehousing/distribution, storage, tow yard, and brewery. The Phase I Environmental Site Assessment (ESA), included as Appendix G.1, identified that the Project site has reported past evidence of soil contamination and underground storage tanks (USTs). Specifically,

- One (1) 12,000-gallon diesel fuel UST, and one (1) 2,000-gallon waste-oil UST were documented at 316 South Bon View Avenue). However, no clear documentation indicating removal and/or confirmation sampling, and no closure letter were found for the USTs.
- The identification of wastes generated at 825 East State Street including, but not limited to, unspecified solvent mixture and oxygenated solvents.
- The former presence of railroad spurs across CLS Properties, LLC are considered a recognized environmental condition (REC) based on the known potential for use of pesticides and herbicides to maintain railways.
- The identification of wastes generated at 235 South Campus Avenue, including but not limited to, tetrachloroethene (PCE), trichloroethene (TCE), and benzene.
- The identification of multiple concrete patches, including at least one raised, capped rectangular patch in the Pepe's Towing Yard.

- The identification of historical light-industrial operations, and generation of hazardous wastes including, but not limited to, unspecified solvent mixture, and oxygenated solvents at multiple addresses associated with 717-747 East State Street.
- The identification of the former operation of at least 4 spray booths at 745 East State Street.
- The identification of a permit for the installation of a septic tank and cesspool issued in 1920 to a warehouse tenant at 810 East State Street.
- The identification of volatile organic compounds (VOCs) based concrete form stripper at 807 East State Street. (Converse Consultants, 2021a)

Based on the historic recognized environmental condition and on-site conditions, the Phase I ESA recommended additional soil sampling to ensure the site has been cleaned prior to construction. A limited Phase II ESA, included as Appendix G.2, was prepared to conduct soil and soil vapor sampling and geophysical survey consistent with the recommendations of the Phase I ESA. Results of the Phase II ESA indicated that arsenic was reported in one soil sample at a concentration of 13.3 mg/kg from a depth of 0.5 below ground surface (bgs), which slightly exceeds the California Department of Toxic Substances Control (DTSC) background screening level of 12 mg/kg. However, arsenic was not reported in any of the other samples analyzed during this or the previous Phase II assessment with reporting limits of 5 mg/kg. Therefore, the average arsenic concentration across the Project site is less than 5.3 mg/kg, which is well below the background screening level. Following grading of the Project site, the average arsenic concentration in soil will be less than the DTSC established background level resulting in less than significant impacts. (Converse Consultants, 2021b)

Furthermore, a total of 19 VOCs were detected in one or more of the sub-slab and soil vapor samples. All other reported concentrations were less than the screening levels for residential land use. Three VOCs, benzene, chloroform and PCE, were reported in one or more samples at concentrations exceeding residential screening levels, with only four samples having concentrations in excess of screening levels for industrial or commercial land uses. Three of these samples were collected from depths of 5 feet bgs. Therefore, it is considered likely that these relatively shallow impacts to soil and soil vapor will be moderated through redevelopment activities. Specifically, since grading and over excavation activities are expected to volatilize and reduce VOC concentrations in the upper 5 feet of soil, the concentrations of VOCs in deeper soil vapor are not considered to pose a significant health risk to future site occupants (Converse Consultants, 2021b). Impacts would be less than significant.

### *Demolition*

The use of asbestos-containing materials (ACM, a known carcinogen) and lead-based paint (LBP) (a known toxic), both of which are considered hazardous materials, was a common building construction prior to 1978 and may be present in the existing buildings. All proposed demolition activities would be required to comply with all applicable federal, State, and local hazardous materials regulation, which includes mandatory provisions for the safe removal, transport, and disposal of ACMs and lead paint. South Coast AQMD Rule 1403 (Asbestos Emissions) and Title 17 of the California Code of Regulations (CCR), Division 1, Chapter 8: Accreditation, Certification, and Work Practices for Lead-Based Paint and Lead Hazards applies.

South Coast AQMD Rule 1403 establishes survey requirements, notification, and work practice requirements to prevent asbestos emissions from emanating during building renovation and demolition activities. Assuming that ACMs are present in the existing structure located on-site,

then Rule 1403 requires notification of the South Coast AQMD prior to commencing any demolition activities. Rule 1403 also sets forth specific procedures for the removal of asbestos and requires that an on-site representative trained in the requirements of Rule 1403 be present during the stripping, removing, handling, or disturbing of ACM. Mandatory compliance with the provisions of Rule 1403 would ensure that construction-related grading, clearing, and demolition activities do not expose construction workers or nearby sensitive receptors to significant health risks associated with ACMs. Because future development on the Project site would be required to comply with AQMD Rule 1403 during demolition activities, impacts due to asbestos would be less than significant.

Title 17, CCR, Division 1, Chapter 8: Accreditation, Certification and Work Practices for Lead-Based Paint and Lead Hazards, defines and regulates lead-based paint. Any detectable amount of lead is regulated. During the demolition of the existing manufacturing building, there is a potential for exposing construction workers to health hazards associated with lead. The Project would be required to comply with Title 17, CCR, Division 1, Chapter 8, which includes requirements such as employer-provided training, air monitoring, protective clothing, respirators, and handwashing facilities. Mandatory compliance with these requirements would ensure that construction workers and the public are not exposed to significant LBP health hazards or upset during demolition and/or during transport of demolition waste to an appropriate disposal facility and would ensure that impacts related to LBP remain less than significant. Accordingly, neither ACMs nor lead paint are determined to be a significant hazard on the Project site.

#### Project Operation

Future users of the proposed on-site Project building are not yet known. Future uses on-site are assumed to be those permitted by the City of Ontario Policy Plan and zoning designations. Future users have the potential to use hazardous materials (i.e., gasoline, diesel, biodiesel fuels, and oil) during the course of daily operations at the Project site. In the event that hazardous materials, other than those common materials described above, are associated with future warehouse operations, the hazardous materials would only be stored and transported to and from the building site. Federal and State Community-Right-to-Know laws allow the public access to information about the amounts and types of chemicals that may be used by the businesses that would operate at the Project site. Laws also are in place that require businesses to plan and prepare for possible chemical emergencies. Pursuant to the City of Ontario Municipal Code, any business involved in the use, production, storage, or transfer of any material defined as hazardous and subject to regulation by San Bernadino County Department of Public Health and/or subject to regulation by the South Coast Air Quality Management District per Rules 1401, 1402, and 1403. Such businesses are also required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which require immediate reporting to San Bernadino County Fire Protection District and State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business.

The operation of the Project would be required to comply with all applicable federal, State, and local regulations to ensure the proper transport, use, and disposal of hazardous substances. With mandatory regulatory compliance, potential hazardous materials impacts associated with long-term operation of the Project is not expected to pose a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials, nor would the Project increase the potential for accident operations which could result in the release of hazardous materials into the environment.

With mandatory regulatory compliance with federal, State, and local laws (as described above), potential hazardous materials impacts associated with long-term operation of the Project

are regarded as less than significant.

Mitigation: None 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: During Project construction, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such that any materials released are appropriately contained and remediated as required by local, State, and federal law.

### Construction

The Project would comply with the requirements of applicable laws and regulations governing upsets and accidents including the requirements of the hazardous materials disclosure program, the California Accidental Release Prevention Program, the hazardous materials release response plans and inventory program, and California Health and Safety Code Section 25500.

These requirements would ensure that all potentially hazardous materials are handled in an appropriate manner and would minimize the potential for upset and accident conditions. For example, all spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable state and local regulations for the cleanup and disposal of that contaminant. All contaminated waste would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility. Therefore, this impact is considered less than significant.

### Operation

Regulatory requirements pertaining to upsets and accidents following during the construction phase would also be implemented during the operational phase. For the operational phase, both the federal government and the State of California (Health and Safety Code, Division 20, Chapter 6.95, §§ 25500–25520; 19 CCR, Chapter 2, Subchapter 3, Article 4, §§ 2729–2734) require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials, termed a reporting quantity, to submit a hazardous materials emergency/contingency plan (also known as a hazardous materials business plan) to their local Certified Unified Program Agency (CUPA). These requirements would ensure that all potentially hazardous materials are handled in an appropriate manner and would minimize the potential for safety impacts. With mandatory regulatory compliance, the Project would not increase the potential for accident conditions which could result in the release of hazardous materials into the environment. Impacts would be less than significant.

Mitigation: None 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 Project site is not within 0.25 mile of the existing or proposed school. The closest school to the Project site is Lincoln Elementary School, located approximately 0.38 miles to the northeast of the Project site. Implementation of the Project would not have the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school. Therefore, no impacts are anticipated.

Mitigation: None 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: Several parcels within the Project site are listed on the hazardous materials site compiled pursuant to Government Code Section 65962.5. Specifically,

- 316 South Bon View Ave was identified in the Historical UST Registered Database (HIST UST), SAN BERN CO PERMIT, California Integrated Water Quality System (CIWQS), Statewide Environmental Evaluation and Planning System (SWEEPS) UST, California Facility Inventory Database (CA FID) UST, Hazardous Waste Tracking System (HWTS), HAZNET, EDR HIST AUTO, Facility Index System (FINDS)/ Enforcement and Compliance History Online (ECHO), and Resource Conservation and Recovery Act - Small Quantity Generators (RCRA-SQG) databases. The listings are primarily related to the former operation of a service station identified as EZ Serve. Databases indicated that at least four USTs were formerly operated at the parcel including one 12,000-gallon diesel UST, two 10,000-gallon ethanol USTs, and one 2,000-gallon waste-oil UST. In addition, wastes generated at the address included, but were not limited to, unspecified solvent mixture, oxygenated solvents, unspecified oil-containing waste, and contaminated soil from a site cleanup.
- 825 East State Street was identified in the FINDS/ECHO, California Environmental Reporting System (CERS) HAZ WASTE, NPDES, SAN BERN CO PERMIT, CIWQS, California Environmental Reporting System (CERS), HWTS, HAZNET, RCRA NON GEN, California Hazardous Materials Incident Report System (CHMIRS), and EMI databases. The listings appear to be primarily related to outdoor storage activities by JC Horizon.
- 235 South Campus Ave was identified in the HWTS, FINDS/ECHO, RCRA-SQG, NPDES, CIWQS, CERS, and HAZNET databases. Wastes generated by a former tenant at the address included, but were not limited to, PCE, TCE, and benzene.
- The address range for the large warehouse building (717-747 East State Street) was identified in the HWTS, RCRA NON GEN, FINDS, EMI, CERS, HWTS, HAZNET, SAN BERN CO PERMIT, DOT OPS, and ECHO databases. The listings are primarily related to former light-industrial tenants at the addresses. Waste oil and mixed oil were identified as being generated at 717 E State Street. Unspecified solvent mixture was identified as being generated at 745 E State Street.
- The address associated with the northern building (810 East Main Street) was identified in the HWTS, HAZNET, EMI, CERS, WDS, CIWQS, SAN BERN CO PERMIT, CIWQS, ICIS, US AIRS, FINDS/ECHO, NPDES, and TSCA databases. The listings appear to be primarily related to past light-industrial uses at the address. Wastes generated

at the address were identified as pesticides, waste-oil/mixed-oil, and oxygenated solvents.

- 807 East State Steet was identified in the CIWQS, RCRA NON GEN, FINDS, ECHO, HWTS, HAZNET, EMI, CERS HAZ WASTE, NPDES, SAN BERN CO PERMIT, and CERS databases. Wastes generated at the parcel included, but were not limited to, waste-oil and mixed oil, and unspecified oil-containing waste.

However, as concluded in Response 9.a, the Project would not create a significant hazard to the public or the environment. Additionally, a geophysical survey was conducted as part of the Phase II ESA to evaluate whether USTs are still located at 316 South Bon View Avenue. The geophysical survey conducted at 316 South Bon View Avenue was limited by the presence of large stacks of bundled trash, surface debris, metal fencing, and reinforced concrete. A total of four anomalies were identified in the accessible survey area. None of the identified anomalies match the anticipated dimensions of a standard 12,000-gallon UST, but the dimensions of both two anomalies are generally consistent with those anticipated for a 2,000-gallon waste oil UST. The findings of the geophysical survey were inconclusive in determining whether historical USTs are still located at the Site as it was limited by the presence of large stacks of bundled trash, surface debris, metal fencing, and reinforced concrete. It is therefore possible that USTs may still be present at the Project site, and impacts would be potentially significant.

Mitigation: Prior to the issuance of a grading permit, if a UST is discovered onsite, soil sampling shall be conducted below and in the immediate vicinity of the UST and associated piping. The soil survey shall be prepared by a qualified environmental professional prior to further work, as appropriate. The Project Applicant shall submit the results of the soil survey to the City of Ontario (City) Building Department. The environmental professional shall provide recommendations, as applicable, regarding soil/waste management, worker health and safety training, and regulatory agency notifications, in accordance with local, state, and federal requirements. Work shall not resume in the area(s) affected until these recommendations have been implemented under the oversight of the City or regulatory agency, as appropriate.

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

Discussion of Effects: According to the Land Use Element (Exhibit LU-06 Airport Safety Zones and Influence Areas) of the Policy Plan, the Project site is not located within the Chino Airport Influence Area (City of Ontario, 2022a). According to the Ontario International Airport (ONT) Land Use Compatibility Plan (ALUCP), the Project site is located within the ONT Airport Influence Area (City of Ontario, 2011). Moreover, the Project site is located within the 65-70 CNEL noise impact zone and is subject to the Noise Criteria established on Table 2-3 in the ONT ALUCP. According to Table 2-3 of the ONT ALUCP, industrial land uses located outside the 70 dBA CNEL noise level contours of ONT, such as the Project, are considered normally compatible land use. For normally compatible land use, either the activities associated with the land use are inherently noisy or standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent level (CNEL). Therefore, the Project would not result in excessive noise for people residing or working in the Project area.

Additionally, the Project site is located within the Safety Zone 3 with allowable height of 30-55' or less in above ground level. The proposed building would be 52 feet in height and would not conflict with the allowable height under Safety Zone 3. According to Table 2-2 of the ONT ALUCP, warehouse use within Safety Zone 3 does not have a maximum FAR requirement. As shown in

Figure 3, *Site Plan*, the Project site has a FAR of 0.47. Table 2-2 also indicates the usage intensity (number of people per acre) limit for each safety zone. Safety Zone 3 allows a non-residential, average land use intensity of 100 people per acre, and a single-acre land use intensity of 250 people per any single acre. The Project would include the development of a 336,761 s.f. building. Based on an occupancy rate of 1,000 s.f. per person from Table 2-2 for warehouse uses, the Project would result in a total occupancy of 336.39 people, which results in an average intensity of approximately 21 people per acre on the 16.39-acre site. This average occupancy is substantially below the 100 people maximum per acre average intensity and the 250 people maximum per single-acre intensity allowed in Safety Zone 3. Therefore, the Project would not result in a safety hazard for people residing or working in the Project area. Therefore, the impacts would be less than significant.

Mitigation: None required.

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

Discussion of Effects: The City's Safety Element includes policies and procedures to be administered in the event of a disaster. The Ontario Plan seeks interdepartmental and inter-jurisdictional coordination and collaboration to be prepared for, respond to and recover from every day and disaster emergencies. The City manages disaster preparedness through the Technical Services Bureau of the Ontario Fire Department. This bureau is responsible for the preparation of the community for disasters and the organization of recovery efforts. The City updated a Local Hazard Mitigation Plan prepared by the Office of Emergency Services of the Ontario Fire Department in 2018. Because the Project site has been historically used for industrial uses, it is not identified in any of these plans as being an evacuation area.

Furthermore, construction of the Project would be generally confined to the Project site and would not physically impair access to the site or the Project area. During both construction and long-term operation, the Project would be required to maintain adequate emergency access for emergency vehicles as required by the City and the Ontario Fire Department. In addition, the Project will comply with the requirements of the Ontario Fire Department and all City requirements for fire and other emergency access. Because the Project is required to comply with all applicable City codes, impacts would less than significant level.

Mitigation: None 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: The Project site is fully developed and is within a completely urbanized area that is void of any wildland areas. Additionally, according to the California Department of Forestry and Fire Protection (CalFire), the Project site is not within a very high fire hazard severity zone (CAL FIRE, 2008). Implementation of the Project would not expose people or structures to a significant risk involving wildland fires. No impacts would occur.

Mitigation: None 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: The California Porter-Cologne Water Quality Control Act (§ 13000 et seq., of the California Water Code) (Porter-Cologne Act), and the Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act [CWA]) require that comprehensive water quality control plans be developed for all waters within the State of California. The City of Ontario, including the Project site, is within the jurisdiction of the Santa Ana RWQCB.

#### Temporary Construction-Related Activities

Construction of the Project would involve demolition, clearing, grading, paving, utility installation, construction, and landscaping activities. Construction activities would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints and solvents, and other chemicals with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the Project in the absence of protective or avoidance measures.

Construction activities would disturb the 16.39-acre site; therefore, the Project is subject to the requirements of the State Water Resources Control Board's (SWRCB) National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, herein referred to as the "Construction General Permit." Construction related water quality impacts would be minimized through compliance with the Construction General Permit, which requires filing an NOI with the State Water Resources Control Board, and preparing a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP must include erosion- and sediment control BMPs that would meet or exceed measures required by the determined risk level of the Construction General Permit, in addition to BMPs that control the other potential construction-related pollutants (e.g., nutrients, heavy metals, and certain pesticides, including legacy pesticides). Mandatory adherence to the Construction General Permit and implementation of measures outlined in the SWPPP would ensure that the Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, water quality impacts associated with construction activities would be less than significant.

#### Post-Development Water Quality Impacts

The site would be developed with a building up to 336,761 s.f. and associated parking and landscaping. To meet the requirements of the NPDES permit, the Project Applicant would be required to prepare and implement a Water Quality Management Plan (WQMP), which is a Project site-specific post-construction water quality management program designed to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters, under long-term conditions via BMPs. Implementation of the WQMP ensures on-going, long-term protection of the watershed basin.

According to the Project's Preliminary WQMP, included as Appendix H.1, the Project is designed to include on-site structural source control BMPs consisting of subsurface system and storm drain inlets. In addition, operation source control BMPs would be implemented, including but not limited to, minimizing non-stormwater site runoff through efficient irrigation system design and controllers, providing proper covers/roofs and secondary containment for outside material storage & work areas, providing solid roofs over all trash enclosures, and providing education/training of site occupants and employees on stormwater BMPs. Compliance with the Preliminary WQMP and long-term maintenance of proposed on-site water quality control features would be required by the City to ensure the long-term effectiveness of all on-site water quality features.

In addition to the WQMP, the NPDES program also requires certain land uses, including the industrial land use proposed by the Project, to prepare a SWPPP for operational activities and to implement a long-term water quality sampling and monitoring program, unless an exemption is granted. Because the permit is dependent upon the operational activities of the building and the tenants are not known at this time, details of the SWPPP (including BMPs) or potential exemption to the SWPPP operational activities requirement cannot be determined at this time. However, based on the requirements of the NPDES Industrial General Permit, the Project's mandatory compliance with all applicable regulations would further reduce potential water quality impacts during long-term operation.

Implementation of the Project would have a beneficial impact on water quality because it would capture all on-site flows and treat flows prior to being discharged into the City's storm drainage system. Based on the foregoing analysis, the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality or result in potential discharge of stormwater to affect beneficial uses of receiving waters. Impacts would be less than significant.

Mitigation: None 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: Water supply to the Project would be provided by OMUC and would not require the direct use of groundwater at the Project site. Therefore, the Project would not require direct additions or withdrawals of groundwater. Excavation that would result in the interception of existing aquifers or penetration of the existing water table is not proposed or anticipated. In addition, since the existing Project site is mostly impervious, the Project would not reduce any existing percolation of surface water into the groundwater table. Therefore, no adverse impacts are anticipated.

Mitigation: None 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: Under existing conditions, the Project site does not contain a stream or river; therefore, the Project does not have to potential to alter the course of a stream or river. No impacts would occur in this regard. Refer to Response 10a. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation, resulting in a less than significant impact.

Mitigation: None required.

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

Discussion of Effects: The Project site is currently developed; redevelopment of the site

would not increase impervious surfaces. Stormwater will sheet flow from north to south and will be captured by proposed onsite inlets. The proposed on-site storm drain system will convey the flow into the proposed detention basins and subsurface system located in the truck yard. Flow will continue to the existing 42-inch storm drain system located along South Bon View Avenue via an existing 18-inch storm drain. The South Bon View Avenue storm drain system will then discharge into the East State Street Storm Drain system located along State Street and Ontario Boulevard.

According to the Preliminary Drainage Report prepared by JLC Engineering & Consulting, Inc., included as Appendix H.2, runoff from the Project site is collected by inlets onsite, which will then be conveyed to the subsurface system located in the truck yard. Flow will continue to the existing 42-inch storm drain system located along South Bon View Avenue via an existing 18-inch storm drain. The South Bon View Avenue storm drain system will then discharge into the East State Street Storm Drain system located along State Street and Ontario Boulevard. The water quality volume from the Project site is 77,083 ft<sup>3</sup> and the subsurface system provides 77,220 ft<sup>3</sup> of storage volume. The proposed storm drain systems are sized to adequately convey the 100-year flow rates and proposed subsurface system is sized to adequately treat the water quality volume emanating from the Project site (JLC, 2022). Therefore, runoff discharge from the Project site would not have an adverse effect to the existing storm drain system downstream. The Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site and impacts would be less than significant.

Mitigation: None required.

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

Discussion of Effects: As stated above, implementation of the Project would not exceed the capacities for the detention basins or subsurface system, and all runoff would be conveyed to the existing South Bon View Avenue storm drain. The design flow of the existing storm drain system has adequate capacity to accommodate the increase rate of runoff from the Project site. Accordingly, the Project would not create or contribute runoff that would exceed the capacity of any existing stormwater drainage system. Impacts would be less than significant.

Stormwater generated by the Project will be discharged in compliance with the statewide NPDES General Construction Activities Stormwater Permit and San Bernardino County MS4 permit requirements. With the full implementation of a Storm Water Pollution Prevention Plan developed in compliance with the General Construction Activities Permit requirements, the Best Management Practices included in the SWPPP, and a stormwater monitoring program would reduce any impacts to below a level of significance.

Mitigation: None required.

- iv. Impede or redirect flood flows?

Discussion of Effects: According to the Federal Emergency Management Agency (FEMA) flood map No. 06071C8617, the Project site is located within Zone X (Unshaded), an area of minimal flood hazard (FEMA, 2015). Therefore, the Project would not impede or redirect flood flows and no impact would occur.

Mitigation: None required.

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

Discussion of Effects: The Project site is not in a FEMA flood zone. Therefore, there would be no impact related to the risk of pollutant release due to inundation from a flooding event. No impact would occur.

A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam or other artificial body of water. There are no large water bodies in the area that could impact the Project site. No impact would occur.

A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes. The subject property is not located near the ocean and is outside of any tsunami hazard zone. No impact would occur.

Mitigation: None required.

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

Discussion of Effects: As discussed under Response 10a, the Project site is within the Santa Ana River Basin; therefore, Project-related construction and operational activities would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Plan by preparing and adhering to an SWPPP and WQMP. Additionally, as discussed previously, implementation of the Project would not conflict with or obstruct the Santa Ana River Basin Water Quality Control Plan and no impact would occur.

The Project site is located within the Chino Groundwater Basin. Upon development, the project site will be connected to the City's public water supply and there will be no onsite wells for use of groundwater. The City manages both the potable and non-potable supplies to ensure withdrawals from the Chino Groundwater Basin do not exceed the safe yield for the Basin, as per the Chino Basin Watermaster's Optimum Basin Management Program (OBMP). Therefore, the project would not obstruct or conflict with the OBMP and impacts would be less than significant.

Mitigation: None required.

11. LAND USE & PLANNING. Would the project:

- a. Physically divide an established community?

Discussion of Effects: The Project site is located in an area that is currently developed with urban land uses. Existing industrial development borders the site to the south, west, and east; the BNSF railroad track borders the site to the north. The Project Applicant would redevelop the site with another industrial use with associated parking and landscaping improvements. The Project will be of similar design and size to surrounding development. The Project would not have the potential to physically divide an established community. No adverse impacts are anticipated.

Mitigation: None 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: The Project site is designated for Industrial by the Policy Plan and General Industrial zone. The Project Applicant would redevelop the Project site in accordance with the underlying land use designations and applicable zoning ordinance development standards. No change to the existing land use designation or zoning is required or proposed by the Project. The Project is consistent with the Policy Plan and does not interfere with any policies for environmental protection. As such, no impacts are anticipated.

Mitigation: None 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 Project site is located within a mostly developed area surrounded by urban land uses. As shown in Figure 5.12-1 of the Ontario Plan 2050 Draft SEIR, the Project site is designated as MRZ-3 (City of Ontario, 2022b). Areas designated by the State of California Geologist as MRZ-3 include land that the significance of mineral deposits cannot be determined from the available data. According to the Policy Plan, there are no permitted mining operations in the City. Significant mineral resources within Ontario are limited to construction aggregate. These areas have been developed with urban uses and are not suitable for mineral resource extraction (City of Ontario, 2022a). There are no known mineral resources in the area. Therefore, no impacts are anticipated.

Mitigation: None 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: As discussed in Response 12a above, there are no known mineral resources in the area. The Project would not result in the loss of availability of locally-important mineral resources. No impacts are anticipated.

Mitigation: None 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: A Project-specific Noise Impact Analysis has been prepared by Urban Crossroads for the Project and is included as Appendix I. Noise generated at the Project site under existing conditions is limited the existing industrial uses at the Project site, surface street vehicle noise which includes auto and heavy truck activities on the surrounding roadways (South Campus Avenue, East State Street, and South Bon View Avenue), and the railroad tracks located to the north and south of the Project site. On January 25, 2022, Urban Crossroads took 24-hour noise measurements at 5 noise measurement locations depicted in Figure 11, *Noise Measurement Locations*. Results showed that existing noise levels ranged from 65.1 decibels (dBA) equivalent sound level ( $L_{eq}$ ) to 76.0 dBA  $L_{eq}$ .

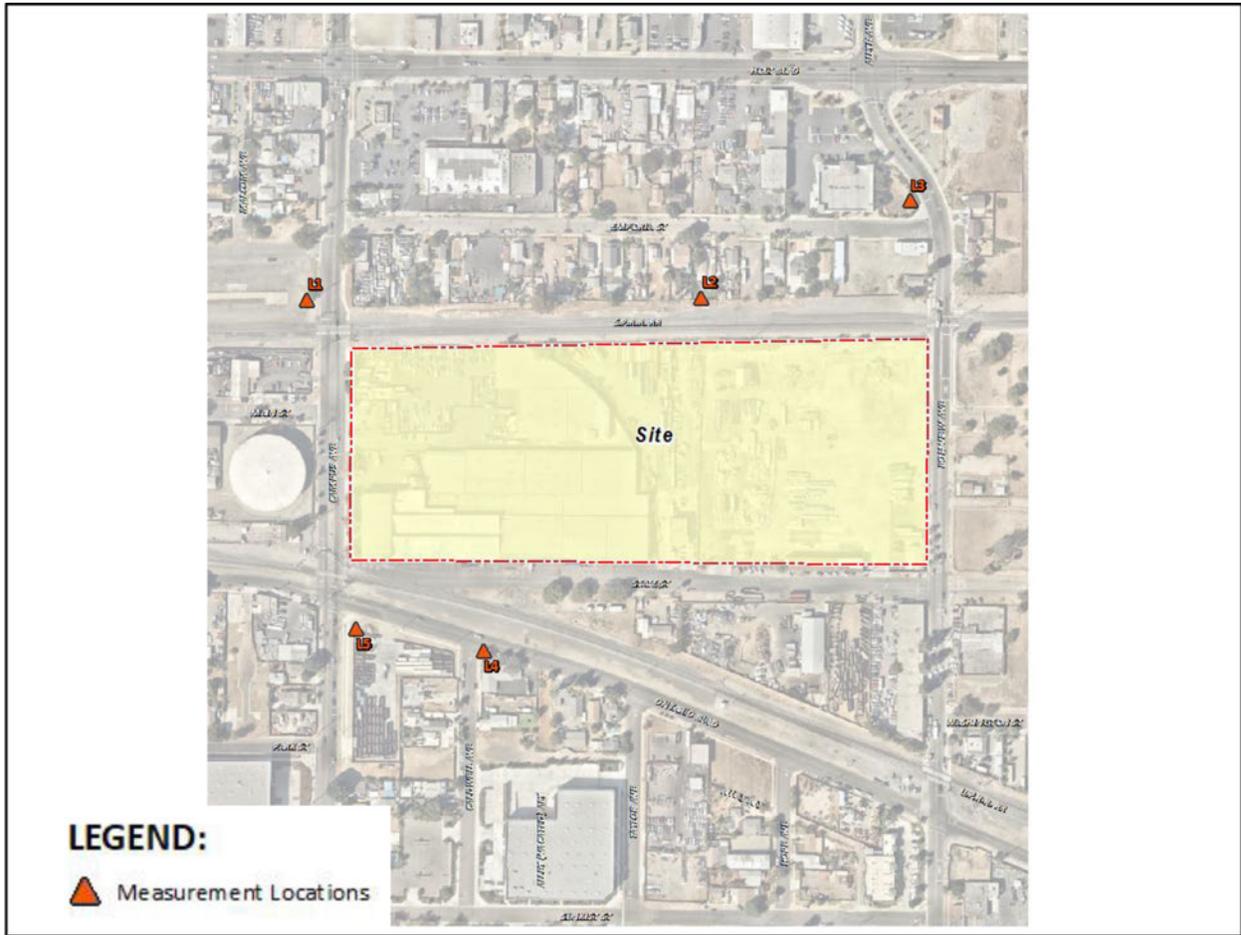


Figure 11: Noise Measurement Locations

Redevelopment of the Project site with a new building and associated improvement has the potential to generate elevated noise levels during both near-term construction activities and under long-term operational conditions. Near-term (i.e., temporary) and long-term (i.e., permanent) noise level increases that would be associated with the Project are described below. To assess the potential short-term construction and long-term operational noise impacts, Urban Crossroads identified 5 representative noise-sensitive receiver locations at which the Project's anticipated noise generation was compared against as shown in Figure 12, *Receiver Locations*.

Construction Noise Impact

The Project's only potential to cause a substantial temporary or periodic increase in ambient noise levels would occur during the construction phase. Construction activities on the Project site, especially those involving the use of heavy equipment, would create intermittent, temporary increases in ambient noise. However, although periodic and temporary construction noise has the potential to be substantial compared to existing ambient noise levels. The Project's construction-related activities are required to comply with the City's Noise Ordinance (Municipal Code Section 5-29.09).

The City of Ontario has set restrictions to control noise impacts associated with construction. Section 5-29.09 of the Municipal Code states: No person, while engaged in construction, remodeling, digging, grading, demolition or any other related building activity, shall operate any tool, equipment or machine in a manner that produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a Police or Code Enforcement Officer, on any weekday except between the hours of 7:00 a.m. and 6:00 p.m. or on Saturday or Sunday between the hours of 9:00 a.m. and 6:00 p.m. While the City establishes limits to the hours during which construction activity may take place, it does not identify specific noise level limits for construction noise levels at potentially affected receiver locations for CEQA analysis purposes. Therefore, a numerical construction threshold of 80 decibels (dBA) equivalent sound level ( $L_{eq}$ ) based on Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual is used for analysis of daytime construction impacts. As shown in Table 13-1, *Construction Noise Level Compliance*, the Project's construction-related noise at the off-site receiver locations will satisfy the 80 dBA  $L_{eq}$  significance threshold (Urban Crossroads, 2022e). Therefore, construction noise impacts would be less than significant.

Table 13-1 Construction Noise Level Compliance

Receiver Location <sup>1</sup>	Construction Noise Levels (dBA $L_{eq}$ )		
	Highest Construction Noise Levels <sup>2</sup>	Threshold <sup>3</sup>	Threshold Exceeded? <sup>4</sup>
R1	55.0	80	No
R2	61.1	80	No
R3	56.0	80	No
R4	57.9	80	No
R5	55.9	80	No

<sup>1</sup> Noise receiver locations are shown on Figure 12.

<sup>2</sup> Highest construction noise level calculations based on distance from the construction noise source activity to the nearest receiver locations as shown on Table 8-2 of the Noise Impact Analysis.

<sup>3</sup> Construction noise level thresholds as shown on Table 4-1 of the Noise Impact Analysis.

<sup>4</sup> Do the estimated Project construction noise levels exceed the construction noise level threshold?  
 Source: (Urban Crossroads, 2022e , Table 8-3)

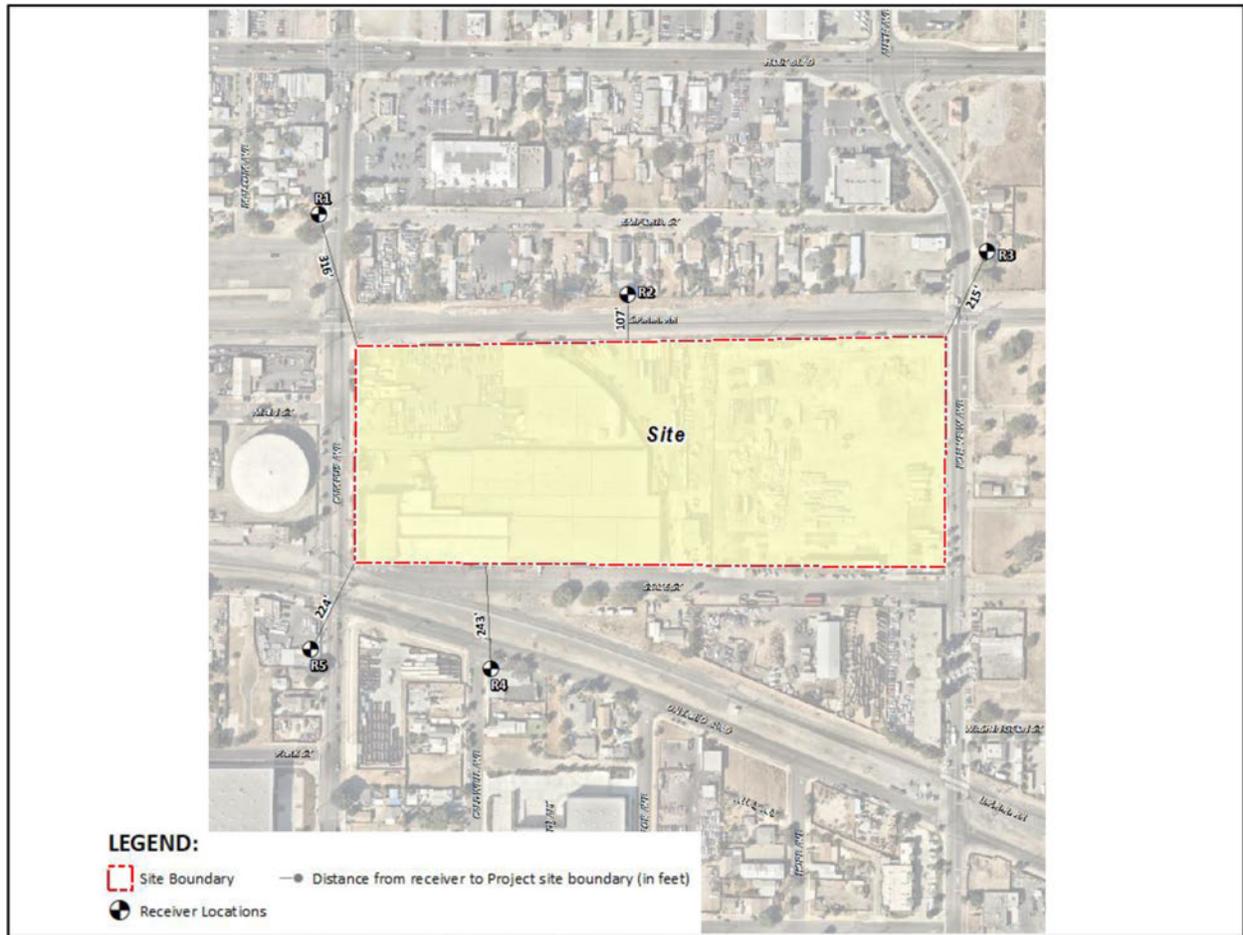


Figure 12: Receiver Locations

Nighttime concrete pouring activities is anticipated to occur as a part of Project building construction activities, which could take place outside the permitted hours in the City’s Municipal Code. The Project Applicant would be required to obtain authorization for nighttime work from the City of Ontario. As shown in Table 13-2, *Construction Noise Level Compliance*, the noise levels associated with the nighttime concrete pour activities are estimated to range from 51.1 to 56.6 dBA  $L_{eq}$  and will satisfy the City of Ontario nighttime stationary-source exterior hourly average  $L_{eq}$  residential noise level threshold adjusted to reflect the ambient noise conditions at all the receiver locations (Urban Crossroads, 2022e). Therefore, nighttime concrete pouring activities impacts would be less than significant.

Table 13-2 Construction Noise Level Compliance

Receiver Location <sup>1</sup>	Use	Construction Noise Levels (dBA $L_{eq}$ )		
		Paving Construction <sup>2</sup>	Nighttime Threshold <sup>3</sup>	Threshold Exceeded? <sup>4</sup>
R1	Residence	51.1	72	No
R2	Residence	56.5	74	No
R3	Residence	51.9	67	No
R4	Residence	56.6	75	No
R5	Residence	52.8	76	No

<sup>1</sup> Noise receiver locations are shown on Figure 12.

<sup>2</sup> Paving construction noise level calculations based on distance from the construction noise source activity to nearby receiver locations.

<sup>3</sup> Exterior nighttime noise level standards adjusted to reflect the ambient noise conditions as shown on Table 5-1 of the Noise Impact Analysis.

<sup>4</sup> Do the estimated Project construction noise levels exceed the nighttime construction noise level threshold?

Source: (Urban Crossroads, 2022e , Table 8-4)

### Operational Noise Impact

Future users of the proposed Project are currently unknown. Therefore, this analysis presents worst-case scenario noise conditions for typical warehouse space activities, assuming that the Project would be operational 24-hours per day, 7 days per week. The Project’s proposed business operations would primarily be conducted within the enclosed building, except for traffic movement, parking, and loading/unloading of trucks at designated loading bays. The on-site Project-related noise-sources are anticipated to include: loading dock activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements.

To estimate the Project’s operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels anticipated with the development of the Project. It should be noted that the Project’s projected noise levels assume the worst-case scenario environment with the loading dock activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements all operating at the same time. These noise level impacts will likely vary throughout the day. Figure 13, *Operational Noise Source Locations*, identifies the noise source locations used to assess the operational noise levels.

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds based on the City of Ontario exterior noise level standards at nearby noise-sensitive receiver locations. Section 5-29.04(a)

identifies the allowable daytime and nighttime ambient exterior noise standards for each land use type. For residential land uses (Noise Zone I), ambient exterior noise levels may not exceed 65 dBA Leq during the daytime hours (7:00 a.m. to 10:00 p.m.), and may not exceed 45 dBA Leq during the nighttime hours (10:00 p.m. to 7:00 a.m.). Table 13-2, *Operational Noise Level Compliance*, shows the operational noise levels associated with the Project will satisfy the City of Ontario exterior noise level standards adjusted to reflect the ambient noise conditions (Urban Crossroads, 2022e). Therefore, operational noise impacts would be less than significant.

Table 13-3 Operational Noise Level Compliance

Receiver Location <sup>1</sup>	Project Operational Noise Levels (dBA Leq) <sup>2</sup>		Noise Level Standards (dBA Leq) <sup>3</sup>		Noise Level Standards Exceeded? <sup>4</sup>	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	52.1	51.1	65.0	71.9	No	No
R2	57.5	56.5	65.0	74.2	No	No
R3	52.9	51.9	65.0	66.8	No	No
R4	57.6	56.6	65.0	75.4	No	No
R5	53.8	52.8	65.0	76.0	No	No

<sup>1</sup> See Figure 13 for the receiver locations.

<sup>2</sup> Proposed Project operational noise levels as shown on Tables 7-2 and 7-3 of the Noise Impact Analysis.

<sup>3</sup> Exterior noise level standards, for residential land use, as shown on Table 4-1 of the Noise Impact Analysis. Nighttime standards adjusted to reflect the ambient noise conditions.

<sup>4</sup> Do the estimated Project operational noise source activities exceed the noise level standards? "Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.

Source: (Urban Crossroads, 2022e , Table 7-3)

Traffic-Related Noise Impact

Traffic generated by the operation of the Project will influence the traffic noise levels in surrounding off-site areas and at the Project site. According to the Project's Trip Generation Assessment and discussed further below, included as Appendix I.1, the Project is anticipated to generate fewer than 100 net new peak hour trips during the morning and evening peak hours and would contribute fewer than 50 net new peak hour trips to any study area intersection. The Project's Trip Generation Assessment determined that based on the County's traffic study guidelines and the anticipated trips for the site, additional traffic analysis beyond the trip generation assessment is not necessary. Therefore, based on the low number of new trips and surrounding buildout urban uses, impacts would be less than significant.

Mitigation: None required.

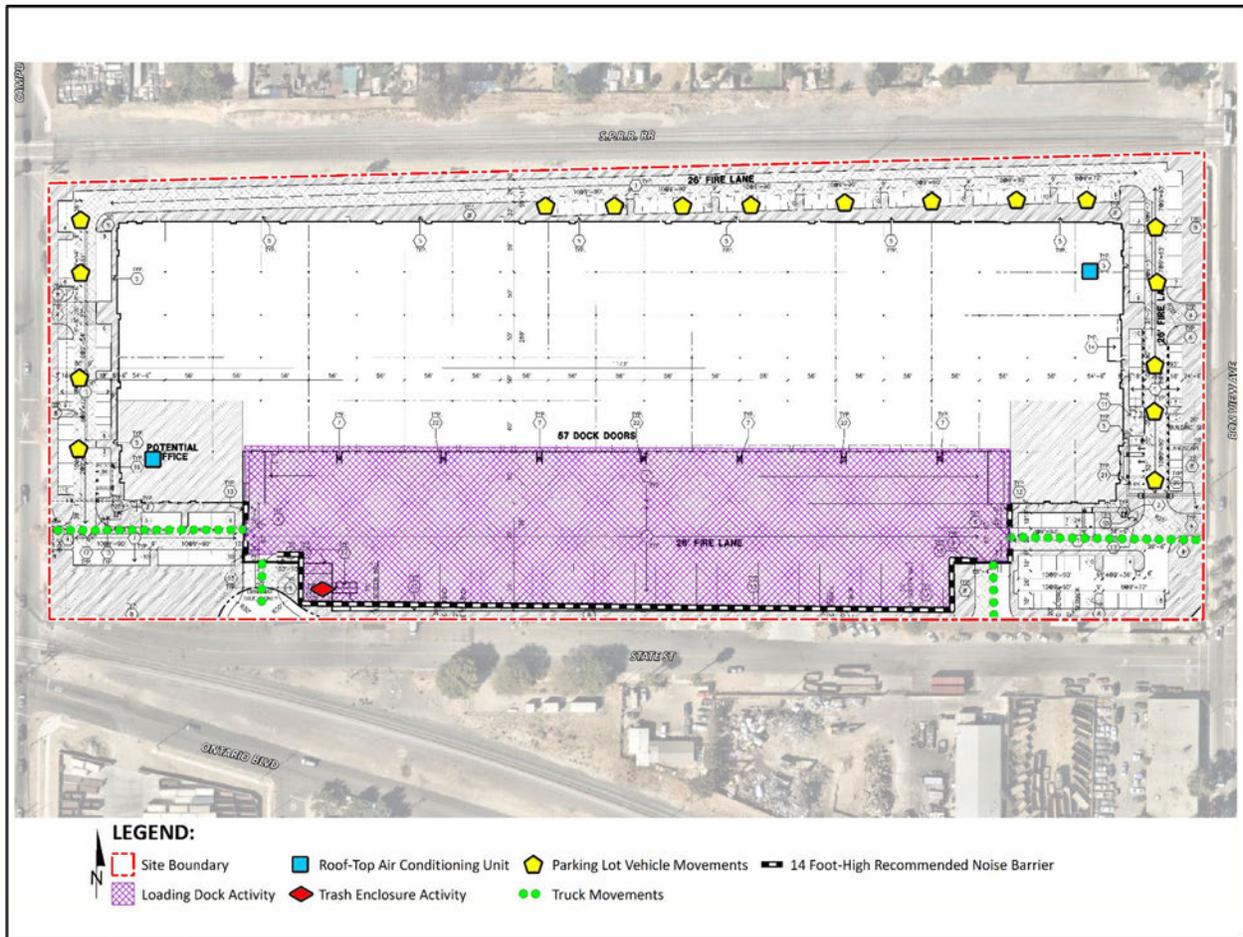


Figure 13: Operational Noise Source Locations

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

Discussion of Effects: According to the Federal Transit Administration (FTA), vibration is the period oscillation of a medium or object. Sources of ground-borne vibrations include natural phenomena (e.g., earthquake, landslides, sea waves) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). To analyze vibration impacts originating from the operation and construction of the Project, vibration generating activities are evaluated based on Caltrans methodology. The Caltrans Transportation and Construction Vibration Guidance Manual provide guidelines for the maximum-acceptable vibration criteria. The nearest noise sensitive buildings adjacent to the Project site can best be described as "older residential structures" with a maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec).

Construction-Related Vibration Impacts

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Table 13-4, *Project Construction Vibration Levels*, presents the expected Project related vibration levels at the nearby receiver locations. At distances ranging from 107 to 316 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.002 to 0.010 in/sec PPV. Based on maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec), the typical Project construction vibration levels will fall below the building damage thresholds at all the noise sensitive receiver locations. Therefore, the Project-related vibration impacts would be less than significant during typical construction activities at the Project site. Moreover, the vibration levels reported at the sensitive receiver locations are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter (Urban Crossroads, 2022e).

Table 13-4 Project Construction Vibration Levels

Receiver <sup>1</sup>	Distance to Const. Activity (Feet) <sup>2</sup>	Typical Construction Vibration Levels PPV (in/sec) <sup>3</sup>					Thresholds PPV (in/sec) <sup>4</sup>	Thresholds Exceeded? <sup>5</sup>
		Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Highest Vibration Level		
R1	316'	0.000	0.001	0.002	0.002	0.002	0.3	No
R2	107'	0.000	0.004	0.009	0.010	0.010	0.3	No
R3	215'	0.000	0.001	0.003	0.004	0.004	0.3	No
R4	243'	0.000	0.001	0.003	0.003	0.003	0.3	No
R5	224'	0.000	0.001	0.003	0.003	0.003	0.3	No

<sup>1</sup> Receiver locations are shown on Exhibit 8-A of the Noise Impact Analysis.

<sup>2</sup> Distance from receiver location to Project construction boundary (Project site boundary).

<sup>3</sup> Based on the Vibration Source Levels of Construction Equipment (Table 8-4 of the Noise Impact Analysis).

<sup>4</sup> Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Table 19, p. 38.

<sup>5</sup> Does the peak vibration exceed the acceptable vibration thresholds?

"PPV" = Peak Particle Velocity

Source: (Urban Crossroads, 2022e , Table 8-6)

Operational-Related Vibration Impacts

Under long-term conditions, the Project would not include nor require equipment, facilities,

or activities that would result in substantial or perceptible ground-borne vibration. Trucks would travel to-and-from the Project site during long-term operation; however, vibration levels for heavy trucks operating at low to-normal speeds on smooth, paved surfaces- as expected on the Project site and surrounding roadways typically do not exceed the Caltrans vibration thresholds. Accordingly, long-term operation of the Project would not expose persons or generate excessive groundborne vibration or groundborne noise levels, and a less than significant impact would occur.

Mitigation: None required.

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

Discussion of Effects: According to the Ontario International Airport (ONT) Land Use Compatibility Plan (ALUCP), the Project site is located within the ONT Airport Influence Area (City of Ontario, 2011). Moreover, the Project site is located within the 65-70 CNEL noise impact zone and is subject to the Noise Criteria established on Table 2-3 in the ONT ALUCP. According to Table 2-3 of the ONT ALUCP, industrial land uses located outside the 70 dBA CNEL noise level contours of ONT, such as the Project, are considered normally compatible land use. For normally compatible land use, either the activities associated with the land use are inherently noisy or standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent level (CNEL). Moreover, as discussed under Response 13a, the Project would not result in a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established. Therefore, the Project would not expose people residing or working in the project area to excessive noise levels and impacts would be less than significant.

Mitigation: None 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: The Project would result in the development of an approximately 336,761 s.f. warehouse facility. The Project would generate approximately 203 direct jobs. According to the California Employment Development Department (EDD), as of February 2022, the City of Ontario has a labor force of 93,200 persons and of that labor force, 3,300 are unemployed (unemployment rate of 3.6 percent) (EDD, 2022). According to Southern California Association of Governments' (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, the City of Ontario is anticipated to employ approximately 169,300 persons by 2045 (SCAG, 2020). Therefore, the Project is consistent with the SCAG's 2045 employment projections for the City. Project-generated jobs are well within the employment projections for the City of Ontario. Operation of the Project would not induce substantial unplanned population growth in the Project area, either directly or indirectly and would not exceed regional or local growth projections. Therefore, no impacts are anticipated.

Mitigation: None required.

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

Discussion of Effects: The Project site does not contain any housing and there are no people living at the Project site that would be displaced by the Project. Therefore, no impacts are anticipated.

Mitigation: None required.

15. PUBLIC SERVICES. Would the project:

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

i. Fire protection?

Discussion of Effects: Fire prevention services are provided by the Ontario Fire Department (OFD). OFD serves these residents from 10 strategically located fire stations, including the Ontario International Airport fire station, with a daily staffing level of 59 sworn firefighters. These fire stations house nine 4-person paramedic engine companies, three 4-person truck companies, a 8-person ARFF station, 1 fire investigation supervisor, and 2 battalion chiefs (City of Ontario, 2022c). The closest fire station to the Project site is Station 1, located at 425 East "B" Street, approximately 0.3 miles to the northwest of the Project site.

The proposed building would be in accordance with the applicable provisions of the adopted California Fire Code (CFC) and the City's Municipal Code Section 4-4.01, ordinances, and standard conditions regarding fire prevention and suppression measures related to water improvement plans, fire hydrants, fire access, and water availability. The Project site is in a developed area currently served by the Ontario Fire Department. The Project will not require the construction of any new fire protection facilities or alteration of any existing fire protection facilities or cause a decline in the levels of service, which could cause the need to construct new fire protection facilities. Development impact fees (DIF) would also be collected in order to build and supply necessary infrastructure for fire protection services, as necessary. No impacts are anticipated.

Mitigation: None required.

ii. Police protection?

Discussion of Effects: Police protection services are provided by the Ontario Police Department (OPD). OPD's headquarters is located at 2500 S. Archibald Avenue, approximately 3.4 miles to the southeast of the Project site. The Project site is in a developed area, currently served by the Ontario Police Department. The Project plans would be reviewed and approved by the City's Building and Police Departments, which would ensure that adequate safety and crime prevention measures are provided within the Project's design. The Project will not require the construction of any new police protection facilities or alteration of any existing police protection facilities or cause a decline in the levels of service, which could cause the need to construct new police protection facilities. DIF would also be collected in order to build and supply necessary infrastructure for police protection services, as necessary. No impacts are anticipated.

Mitigation: None required.

iii. Schools?

Discussion of Effects: The City is served by the Ontario-Montclair School District. The Project Applicant proposes to demolish the existing industrial buildings and redevelop the site with a single industrial building. Implementation of the Project does not have the potential to result in substantial direct growth in the population, nor an increase in student population. The Project would be required to pay school fees as prescribed by state law prior to the issuance of building permits. No impacts are anticipated.

Mitigation: None required.

iv. Parks?

Discussion of Effects: The City of Ontario Recreation & Community Services Department operates and manages parks and park programs for the City. The Project would not introduce new residents to the City necessitating the need for additional parks. The Project will not require the construction of any new parks or alteration of any existing parks or cause a decline in the levels of service, which could cause the need to construct new park facilities. No impacts are anticipated.

Mitigation: None required.

v. Other public facilities?

Discussion of Effects: The Project would not introduce new residents to the City necessitating the need for additional public facilities. The Project will not require the construction of any new public facilities or alteration of any existing public facilities or cause a decline in the levels of service, which could cause the need to construct new public facilities. No impacts are anticipated.

Mitigation: None 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: The Project is not proposing any significant new housing or large employment generator that would cause an increase in the use of neighborhood parks or other recreational facilities. No impacts are anticipated.

Mitigation: None 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: The Project does not include recreational facilities or require the construction or expansion of recreational facilities. Implementation of the Project would not result in any adverse physical effects on the environment due to the construction of recreational facilities. No impacts are anticipated.

Mitigation: None required.

17. TRANSPORTATION/TRAFFIC. Would the project:

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

Discussion of Effects:

#### Project Trip Generation

Trip generation represents the amount of traffic that is attracted to and produced by a development project. The Institute of Transportation Engineers (ITE) Trip Generation Manual (2021) includes a trip generation rate for high-cube fulfillment center warehouse uses (ITE land use code 155) and high-cube cold storage warehouse uses (ITE land use code 157). According to the Project's Trip Generation Assessment, included as Appendix J.1, the Project is evaluated as a mix of the following uses: 85% high-cube fulfillment center warehouse and 15% high-cube cold storage warehouse. Based on the assumptions described above, the Project is anticipated to generate a total of 940 two-way trips per day with 52 Passenger Car Equivalent (PCE) AM peak hour trips and 64 PCE PM peak hour trips. However, when accounting for existing conditions, the Project is anticipated to generate 630 net new daily trips with 33 net new AM peak hour trips and 50 net new PM peak hour trips. The City of Ontario adheres to the County's Transportation Impact Study Guidelines which has been used to determine whether additional traffic analysis is necessary for the proposed Project. The County's Guidelines indicates that development projects that generate a net increase of 100 or more peak hour vehicle trips (without pass-by reductions) would require the preparation and submittal of a Transportation Impact Analysis. The Project is calculated to generate fewer than 100 net new peak hour trips during the morning and evening peak hours and would contribute fewer than 50 net new peak hour trips to any study area intersection. As such, additional peak hour traffic operations analysis is not necessary based on the thresholds and standards included in the County's Guidelines (Urban Crossroads, 2022f).

#### Bicycle and Pedestrian Facilities

The Project site is not located along a bikeway. The closest bikeway to the Project site is located at Mission Boulevard, Euclid Avenue, and South Grove Avenue. The Project would be confined to the Project site and would not conflict within the existing bikeways. In addition, the Project would provide bike racks to accommodate bicycle access to the Project site.

The Project site features (buildings, parking areas, etc.) would be connected by ADA compliant sidewalks and striped crosswalks within the parking areas to the existing ensure pedestrian access throughout Project site. Additionally, the Project would install sidewalk on East State Street and no changes would occur to the existing sidewalks on South Campus Avenue and South Bon View Avenue. Implementation of the Project would not interfere with the City's Active Transportation Plan. No impacts would occur.

#### Transit

Transit service to the City is provided by OmniTrans. The closest bus route to the Project site is Route 61 with a bus stop located at the intersection of South Campus Avenue and East Holt Boulevard. The City of Ontario strives to provide a transit system that serves as a viable alternative to automobile travel. The Project would support transit use by improving existing pedestrian and bicycle facilities in the Project area. The Project would also increase the number of employees in

the area that may access the site by public transit. The Project would not introduce new features to any public road that would affect transit in the Project area. As such, a less than significant impact would occur.

Applicable policies pertaining to the Project contained therein are assessed in Table 17-1, *Mobility Element Policy Consistency Analysis*. As demonstrated, the Project would not conflict with the City's Mobility Element, and impacts associated with conflict of an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities would be less than significant.

Table 17-1 Mobility Element Policy Consistency Analysis

Policy	Project Consistency
<i>Goal M-1: A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario.</i>	
Policy M-1.1 <i>Roadway Design and Maintenance.</i> We require our roadways to: <ol style="list-style-type: none"> <li>1. Comply with federal, state and local design and safety standards;</li> <li>2. Meet the needs of multiple transportation modes and users;</li> <li>3. Handle the capacity envisioned in the City of Ontario Master Plan of Streets and Highways;</li> <li>4. Be maintained in accordance with best practices;</li> <li>5. Be compatible with the streetscape and surrounding land uses; and</li> <li>6. Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand management strategies.</li> </ol>	<b>Consistent.</b> As a standard condition of approval, the Project would comply with all applicable federal, state, and local design and safety standards. In addition, the Project would provide sidewalks for pedestrian access and 14 short term and 14 long term bicycle spaces to meet the needs of multiple transportation modes and users. The Project area is generally surrounded by industrial and residential uses and the Project has been designed to be compatible with the streetscape and surrounding land uses. Therefore, the Project would be consistent with Policy M-1.1.
Policy M-1.6 <i>Reduce Vehicle Miles Traveled.</i> We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.	<b>Consistent.</b> As shown in Response 17.b, the Project would not exceed the City's VMT per SP impact threshold for both the baseline and cumulative conditions and impacts would be less than significant. Therefore, the Project would be consistent with Policy M-1.6.
<i>Goal M-2: A system of trails and corridors that facilitate and encourage bicycling and walking.</i>	
Policy M-2.1: <i>Active Transportation.</i> We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian facilities that are safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points.	<b>Consistent.</b> The Project site is not located along a bikeway. The closest bikeway to the Project site is located at Mission Boulevard, Euclid Avenue, and South Grove Avenue. The Project would be confined to the Project site and would not conflict within the existing bikeways. In addition, the Project would provide bike racks to accommodate bicycle access to the Project site. Therefore, the Project would be consistent with Policy M-2.1.
Policy M-2.3: <i>Pedestrian Walkways.</i> We require streets to include sidewalks and visible crosswalks at major intersections where necessary to promote safe and convenient travel between residential areas, businesses,	<b>Consistent.</b> The Project site features (buildings, parking areas, etc.) would be connected by ADA compliant sidewalks and striped crosswalks within the parking areas to the existing ensure pedestrian access throughout Project site.

Policy	Project Consistency
schools, parks, recreation areas, and other key destination points.	Additionally, the Project would install sidewalk on East State Street and no changes would occur to the existing sidewalks on South Campus Avenue and South Bon View Avenue. Therefore, the Project would be consistent with Policy M-2.3.
<i>Goal M-4: An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.</i>	
Policy M-4.1: Truck Routes. We designate and maintain a network of City truck routes that provide for the safe and effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses, as shown on Exhibit M-04, Truck Routes. We will minimize conflicts on truck routes through the design and implementation of buffers between travel lanes and pedestrian and bicycle facilities on designated truck routes.	<b>Consistent.</b> According to Exhibit M-04, the closest truck routes to the Project site is Holt Boulevard to the north and Mission Boulevard to the South. Although the Project site is near a residential community, the Project would direct truck traffic associated with the Project away from residential areas and would not utilize City roads that prohibit truck traffic. The Project's trucks would be required to travel on designated truck routes to minimize negative impacts to local circulation and noise-sensitive land uses. Therefore, the Project would be consistent with Policy M-4.1.
Policy M-4.4: Environmental Considerations. We support both local and regional efforts to reduce/eliminate the negative environmental impacts of goods movement through the planning and implementation of truck routing and the development of a plan to evaluate the future needs of clean fueling/recharging and electrified truck parking.	<b>Consistent.</b> The Project site located in an area designated for industrial uses and within close proximity to I-10 and SR-83, which are major transportation facilities. The proposed building would accommodate the movement of goods throughout the region, which would shorten the length of vehicular trips and increase the reliability of the movement of goods throughout the region. Therefore, the Project would be consistent with Policy M-4.4.

Mitigation: None required.

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

Discussion of Effects: Changes to State CEQA Guidelines were adopted in December 2018, which requires all lead agencies to adopt vehicle miles traveled (VMT) as a replacement for automobile delay-based level of service (LOS) as the new measurement for identifying transportation impacts for land use projects. This statewide mandate took effect on July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA. Based on the Technical Advisory, The City of Ontario has developed and adopted their own VMT methodologies and thresholds, which were adopted by the City Council in June 2020.

City Guidelines identify Projects that meet certain VMT screening criteria may be presumed to result in a less than significant transportation impact. It is our understanding the City of Ontario utilizes the San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool. The Screening Tool 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. The City Guidelines lists the following VMT screening criteria:

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

A land use project need only meet one of the above screening criteria to result in a less than significant impact.

### TPA Screening

Consistent with guidance identified in the City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing “major transit stop” or an existing stop along a “high-quality transit corridor”<sup>2</sup>) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate or high-income residential units.

The Screening Tool was utilized to locate the Project site and its proximity to a TPA. The Project Site is located within ½ mile of an existing major transit stop, or along a high-quality transit corridor. The closest major transit stop is the Ontario Amtrak Station, approximately 0.47 miles to the west. However, the Project has a FAR of less than 0.75 and includes more parking than required. Therefore, the Project would not meet the TPA Screening threshold.

### 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 parcel containing the Project was selected and the Screening Tool was run for production-attraction (PA) VMT per service population, the Project is not located within a low VMT generating zone. Therefore, the Project would not meet the Low VMT Area Screening threshold.

### Project Type Screening

The City Guidelines identify 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

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<sup>2</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.”).

to the contrary. The Project as intended 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. Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021. The Project is anticipated to generate 698 daily vehicle trip-ends per day. Therefore, the Project generates daily vehicle trips exceeding the 110 daily vehicle trip threshold and the Project would not meet the Project Type Screening threshold.

VMT Analysis

As the Project was not found to meet any of the aforementioned VMT screening criteria, a project level VMT analysis, and is included as Appendix J.2, is prepared to assess the Project's potential impact to VMT. The City Guidelines have identified the following recommended threshold: a significant impact would occur if the project VMT per Service Population exceeds the Citywide average for Service Population under General Plan Buildout Conditions. As shown in Table 17-2, *Project VMT per SP*, the City of Ontario has identified a VMT per SP significance threshold of 36.2, which is the City of Ontario's General Plan Buildout. As the Project's baseline is 2022, the City's impact threshold has been interpolated to reflect the correct baseline year. As shown below, the Project would not exceed the City's VMT per SP impact threshold for both the baseline and cumulative conditions. (Urban Crossroads, 2022g) Therefore, the Project VMT impact would be less than significant.

Table 17-2 Project VMT per SP

	<b>Baseline</b>	<b>Cumulative</b>
Impact Threshold	36.2	36.2
Project	35.92	34.89
Percent Change	-0.77%	-3.61%
Potentially Significant?	No	No

Mitigation: None 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: The Project's potential to increase hazards as a result of a geometric design feature has been assessed to provide adequate truck access/circulation. The Project's circulation plan has been designed to be compatible with all foreseeable vehicles. Vehicular access would be provided via 2 driveways on East State Street, 2 driveways on South Campus Avenue, and 2 driveways on South Bon View Avenue. Driveways on South Campus Avenue and South Bon View Avenue would be restricted to passenger vehicles only with the southern driveway being right in and right out only. Driveways on East State Street would be restricted for truck access only. The driveways on East State Street are 40 feet wide and designed to accommodate the wide turning radius of the heavy trucks.

The Project area is generally characterized by industrial and residential uses. Traffic generated by the Project would be typical of a warehouse and be compatible with the type of traffic generated by the existing and surrounding development. In addition, all proposed improvements within the public right-of-way would be installed in conformance with City design standards. The City of Ontario Engineering Department reviewed the Project's application materials and determined that no hazardous transportation design features would be introduced

by the Project. At the time of final grading, landscape, and street improvement plans, the City will further review project access points to ensure adequate sight distance. Accordingly, the Project would not create or substantially increase safety hazards due to a design feature or incompatible use and impacts would be a less than significant.

Mitigation: None required.

d. Result in inadequate emergency access?

Discussion of Effects: The Project will be designed to provide access for all emergency vehicles and meet all applicable City of Ontario Fire and Police Department access requirements to ensure that adequate access would be provided for emergency vehicles at Project build out. During construction activities that include road and sidewalk improvements, the Project would provide adequate emergency access along abutting roadways during temporary construction activities within the public right-of-way. In addition, the Project would still allow emergency vehicles to access to the residential neighborhoods to the north and south. As a result, the Project would not a less than significant impact to emergency access.

Mitigation: None required.

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

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

Discussion of Effects: As analyzed in Response 5.a, there are no resources on the Project site that are eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined by Public Resources Code Section 5020.1(k). Implementation of the Project would not result in a substantial adverse change in the significance of a listed historical resource. No impacts would occur.

Mitigation: None required.

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: As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project may affect or cause a substantial adverse change in the significance of a tribal cultural resource that would require a lead agency to "being consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Section 21074 of AB 52 also defines a new category of resources under CEQA called "tribal cultural resources." Tribal cultural resources are defined as "sites, features, places, cultural landscapes, sacred places, and object with cultural value to a California Native American tribe" and are either listed on or eligible for the California

Register of Historical Resources or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource.

In compliance with AB 52, the City of Ontario distributed letters on July 21, 2022 to those Native American tribes that requested notification for AB 52 notifying each tribe of the opportunity to consult with the City on the Project. One tribe, Gabrieleño Band of Mission Indians-Kizh Nation, requested consultation. On October 13, 2022, the City conducted consultation with the Gabrieleño Band of Mission Indians-Kizh Nation. As a result of the consultation process, mitigation measures were identified to address the potential discovery of tribal cultural resources during the Project's construction, which are included herein.

Because the Project would require excavation for construction into previously undisturbed soils, there is a potential to uncover undiscovered prehistoric artifacts or tribal cultural resources during excavation. Therefore, while unlikely, the presence of subsurface tribal cultural resources on the Project site remains possible, and these could be affected by ground-disturbing activities associated with grading and construction at the Project Site. Therefore, impacts if such resources are unearthed would be potentially significant.

Mitigation:

- a. **Retain a Native American Monitor Prior to Commencement of Ground Disturbing Activities:** Prior to issuance of any permits allowing ground-disturbing activities in native soil, the Applicant shall ensure that a Native American Monitor approved by the Gabrieleno Band of Mission Indians - Kizh Nation has been retained for the Project. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the Project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
- A copy of the executed monitoring agreement shall be submitted to the City of Ontario prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
  - The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered tribal cultural resources (TCRs), including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the Project applicant/City of Ontario upon written request to the Tribe.
  - On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the Project applicant/City of Ontario that all ground-disturbing activities and phases that may involve ground-disturbing activities on the Project site or in connection with the Project are complete; or (2) a determination and written notification by the Kizh to

the Project applicant/City that no future, planned construction activity and/or development/construction phase at the Project site possesses the potential to impact Kizh TCRs.

- Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

**b. Unanticipated Discovery of Human Remains and Associated Funerary Objects:** Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute

- If Native American human remains and/or grave goods discovered or recognized on the Project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
- Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
- Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)
- Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.
- Any discovery of human remains/burial goods shall be kept confidential to prevent

further disturbance.

- c. **Procedures for Burials and Funerary Remains:** As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.
- If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.
  - The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.
  - In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the Project and keeping the remains in situ and protected. If the Project cannot be diverted, it may be determined that burials will be removed.
  - In the event preservation in place is not possible despite good faith efforts by the Project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.
  - Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the Project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.
  - The Tribe will work closely with the Project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific

study or the utilization of any invasive and/or destructive diagnostics on human remains.

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:

Water and Wastewater

The Project would include the installation of water and wastewater lines within the Project Site. Water would be accommodated via proposed water lines that would extend from the southwestern and southeastern corners of the building to an existing 12-inch water main on South Campus Avenue and an existing 6-inch water main at South Bon View Avenue that will be replaced with a 12-inch water main, respectively. Sewer would be accommodated via proposed sewer lines that would extend from the southwestern and southeastern corners of the building to an existing 15-inch sewer main on South Campus Avenue and an existing 18-inch sewer main at South Bon View Avenue.

Although the Project would result in new water and wastewater line connections, these connections would occur on-site and would be part of the Project's construction phase, which is evaluated throughout this IS/MND. The construction of the Project's water and wastewater lines necessary to serve the Project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this IS/MND. Impacts would be less than significant.

Stormwater Drainage

Stormwater will sheet flow from north to south and will be captured by proposed onsite inlets. The proposed on-site storm drain system will convey the flow into the proposed subsurface system located in the truck yard. Flow will continue to the existing 42-inch storm drain system located along South Bon View Avenue via an existing 18-inch storm drain. The South Bon View Avenue storm drain system will then discharge into the East State Street Storm Drain system located along State Street and Ontario Boulevard.

Refer to the analysis under Section 10, Hydrology and Water Quality Threshold c.ii, above. As discussed, stormwater runoff would be treated on site and would not require relocation or construction of new or expanded storm water drainage infrastructure which could cause significant environmental effects. Impacts would be less than significant.

Dry Utilities

Electricity will be provided by the Southern California Edison. Additionally, two fiber optic lines will be constructed: one along South Campus Avenue from the building entrance to the existing line and one along South Bon View Avenue with two handhole at the northern and southern ends. Connections to the existing utility networks are available in the Project area and any offsite improvements would occur within improved rights-of-way, which are inherent to the Project's construction phase and have been evaluated throughout this IS/MND. Because the Project site has been previously developed with industrial uses that requires electric power and

telecommunication services, implementation of the Project is not anticipated to limit the ability of service providers to provide service to Project. Therefore, the Project would not require or result in the construction or expansion of new facilities, and impacts would be less than significant.

Mitigation: None required.

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

Discussion of Effects: OMUC is responsible for supplying potable water to the Project site. According to the OMUC's Urban Water Management Plan (UWMP), the City's water supply sources include: groundwater pumped from the Chino Basin; treated groundwater from the Chino Basin produced by the Chino Basin Desalter Authority; treated, imported water purchased from MWD through Water Facilities Authority; groundwater and/or surface water purchased from San Antonio Water Company; and recycled water purchased from IEUA (OMUC, 2021).

The UWMP includes an analysis of water supply reliability projected through 2045 under normal years, single dry year, and multiple dry years. OMUC's total water demand for 2020 was approximately 32,109 AF (OMUC, 2021). OMUC's forecasts for projected water demand based on the population projections of the Southern California Associations of Governments (SCAG), which rely on the adopted land use designations contained within the general plans that cover the geographic area within OMUC's service. Because the Project Applicant would redevelop the site with a use permitted under the Industrial land use designation, the Project would be consistent with the City's General Plan and, therefore, the water demand associated with the Project was considered in the demand anticipated by the 2020 UWMP and analyzed therein. As stated above, the City is anticipated to have adequate water supplies to meet all its demands until the year 2045 under a normal year, single dry year, and multiple dry years. Therefore, the City has sufficient water supplies available to serve the Project from existing entitlements/resources and no new or expanded entitlements are needed. Impacts would be less than significant

Mitigation: None 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: IEUA is responsible for supplying wastewater services to the Project site. There are four recycling plants (RPs) within the IEUA's service area. Regional Water Recycling Plant No. 1 (RP-1) is located in the city of Ontario and has been in operation since 1948. According to IEUA's 2020 UWMP, the current wastewater treatment capacity of RP-1 is 44 MGD, although it currently treats approximately 21 MGD. (IEUA, 2021)

The Project site is developed with approximately 200,840 s.f. of existing industrial buildings that requires wastewater treatment services. The Project Applicant would demolish the existing structure and redevelop the site with an approximately 336,761 s.f. building. The associated increase in wastewater generation would have a negligible effect on the wastewater treatment provider. The Project Applicant would redevelop the Project site with a use that is consistent with the site's underlying land use designation; therefore, the wastewater generation associated with the Project was considered in the demand anticipated by the City's Policy Plan EIR and the City's Sewer Master Plan and analyzed therein. As such, the IEUA's existing wastewater treatment facilities are anticipated to have adequate capacity to serve the Project's project demand in addition to its existing commitments. Impacts would be less than significant.

Mitigation: None required.

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

Discussion of Effects: Solid waste generated during the operation of the Project is anticipated to be collected by the City of Ontario and is anticipated to be hauled to Badlands Sanitary Landfill or El Sobrante Landfill. The Badlands Sanitary Landfill has a permitted disposal capacity of 4,800 tons per day with a remaining capacity of 15,748,799 cubic yards. The Badlands Sanitary Landfill is estimated to reach capacity, at the earliest time, in the year 2022. (CalRecycle, 2021a) The El Sobrante Landfill is permitted to receive 16,054 tons of solid waste per day with a remaining capacity of 143,977,170 ton. The El Sobrante Landfill is estimated to reach capacity, at the earliest time, in the year 2051 (CalRecycle, 2021b).

Based on the generation rate of 1.42 pounds per 100 s.f. per day, the proposed 336,761 s.f. building would result in approximately 4,782 pounds per day (2.39 tons per day). As previously stated, the Badlands Sanitary Landfill has a permitted disposal capacity of 4,800 tons per day and the El Sobrante Landfill has a permitted disposal capacity of 16,054 tons per day. The Project generated solid waste represents a nominal portion of the landfill's capacity and would not contribute significantly to the daily landfill capacity, and the landfill facilities are sufficient. Accordingly, impacts would be less than significant.

Mitigation: None required.

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

Discussion of Effects: The following federal and state laws and regulations govern solid waste disposal:

- AB 939 (Chapter 1095, Statutes of 1989), the California Integrated Waste Management Act of 1989 required each city, county, and regional agency to develop a source reduction and recycling element of an integrated waste management plan that contained specified components, including a source reduction component, a recycling component, and a composting component. With certain exceptions, the source reduction and recycling components were required to divert 50 percent of all solid waste from landfill disposal or transformation by January 1, 2000, through source reduction, recycling, and composting activities.
- AB 32 (Chapter 488, Statutes of 2006), the California Global Warming Solutions Act, established mandatory recycling as one of the measures to reduce GHG emissions adopted in the Scoping Plan by the California Air Resources Board.
- AB 341 (Chapter 476, Statutes of 2011) requires that all "commercial" generators of solid waste (businesses, institutions, and multifamily dwellings) establish recycling and/or composting programs. AB 341 goes beyond AB 939 and establishes the new recycling goal of 75 percent by 2020.

The Project would implement the requirements of the City's Integrated Waste Department's Refuse & Recycling Planning Manual on refuse and recycling storage and access

for service, as well as addressing the City's recycling goals. The requirements of Chapter 3, Integrated Waste Management, of the Municipal Code will also be implemented to ensure that the Project complies with all applicable state and federal laws. Therefore, no impacts are anticipated.

Mitigation: None 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?

Discussion of Effects: The State Responsibility Area (SRA) is the land where the State of California is financially responsible for the preservation and suppression of wildfires. The SRA does not include lands within city boundaries or in federal ownership; therefore, the Project site does not have the potential to be in an SRA. According to the California Department of Forestry and Fire Protection's fire hazard map for the Local Responsibility Area (LRA), the Project site is not within a Very High Fire Hazard Severity Zone (CAL FIRE, 2008).

The City updated the Local Hazard Mitigation Plan prepared by the Office of Emergency Management in 2018. The purpose of the Hazard Mitigation Plan (HMP) is to demonstrate the plan for reducing and/or eliminating risk in the City of Ontario, California. The HMP process encourages communities to develop goals and projects that will reduce risk and build a more disaster resilient community by analyzing potential hazards.

Construction of the Project would be generally confined to the Project site and would not physically impair access to the site or the Project area. During both construction and long-term operation, the Project would be required to maintain adequate emergency access for emergency vehicles as required by the City and the Ontario Fire Department. Because the Project is required to comply with all applicable City codes and is not located in a very high fire severity zone, any emergency evacuation or emergency response plan impacts would be reduced to a less than significant level. Therefore, impacts are less than significant.

Mitigation: None 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: As demonstrated above, the Project site is not in or near an SRA or LRA or lands classified as high fire severity zones. Implementation of the Project would not add wildland vegetation to the Project site or change site topography (such as adding large slopes) so as to exacerbate wildfire spread. Adjacent areas to the Project site are also urbanized; therefore, there are no wildlands adjacent to the site that may expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope and prevailing winds. Therefore, no impacts are anticipated.

Mitigation: None 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: The Project would not require the installation of infrastructure that would exacerbate fire risk. The Project would connect to the existing OMUC 12-inch water main on South Campus Avenue and an existing 6-inch water main at South Bon View Avenue that will be replaced with a 12-inch water main, respectively. Sanitary sewer service to the Project site would be provided by IEUA. Sewer would be accommodated via proposed sewer lines that would extend from the southwestern and southeastern corners of the building to an existing 15-inch sewer main on South Campus Avenue and an existing 18-inch sewer main at South Bon View Avenue.

Although the Project would require the installation of utility infrastructure and utility infrastructure connection, the construction of these improvements is inherent to the Project's construction phase and impacts associated with the Project construction phase are evaluated throughout this IS/MND. In addition to the Project's utility infrastructure, the Project would result in the installation of on-site fire hydrants, that are designed in accordance with the Ontario Fire Department standards. The internal waterlines are anticipated to supply sufficient fire flows and pressure to meet the demands required for on-site fire hydrants. Therefore, the proposed connections to existing infrastructure would not be anticipated to exacerbate fire risk on or off-site or result in temporary or ongoing impacts to the environment. Impacts would be less than significant.

Mitigation: None 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: As discussed above, the Project site is not located within a landslide zone (DOC, 2021) or in a FEMA flood zone (FEMA, 2015). Regardless of the landslide susceptibility, the Project would be required by the California Building Code (CBC) and City's Building Code to comply with the recommendations identified in the Project's Preliminary Geotechnical Investigation, which would ensure that the Project is engineered and constructed to maximize stability and preclude safety hazards to on-site areas. The implementation of the Project would not increase the risk of landslides after a wildfire compared to existing conditions. Impacts would be less than significant.

Moreover, the Project would result in minor changes to the existing drainage patterns of the Project site. However, such changes would not increase the rate or amount of surface runoff in a manner which would result in flooding or result in substantial erosion or siltation on- or off-site. The Project would replace the existing developed site with a single industrial building and would not add wildland vegetation that would not readily transmit wildfire. Therefore, the Project would reduce the risk of wildfire spread. In the event that wildfire occurs in the Project vicinity, the Project would not result in an increased risk of downslope or downstream flooding because it is within an area of minimal flooding and Project runoff would be adequately conveyed by the existing storm drain infrastructure. Therefore, the implementation of the Project would not increase the risk of downslope or downstream flooding. Impacts would be less than significant.

Based on the foregoing analysis, the Project is not anticipated to expose people or structure to significant risks, including downslope or downstream flooding or landslides as a result of runoff, postfire instability, or drainage change. Impacts would be less than significant.

Mitigation: None required.

21. MANDATORY FINDINGS OF SIGNIFICANCE.

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

Discussion of Effects: The Project site is in a highly urbanized area of the City that is already developed with industrial uses. As discussed in Biological Resources Section of the IS/MND, potentially significant biological impacts are not anticipated because the Project site is developed and there are no rare or endangered plants or animal species within the Project site. Additionally, as indicated in the Cultural Resources section, the Project site is not included on the National Register of Historic Places, California Register of Historical Resources, or a local register of historical resources, nor is it eligible for listing. Therefore, no impacts are anticipated.

Mitigation: None required.

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.)

Discussion of Effects: As identified through the analysis presented in this IS/MND, with the implementation of Project-specific mitigation measures identified herein, the Project would have no impact or less than significant impacts related to each topical issue after mitigation on a direct or cumulatively considerable basis. The Project site is developed and redevelopment of the site to accommodate a warehouse building would result in minimal environmental impacts. All potential Project impacts were related to temporary construction-related grading activities (e.g., cultural resources, geology and soils [paleontological resources], hazards and hazardous materials, and tribal cultural resources). Even without mitigation measures for temporary construction-related impacts, to due to their site-specific nature, none of the impacts would be considered cumulative considerable. The Project would have less than significant cumulative impacts.

Mitigation: None required.

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

Discussion of Effects: The Project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this IS/MND. The Project would result in less than significant impacts related to air quality and associated effects on human health from air pollutants, GHG emissions, compliance with mandatory regulatory requirements associated with potential ACM and LBP exposure, and construction-related noise and potential effects on hearing impairment.

Mitigation: None required.

## **EARLIER ANALYZES**

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

1) Earlier Analyzes Used. Identify earlier analyzes used and state where they are available for review.

- a) The Ontario Plan Final Environmental Impact Report
- b) The Ontario Plan/Policy Plan
- c) City of Ontario Zoning

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

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

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## **MITIGATION MEASURES**

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

### 1. Cultural Resources—The following mitigation measures shall be required:

Prior to issuance of any permits allowing ground-disturbing activities in native soil, the City of Ontario shall ensure that an archeologist who meets the Secretary of the Interior's Standards for professional archaeology has been retained for the project and will be on-call during all grading and other substantive ground-disturbing activities. The Qualified Archaeologist shall ensure that the following measures are followed for the project:

- Prior to any ground disturbance, the Qualified Archaeologist, or their designee, shall provide worker environmental awareness protection training to construction personnel regarding regulatory requirements for the protection of archaeological resources. As part of this training, construction personnel shall be briefed on proper procedures to follow should a suspected archaeological resource be encountered during construction.
- In the event that a suspected archaeological resource is encountered during any

phase of project construction, all construction work within 50 feet (15 meters) of the find shall cease and the Qualified Archaeologist shall assess the find for importance. Construction activities may continue in other areas. If the discovery is determined to not be important by the Qualified Archaeologist, work will be permitted to continue in the area.

- If a find is determined to be important by the Qualified Archaeologist, additional investigation would be required, or the find can be preserved in place as recommended by the Qualified Archaeologist and construction may be allowed to proceed.
- Additional investigation work would include scientific recording and excavation of the important portion of the find.
- If excavation of a find occurs, the Qualified Archaeologist shall draft a report within 60 days of conclusion of excavation that identifies the find and summarizes the analysis conducted. The completed report shall be approved by the City's Planning Director and filed with the County and with the South-Central Coastal Information Center at California State University, Fullerton.
- Excavated finds shall be curated at a repository determined by the Qualified Archaeologist and approved by the City.

2. Geology and Soils—The following mitigation measures shall be implemented:

Prior to the issuance of a grading permit, the Applicant shall provide written evidence to the Community Development Department that the Applicant has retained a qualified paleontologist to respond on an as-needed basis to address unanticipated paleontological discoveries. If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to temporarily redirect construction away from the area of the find in order to assess its significance. In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected, and a paleontologist should be contacted to assess the find for significance. If determined to be significant, the fossil shall be collected and prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a museum repository. At the conclusion of curation, a report of findings shall be prepared to document the results of the monitoring program.

3. Hazardous and Hazardous Materials—The following mitigation measures shall be implemented:

Prior to the issuance of a grading permit, if a UST is discovered onsite, soil sampling shall be conducted below and in the immediate vicinity of the UST and associated piping. The soil survey shall be prepared by a qualified environmental professional prior to further work, as appropriate. The Project Applicant shall submit the results of the soil survey to the City of Ontario (City) Building Department. The environmental professional shall provide recommendations, as applicable, regarding soil/waste management, worker health and safety training, and regulatory agency notifications, in accordance with local, state, and federal requirements. Work shall not resume in the area(s) affected until these recommendations have been implemented under the oversight of the City or regulatory agency, as appropriate.

4. Tribal Cultural Resources—The following mitigation measures shall be implemented:

- a. **Retain a Native American Monitor Prior to Commencement of Ground Disturbing Activities:** Prior to issuance of any permits allowing ground-disturbing activities in native soil, the Applicant shall ensure that a Native American Monitor approved by the Gabrieleno Band of Mission Indians - Kizh Nation has been retained for the Project. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the Project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
- A copy of the executed monitoring agreement shall be submitted to the City of Ontario prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
  - The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered tribal cultural resources (TCRs), including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the Project applicant/City of Ontario upon written request to the Tribe.
  - On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the Project applicant/City of Ontario that all ground-disturbing activities and phases that may involve ground-disturbing activities on the Project site or in connection with the Project are complete; or (2) a determination and written notification by the Kizh to the Project applicant/City that no future, planned construction activity and/or development/construction phase at the Project site possesses the potential to impact Kizh TCRs.
  - Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.
- b. **Unanticipated Discovery of Human Remains and Associated Funerary Objects:** Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

- If Native American human remains and/or grave goods are discovered or recognized on the Project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed. Native American human remains are defined in PRC 5097.98 (d){l} as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
  - Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
  - Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)
  - Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.
  - Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.
- c. **Procedures for Burials and Funerary Remains:** As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.
- If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.
  - The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can

also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

- In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the Project and keeping the remains in situ and protected. If the Project cannot be diverted, it may be determined that burials will be removed.
- In the event preservation in place is not possible despite good faith efforts by the Project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.
- Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the Project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.
- The Tribe will work closely with the Project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.



# Mitigation Monitoring and Reporting Program

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

**Project File No.:** East State Street Warehouse Project (PDEV22-010 & PMTT22-008)

**Project Sponsor:** Prologis, Inc. : 3546 Concoors Street, Ontario, CA 91764

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

Mitigation Measures/Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified (Initial/Date)	Sanctions for Non-Compliance
<b>1. CULTURAL RESOURCES</b>						
<p>Prior to issuance of any permits allowing ground-disturbing activities in native soil, the City of Ontario shall ensure that an archeologist who meets the Secretary of the Interior's Standards for professional archaeology has been retained for the project and will be on-call during all grading and other substantive ground-disturbing activities. The Qualified Archaeologist shall ensure that the following measures are followed for the project:</p> <ul style="list-style-type: none"> <li>Prior to any ground disturbance, the Qualified Archaeologist, or their designee, shall provide worker environmental awareness protection training to construction personnel regarding regulatory requirements for the protection of archaeological resources. As part of this training, construction personnel shall be briefed on proper procedures to follow should a suspected archaeological resource be encountered during construction.</li> <li>In the event that a suspected archaeological resource is encountered during any phase of project construction, all construction work within 50 feet (15 meters) of the find shall cease and the Qualified Archaeologist shall assess the find for importance. Construction activities may continue in other areas. If the discovery is determined to not be important by the Qualified Archaeologist, work will be permitted to continue in the area.</li> </ul>	Building Dept Planning Dept	Grading Plan issuance	Prior to issuance of grading permits	On-site inspection		Withhold grading permit

Environmental Checklist  
 File No(s): PDEV22-010 & PMTT22-008

Mitigation Measures/Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified (Initial/Date)	Sanctions for Non-Compliance
<ul style="list-style-type: none"> <li>If a find is determined to be important by the Qualified Archaeologist, additional investigation would be required, or the find can be preserved in place as recommended by the Qualified Archaeologist and construction may be allowed to proceed.</li> <li>Additional investigation work would include scientific recording and excavation of the important portion of the find.</li> <li>If excavation of a find occurs, the Qualified Archaeologist shall draft a report within 60 days of conclusion of excavation that identifies the find and summarizes the analysis conducted. The completed report shall be approved by the City's Planning Director and filed with the County and with the South-Central Coastal Information Center at California State University, Fullerton.</li> <li>Excavated finds shall be curated at a repository determined by the Qualified Archaeologist and approved by the City.</li> </ul>						
2. GEOLOGY & SOILS						
<p>Prior to the issuance of a grading permit, the Applicant shall provide written evidence to the Community Development Department that the Applicant has retained a qualified paleontologist to respond on an as-needed basis to address unanticipated paleontological discoveries. If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to temporarily redirect construction away from the area of the find in order to assess its significance. In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected, and a paleontologist should be contacted to assess the find for significance. If determined to be significant, the fossil shall be collected and prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of</p>	Planning Dept	Grading Plan issuance	Prior to issuance of grading permits	On-site inspection		Withhold grading permit

Environmental Checklist  
 File No(s): PDEV22-010 & PMTT22-008

Mitigation Measures/Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified (Initial/Date)	Sanctions for Non-Compliance
a museum repository. At the conclusion of curation, a report of findings shall be prepared to document the results of the monitoring program.						
<b>3. HAZARDOUS AND HAZARDOUS MATERIALS</b>						
Prior to the issuance of a grading permit, if a UST is discovered onsite, soil sampling shall be conducted below and in the immediate vicinity of the UST and associated piping. The soil survey shall be prepared by a qualified environmental professional prior to further work, as appropriate. The Project Applicant shall submit the results of the soil survey to the City of Ontario (City) Building Department. The environmental professional shall provide recommendations, as applicable, regarding soil/waste management, worker health and safety training, and regulatory agency notifications, in accordance with local, state, and federal requirements. Work shall not resume in the area(s) affected until these recommendations have been implemented under the oversight of the City or regulatory agency, as appropriate.	Building Dept & Planning Dept	Grading Plan issuance	Prior to issuance of grading permits	On-site inspection		Withhold grading permit
<b>4. TRIBAL CULTURAL RESOURCES</b>						
<p><b>a. Retain a Native American Monitor Prior to Commencement of Ground Disturbing Activities:</b> Prior to issuance of any permits allowing ground-disturbing activities in native soil, the City of Ontario shall ensure that a Native American Monitor from or approved by the Gabrieleno Band of Mission Indians - Kizh Nation has been retained for the Project. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the Project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.</p> <ul style="list-style-type: none"> <li>A copy of the executed monitoring agreement shall be submitted to the City of Ontario prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to</li> </ul>	Building Dept & Planning Dept	Grading Plan issuance	Prior to issuance of grading permits	On-site inspection		Withhold grading permit

Environmental Checklist  
 File No(s): PDEV22-010 & PMTT22-008

<i>Mitigation Measures/Implementing Action</i>	<i>Responsible for Monitoring</i>	<i>Monitoring Frequency</i>	<i>Timing of Verification</i>	<i>Method of Verification</i>	<i>Verified (Initial/Date)</i>	<i>Sanctions for Non-Compliance</i>
<p>commence a ground-disturbing activity.</p> <ul style="list-style-type: none"> <li>The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered tribal cultural resources (TCRs), including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the Project applicant/City of Ontario upon written request to the Tribe.</li> <li>On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the Project applicant/City of Ontario that all ground-disturbing activities and phases that may involve ground-disturbing activities on the Project site or in connection with the Project are complete; or (2) a determination and written notification by the Kizh to the Project applicant/City that no future, planned construction activity and/or development/construction phase at the Project site possesses the potential to impact Kizh TCRs.</li> <li>Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic</li> </ul>						

Environmental Checklist  
 File No(s): PDEV22-010 & PMTT22-008

Mitigation Measures/Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified (Initial/Date)	Sanctions for Non-Compliance
purposes.						
<p>b. <b>Unanticipated Discovery of Human Remains and Associated Funerary Objects:</b> Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.</p> <ul style="list-style-type: none"> <li>If Native American human remains and/or grave goods discovered or recognized on the Project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.</li> <li>Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).</li> <li>Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of</li> </ul>	Building Dept & Planning Dept	Grading Plan issuance	Prior to issuance of grading permits	On-site inspection	Withhold grading permit	

Environmental Checklist  
 File No(s): PDEV22-010 & PMTT22-008

Mitigation Measures/Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified (Initial/Date)	Sanctions for Non-Compliance
<p>that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)</p> <ul style="list-style-type: none"> <li>• Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.</li> <li>• Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.</li> </ul>						
<p>c. <b>Procedures for Burials and Funerary Remains:</b> As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.</p> <ul style="list-style-type: none"> <li>• If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.</li> <li>• The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively</li> </ul>	<p>Building Dept &amp; Planning Dept</p>	<p>Grading Plan issuance</p>	<p>Prior to issuance of grading permits</p>	<p>On-site inspection</p>		<p>Withhold grading permit</p>

Environmental Checklist  
 File No(s): PDEV22-010 & PMTT22-008

<i>Mitigation Measures/Implementing Action</i>	<i>Responsible for Monitoring</i>	<i>Monitoring Frequency</i>	<i>Timing of Verification</i>	<i>Method of Verification</i>	<i>Verified (Initial/Date)</i>	<i>Sanctions for Non-Compliance</i>
<p>for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.</p> <ul style="list-style-type: none"> <li>• In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the Project and keeping the remains in situ and protected. If the Project cannot be diverted, it may be determined that burials will be removed.</li> <li>• In the event preservation in place is not possible despite good faith efforts by the Project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.</li> <li>• Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the Project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.</li> <li>• The Tribe will work closely with the Project's qualified archaeologist to ensure that the excavation is treated</li> </ul>						

Environmental Checklist  
 File No(s): PDEV22-010 & PMTT22-008

<i>Mitigation Measures/Implementing Action</i>	<i>Responsible for Monitoring</i>	<i>Monitoring Frequency</i>	<i>Timing of Verification</i>	<i>Method of Verification</i>	<i>Verified (Initial/Date)</i>	<i>Sanctions for Non-Compliance</i>
<p>carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.</p>						



# Mitigation Monitoring and Reporting Program

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

**Project File No.:** East State Street Warehouse Project (PDEV22-010 & PMTT22-008)

**Project Sponsor:** Duke Realty; 200 Spectrum Center Drive, Irvine, CA 92618

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

Mitigation Measures/Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified (Initial/Date)	Sanctions for Non-Compliance
<b>1. CULTURAL RESOURCES</b>						
<p>Prior to issuance of any permits allowing ground-disturbing activities in native soil, the City of Ontario shall ensure that an archeologist who meets the Secretary of the Interior's Standards for professional archaeology has been retained for the project and will be on-call during all grading and other substantive ground-disturbing activities. The Qualified Archaeologist shall ensure that the following measures are followed for the project:</p> <ul style="list-style-type: none"> <li>Prior to any ground disturbance, the Qualified Archaeologist, or their designee, shall provide worker environmental awareness protection training to construction personnel regarding regulatory requirements for the protection of archaeological resources. As part of this training, construction personnel shall be briefed on proper procedures to follow should a suspected archaeological resource be encountered during construction.</li> <li>In the event that a suspected archaeological resource is encountered during any phase of project construction, all construction work within 50 feet (15 meters) of the find shall cease and the Qualified Archaeologist shall assess the find for importance. Construction activities may continue in other areas. If the discovery is determined to not be important by the Qualified Archaeologist, work will be permitted to continue in the area.</li> </ul>	Building Dept Planning Dept	Grading Plan issuance	Prior to issuance of grading permits	On-site inspection		Withhold grading permit

Environmental Checklist  
 File No(s): PDEV22-010 & PMTT22-008

Mitigation Measures/Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified (Initial/Date)	Sanctions for Non-Compliance
<ul style="list-style-type: none"> <li>If a find is determined to be important by the Qualified Archaeologist, additional investigation would be required, or the find can be preserved in place as recommended by the Qualified Archaeologist and construction may be allowed to proceed.</li> <li>Additional investigation work would include scientific recording and excavation of the important portion of the find.</li> <li>If excavation of a find occurs, the Qualified Archaeologist shall draft a report within 60 days of conclusion of excavation that identifies the find and summarizes the analysis conducted. The completed report shall be approved by the City's Planning Director and filed with the County and with the South-Central Coastal Information Center at California State University, Fullerton.</li> <li>Excavated finds shall be curated at a repository determined by the Qualified Archaeologist and approved by the City.</li> </ul>						
2. GEOLOGY & SOILS						
<p>Prior to the issuance of a grading permit, the Applicant shall provide written evidence to the Community Development Department that the Applicant has retained a qualified paleontologist to respond on an as-needed basis to address unanticipated paleontological discoveries. If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to temporarily redirect construction away from the area of the find in order to assess its significance. In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected, and a paleontologist should be contacted to assess the find for significance. If determined to be significant, the fossil shall be collected and prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of</p>	Planning Dept	Grading Plan issuance	Prior to issuance of grading permits	On-site inspection		Withhold grading permit

Environmental Checklist  
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Mitigation Measures/Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified (Initial/Date)	Sanctions for Non-Compliance
a museum repository. At the conclusion of curation, a report of findings shall be prepared to document the results of the monitoring program.						
<b>3. HAZARDOUS AND HAZARDOUS MATERIALS</b>						
Prior to the issuance of a grading permit, if a UST is discovered onsite, soil sampling shall be conducted below and in the immediate vicinity of the UST and associated piping. The soil survey shall be prepared by a qualified environmental professional prior to further work, as appropriate. The Project Applicant shall submit the results of the soil survey to the City of Ontario (City) Building Department. The environmental professional shall provide recommendations, as applicable, regarding soil/waste management, worker health and safety training, and regulatory agency notifications, in accordance with local, state, and federal requirements. Work shall not resume in the area(s) affected until these recommendations have been implemented under the oversight of the City or regulatory agency, as appropriate.	Building Dept & Planning Dept	Grading Plan issuance	Prior to issuance of grading permits	On-site inspection		Withhold grading permit
<b>4. TRIBAL CULTURAL RESOURCES</b>						
<p><b>a. Retain a Native American Monitor Prior to Commencement of Ground Disturbing Activities:</b> Prior to issuance of any permits allowing ground-disturbing activities in native soil, the City of Ontario shall ensure that a Native American Monitor from or approved by the Gabrieleno Band of Mission Indians - Kizh Nation has been retained for the Project. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the Project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.</p> <ul style="list-style-type: none"> <li>A copy of the executed monitoring agreement shall be submitted to the City of Ontario prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to</li> </ul>	Building Dept & Planning Dept	Grading Plan issuance	Prior to issuance of grading permits	On-site inspection		Withhold grading permit

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Mitigation Measures/Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified (Initial/Date)	Sanctions for Non-Compliance
<p>commence a ground-disturbing activity.</p> <ul style="list-style-type: none"> <li>The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered tribal cultural resources (TCRs), including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the Project applicant/City of Ontario upon written request to the Tribe.</li> <li>On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the Project applicant/City of Ontario that all ground-disturbing activities and phases that may involve ground-disturbing activities on the Project site or in connection with the Project are complete; or (2) a determination and written notification by the Kizh to the Project applicant/City that no future, planned construction activity and/or development/construction phase at the Project site possesses the potential to impact Kizh TCRs.</li> <li>Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic</li> </ul>						

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Mitigation Measures/Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified (Initial/Date)	Sanctions for Non-Compliance
purposes.						
<p>b. <b>Unanticipated Discovery of Human Remains and Associated Funerary Objects:</b> Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.</p> <ul style="list-style-type: none"> <li>If Native American human remains and/or grave goods discovered or recognized on the Project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.</li> <li>Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).</li> <li>Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of</li> </ul>	Building Dept & Planning Dept	Grading Plan issuance	Prior to issuance of grading permits	On-site inspection		Withhold grading permit

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Mitigation Measures/Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified (Initial/Date)	Sanctions for Non-Compliance
<p>that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)</p> <ul style="list-style-type: none"> <li>• Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.</li> <li>• Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.</li> </ul>						
<p>c. <b>Procedures for Burials and Funerary Remains:</b> As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.</p> <ul style="list-style-type: none"> <li>• If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.</li> <li>• The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively</li> </ul>	<p>Building Dept &amp; Planning Dept</p>	<p>Grading Plan issuance</p>	<p>Prior to issuance of grading permits</p>	<p>On-site inspection</p>		<p>Withhold grading permit</p>

Environmental Checklist  
 File No(s): PDEV22-010 & PMTT22-008

<i>Mitigation Measures/Implementing Action</i>	<i>Responsible for Monitoring</i>	<i>Monitoring Frequency</i>	<i>Timing of Verification</i>	<i>Method of Verification</i>	<i>Verified (Initial/Date)</i>	<i>Sanctions for Non-Compliance</i>
<p>for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.</p> <ul style="list-style-type: none"> <li>In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the Project and keeping the remains in situ and protected. If the Project cannot be diverted, it may be determined that burials will be removed.</li> <li>In the event preservation in place is not possible despite good faith efforts by the Project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.</li> <li>Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the Project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.</li> <li>The Tribe will work closely with the Project's qualified archaeologist to ensure that the excavation is treated</li> </ul>						

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 File No(s): PDEV22-010 & PMTT22-008

<i>Mitigation Measures/Implementing Action</i>	<i>Responsible for Monitoring</i>	<i>Monitoring Frequency</i>	<i>Timing of Verification</i>	<i>Method of Verification</i>	<i>Verified (Initial/Date)</i>	<i>Sanctions for Non-Compliance</i>
<p>carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.</p>						

January 18, 2023

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

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

**FILE NOS.:** PMTT22-008 and PDEV22-010

**DESCRIPTION:** A hearing to consider Tentative Parcel Map No. 20531 (File No. PMTT22-008), merging 16.39 acres of land (5 existing parcels) into one parcel, in conjunction with a Development Plan (File No. PDEV22-010) to construct a 336,761-square-foot industrial building on the subject property located at 316 S. Bon View Avenue, within the IG (General Industrial) zoning district (APNs: 1049-111-01; 1049-111-03; 1049-111-04; 1049-111-05, 1049-111-07); **submitted by Prologis. Planning Commission action is required.**

### **PART 1: BACKGROUND & ANALYSIS**

PROLOGIS, (herein after referred to as "Applicant") has filed an application requesting approval of a Tentative Parcel Map No. 20531, File No. PMTT22-008 & Development Plan, File No. PDEV22-010, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

**PROJECT SETTING:** The project site is comprised of 16.39 acres of land located at 316 South Bon View Avenue. The site is currently developed with five industrial structures, as depicted in Exhibit A: Project Location Map, attached. All existing structures will be razed to facilitate new industrial development. The site is relatively flat, with a gentle north to south slope of just over one percent. 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:	Industrial	Industrial	IG (General Industrial)	N/A
North:	Amtrak Railroad, Single-Family & Commercial Uses	Rail & Business Park	RC (Rail Corridor) & IP (Industrial Park)	N/A
South:	Metrolink Railroad, Industrial Uses for Auto Repair & Metal Recycling	Industrial & Rail	RC (Rail Corridor) & IG (General Industrial)	N/A
East:	Vacant Land	Industrial	IG (General Industrial)	N/A

	<b>Existing Land Use</b>	<b>Policy Plan Land Use Designation</b>	<b>Zoning Designation</b>	<b>Specific Plan Land Use Designation</b>
West:	Water Well Site & Recycling Center	Public Facility & Industrial	IG (General Industrial) & CIV (Civic), RC (Rail Corridor)	N/A

**PROJECT ANALYSIS:**

(1) Background — On February 22, 2022, the Applicant submitted Tentative Parcel Map No. 20531 (File No. PMTT22-008), which proposes to merge 16.39 acres of land (5 existing parcels) into one parcel, in conjunction with a Development Plan (File No. PDEV22-010) to construct a 336,761-square-foot industrial building on the subject property located at 316 South Bon View Avenue, within the IG (General Industrial) zoning district.

(2) Tentative Parcel Map No. 20531 (File No. PMTT22-008) — The proposed Tentative Parcel Map will consolidate 5 existing parcels into one 16.39-acre parcel of land. The proposed subdivision map exceeds the IG (General Industrial) zoning district's minimum lot area requirement of 10,000 square feet and the 100-foot minimum lot width and depth.

(3) Development Plan (File No. PDEV22-010)

(a) Site Design/Building Layout — The proposed building is situated at the center of the site and is set back approximately 59 feet from the north (interior) property line, approximately 95 feet from the east (Bon View Avenue) property line, 133 feet from the south (State Street) property line, and 81 feet from the west (Campus Avenue) property line. The building is designed to accommodate two tenants, with office areas located at the southeast and southwest corners of the building that front onto all three streets. Off-street parking is located all around the building, with the heaviest concentration around the office areas.

A truck yard area, with 57 dock-high loading doors, is located on the south side of the building (center of building). The loading area will be screened from street views by portions of the building and 14-foot-tall decorative screen walls with decorative tube steel gates, that have been designed to match the building architecture (see Exhibit C: Site Plan, attached).

(b) Site Access/Circulation — With frontages on three public streets, the Project site is proposed with two points of vehicular access along each public street (Bon View Avenue, Campus Avenue, and State Street). Truck access will be restricted to two 40-foot-wide driveways on State Street. The driveways located along Campus Avenue and Bon View Avenue, will be restricted to passenger vehicles. Pedestrian access to the building from both Bon View and Campus Avenues, will be provided by a 5-foot-wide sidewalk/path of travel that runs along the southeast and southwest sides of the office pods.

(c) Parking — The Project has provided off-street parking pursuant to the “Warehouse and Distribution” parking standards specified in the Development Code. The number of off-street parking spaces provided exceeds the minimum parking requirement for the Project. The Project requires 255 passenger vehicle parking spaces, which has been exceeded. Additionally, the Project requires 15 tractor-trailer parking spaces, which has also been exceeded. The off-street parking calculations for the Project are summarized in the table below:

**Parking Summary**

Type of Use	Quantity	Parking Ratio	Spaces Required	Spaces Provided
<i>Passenger Vehicle Parking:</i>	336,761 SF		255	256
▪ <i>Office</i>	14,500 SF	4 spaces per 1,000 SF (0.004/SF) of GFA when office area exceeds 10% of GFA	0	0
▪ <i>Warehouse</i>	322,261 SF	<50,000 SF (1.85 spaces per 1,000 SF) 50,000 SF to 100,000 SF (1 space per 1,000 SF) >100,000 SF (0.5 space per 1,000 SF)	255	256
<i>Tractor-Trailer Parking:</i>	57 Dock-High Doors	1 Tractor-Trailer parking space for each 4 dock-high doors	15	57

(d) Architecture — The proposed industrial building will be of concrete tilt-up construction and designed in a Contemporary Architectural style that exemplifies the type of high-quality architecture promoted by the Ontario Development Code and The Ontario Plan. Special attention has been given to the use of color, massing, building form, exterior finish materials, and architectural details (see Figure 1: Project Perspective, below, Exhibit F: Exterior Elevations, and Exhibit G: Color and Materials Board, attached). This is exemplified through the use of:

- Extensive glazing on all four building elevations, in particular around the two office elements located at the southeast and southwest corners of the building;
- Decorative architectural tower elements on all four sides of the building;
- Decorative horizontal and vertical reveals;
- Aluminum storefronts with clear anodized mullions and reflective blue glazing;
- Decorative metal boxed fin awnings at key window areas along the office elements;
- Articulation in the building’s footprint and parapet line;
- Insets and pop-outs at key locations;
- Tempered spandrel glass and tempered vision insulated glass;
- Decorative metal canopies; and
- Color-blocking at key areas around the building to provide visual interest.



**Figure 1: Project Perspective**

(e) Landscaping — The Project proposes landscaping along the entire perimeter of the site and adjacent to the exterior building walls. Substantial landscape areas have been provided along the three public street frontages (Bon View Avenue, Campus Avenue, and State Street), which will help to soften the impact of the building, parking lots, and truck loading dock area. The IG (General Industrial) zoning district requires a minimum 15 percent landscape coverage for corner lots, which has been provided. The Project will provide a 25-foot-wide landscape setback along the east (Bon View Avenue) property line, a 10-foot-wide landscaped area along the south (State Street) property line, a 10-foot-wide landscaped area along the north (interior) property line (an additional 20-foot landscape buffer has been provided adjacent to the building), and a 10-foot-wide landscaped area along the west (Campus Avenue) property line. In addition, the interior parking lot areas are proposed to be landscaped with a variety of ground covers, accent plants, shrubs, and shade canopy trees. The proposed landscape plan incorporates a combination of 48-inch, 36-inch, and 24-inch box trees. Proposed trees include Eastern Red Bud, Yew Pine, Narrow-Leaved Peppermint, Raywood Ash, Afghan Pine, Chinese Pistache, California Sycamore, Coast Live Oak and Brisbane Box.

The front office outdoor plaza areas, and the entry driveways have also been designed with decorative paving to enhance these areas. In addition, outdoor patio areas have been incorporated near the two office elements, for employee and guest use. The patios will include decorative outdoor furniture, enhanced paving, decorative umbrellas/sails, and enhanced/accent landscaping.

(f) Signage — All project signage is required to comply with sign regulations provided in Ontario Development Code Division 8.1. Prior to the issuance of a Building

Permit for the installation of any new on-site signage, the Applicant is required to submit Sign Plans for Planning Department review and approval.

(g) Utilities (drainage, sewer) — Public utilities (water and sewer) are available to serve the Project. Furthermore, the Applicant has submitted a Preliminary Water Quality Management Plan ("PWQMP"), which establishes the Project's compliance with storm water discharge/water quality requirements. The PWQMP includes site design measures that capture runoff and pollutant transport by minimizing impervious surfaces and maximizes low impact development ("LID") best management practices ("BMPs"), such as retention and infiltration, biotreatment, and evapotranspiration. The PWQMP proposes the use of detention basins. Any overflow drainage will be conveyed to the public street by way of parkway drains and culverts.

(h) Ontario International Airport Land Use Compatibility Plan ("ONT ALUCP") Development/Land Use Requirements — This 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 ONT ALUCP. The Project site is located west of the ONT runways and is impacted by height restrictions, and Safety Zone 3 (Inner Turning Zone). The allowable building heights range from 30 to 55 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 applicant has been conditioned to adhere to the conditions set forth in FAA Aeronautical Study No. 2021-AWP-10267-OE for a Determination of No Hazard to Air Navigation for a permanent structure. Additionally, special conditions of approval have been placed on the project to conform with the ONT ALUCP Standards and are attached to this report.

**PUBLIC NOTIFICATION:** Public notification is not required, as the Development Advisory Board is acting in its capacity as an advisory body to the Planning Commission. Public notification is required prior to the Planning Commission hearing on the Project.

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

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

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

the policies set forth in the adopted Airport Land Use Compatibility Plan. On April 19, 2011, the City Council of the City of Ontario approved and adopted the ONT ALUCP, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the recommending body for the Project, the Development Advisory Board has reviewed and considered the facts and information contained in the Application and supporting documentation against the ONT ALUCP compatibility factors, including [1] Safety Criteria (ONT ALUCP Table 2-2) and Safety Zones (ONT ALUCP Map 2-2), [2] Noise Criteria (ONT ALUCP Table 2-3) and Noise Impact Zones (ONT ALUCP Map 2-3), [3] Airspace protection Zones (ONT ALUCP Map 2-4), and [4] Overflight Notification Zones (ONT ALUCP Map 2-5). As a result, the Development Advisory Board, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ONT ALUCP.

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

(1) City Council Goals.

- Invest in the Growth and Evolution of the City's Economy
- 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.

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

(4) Policy Plan (General Plan)

**Land Use Element:**

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

➤ LU-1.6 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-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-2.7 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 parking areas visible to or used by the public to be landscaped 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-2.13 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-3: Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages between and within developments that are conveniently located, visually appealing and safe during all hours.

➤ CD-3.2 Comfortable, Human-Scale Public Realm. We require that public spaces, including streets, parks, and plazas on both public and private property be designed to maximize safety, comfort and aesthetics and connect to the citywide pedestrian, vehicular, and bicycle networks.

➤ CD-3.3 Complete and Connected Network. We require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated to provide connections internally and externally to adjacent neighborhoods and properties (existing and planned) through a system of local roads and trails that promote walking and biking to nearby destinations (including existing and planned parks,

commercial areas, and transit stops) and are designed to maximize safety, comfort, and aesthetics.

➤ CD-3.4 Context-Aware and Appropriate Design. We require appropriate building and site design that complements existing development, respects the intent and identity of the Place Type, and provides appropriate transitions and connections between adjacent uses to ensure compatibility of scale, maintain an appropriate level of privacy for each use, and minimize potential conflicts.

➤ CD-3.5 Active Frontages. We create lively pedestrian streetscapes by requiring primary building, business, and residential entrances, outdoor dining, and storefronts be located on ground floors adjacent to sidewalks or public spaces and designed to maximize safety, comfort, aesthetics, and the intended functionality (as defined by the Place Type).

➤ CD-3.6 Managed Infrastructure. We collaborate with developers and property owners to facilitate development that realizes the envisioned character and functionality of the Place Type through the use of green and shared infrastructure within each Place Type.

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

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

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

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

## **PART 2: RECITALS**

WHEREAS, the 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, an initial study has been prepared which analyzed the environmental impacts of the proposed Project. On the basis of the initial study, which indicated that all potential environmental impacts from the Project were less than significant or could be

mitigated to a level of insignificance, an Initial Study/Mitigated Negative Declaration (hereinafter referred to as "MND") and Mitigation Monitoring and Reporting Program (hereinafter referred to as "MMRP") were prepared pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines; and

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

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Development Advisory Board (hereinafter referred to as "DAB") the responsibility and authority to review and make recommendations 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 January 18, 2023, the DAB issued a Decision recommending the Planning Commission APPROVE a Mitigated Negative Declaration (MND), 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 January 18, 2023, the DAB of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

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

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

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

**SECTION 1: Environmental Determination and Findings.** As the recommending body for the Project, the Development Advisory Board has reviewed and considered the information contained in the Initial Study/MND, the related MMRP, 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 Initial Study/MND, the related MMRP, and the administrative record, including all written and oral evidence presented to the Development Advisory Board, the Development Advisory Board finds as follows:

- (1) The Development Advisory Board has independently reviewed and analyzed the Initial Study/MND, the related MMRP, and other information in the record, and has considered the information contained therein, prior to acting on the Project; and
- (2) The Initial Study/MND and related MMRP prepared for the Project has been completed in compliance with CEQA and is consistent with State and local guidelines implementing CEQA; and
- (3) The Initial Study/MND and related MMRP represents the independent judgment and analysis of the City of Ontario, as lead agency for the Project.

**SECTION 2: Concluding Facts and Reasons.** Based upon the substantial evidence presented to the DAB during the above-referenced hearing and upon the facts and information set forth in Parts I (Background and Analysis) and II (Recitals), above, and the determinations set forth in Section 1 above, the DAB hereby concludes as follows:

- (1) Tentative Parcel Map No. 20531 (File No. PMTT22-008)

(a) *The proposed Tentative Tract/Parcel Map is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, and applicable area and specific plans, and planned unit developments.* The proposed Tentative Parcel Map is located within the Industrial land use district of the Policy Plan Land Use Map, and the IG (General Industrial) zoning district. The proposed subdivision is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as the Project will contribute to the establishment of "[a] dynamic, progressive city containing distinct and complete places that foster a positive sense of identity and belonging among residents, visitors, and businesses" (Goal CD-1). Furthermore, the Project will promote the City's policy to "take actions that are consistent

with the City being a leading urban center in Southern California while recognizing, enhancing, and preserving the character of our existing viable neighborhoods" (Policy CD-1.1 *City Identity*); and

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

(c) *The site is physically suitable for the type of development proposed.* The Project site meets the minimum lot area (10,000 SF) and dimensions (100' Lot Width by 100' Lot Depth) of the IG (General Industrial) zoning district, and is physically suitable for the type of industrial development proposed in terms of zoning, land use and development activity proposed (0.47 FAR), and existing and proposed site conditions; and

(d) *The site is physically suitable for the density/intensity of development proposed.* The Project site is proposed for industrial development at a FAR of 0.47. The Project site meets the minimum lot area (10,000 SF) and dimensions (100' Lot Width by 100' Lot Depth) of the IG (General Industrial) zoning district and is physically suitable for this proposed density / intensity of development; and

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

(f) *The design of the subdivision, or the type of improvements thereon, are not likely to cause serious public health problems.* The design of the proposed subdivision, and the industrial warehouse improvements existing or proposed on the Project site, are not likely to cause serious public health problems, as the Project is not anticipated to involve the transport, use, or disposal of hazardous materials during either construction or Project implementation, include the use of hazardous materials or volatile fuels, nor are there any known stationary commercial or industrial land uses within close proximity to the subject site that use/store hazardous materials to the extent that they would pose a significant hazard to visitors or occupants to the Project site; and

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

(2) Development Plan (File No. PDEV22-010)

(a) *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 IG (General Industrial) zoning district. The development standards and conditions under which the proposed Project will be constructed and maintained, is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan. The proposed development is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as the Project will contribute to the establishment of a dynamic, progressive city containing distinct neighborhoods and districts that foster a positive sense of identity and belonging among residents, visitors, and businesses (Goal CD1). Furthermore, the Project will promote the City's policy to take actions that are consistent with the City being a leading urban center in Southern California, while recognizing the diverse character of our existing viable neighborhoods (Policy CD1-1); and

(b) *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 IG (General Industrial) zoning district, including standards relative to the particular land use proposed (336,761 square foot 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

(c) *The proposed development will complement and/or improve upon the quality of existing development in the vicinity of the Project and the minimum safeguards necessary to protect the public health, safety and general welfare have been required of the proposed Project.* The Development Advisory Board has required certain safeguards, and impose certain conditions of approval, which have been established to ensure that: [i] the purposes of the Development Code are maintained; [ii] the Project will not endanger the public health, safety or general welfare; [iii] the Project will not result in any significant environmental impacts; [iv] the Project will be in harmony with the area in which it is located; and [v] the Project will be in full conformity with the Vision, City Council Priorities and Policy Plan components of The Ontario Plan; and

(d) *The proposed development is consistent with the development standards and design guidelines set forth in the Development Code, or applicable specific plan or planned unit development.* The proposed Project has been reviewed for consistency with the general development standards and guidelines of the Development Code that are applicable to the proposed Project, including building intensity, building and parking setbacks, building height, amount of off-street parking and loading spaces, parking lot dimensions, design and landscaping, bicycle parking, on-site landscaping, and fences and walls, as-well-as those development standards and guidelines specifically related to the particular land use being proposed (industrial warehouse with a 0.47 FAR). As a result of this review, the Development Advisory Board (DAB) has determined that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the development standards and guidelines described in the Development Code.

SECTION 3: Development Advisory Board Action. Based on the findings and conclusions set forth in Sections 1 and 2, above, the DAB hereby recommends the Planning Commission APPROVES the Applications subject to each and every condition set forth in the Conditions of Approval included as Attachment A of this Decision, and incorporated herein by this reference.

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

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

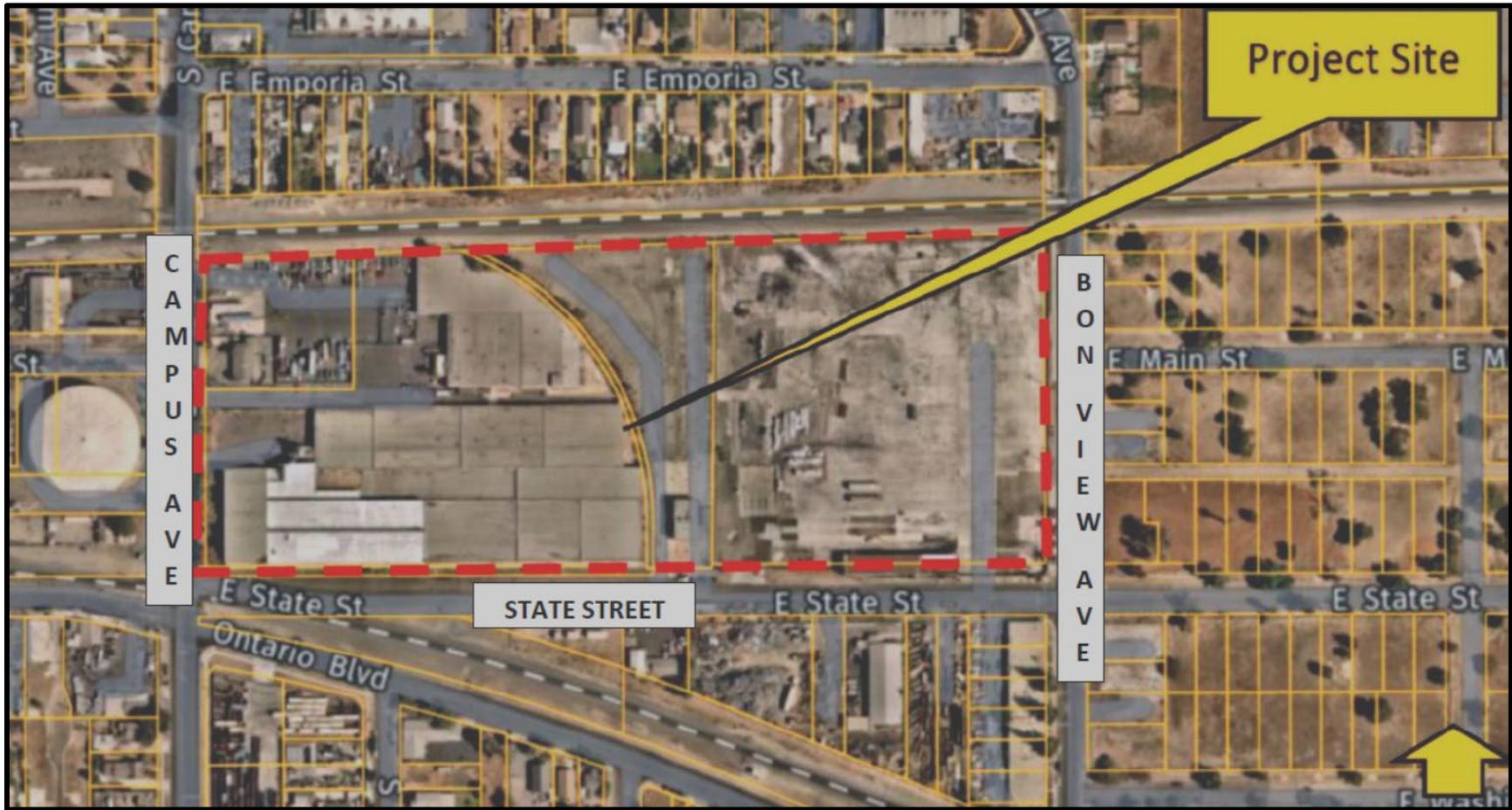
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APPROVED AND ADOPTED this 18th day of January 2023.

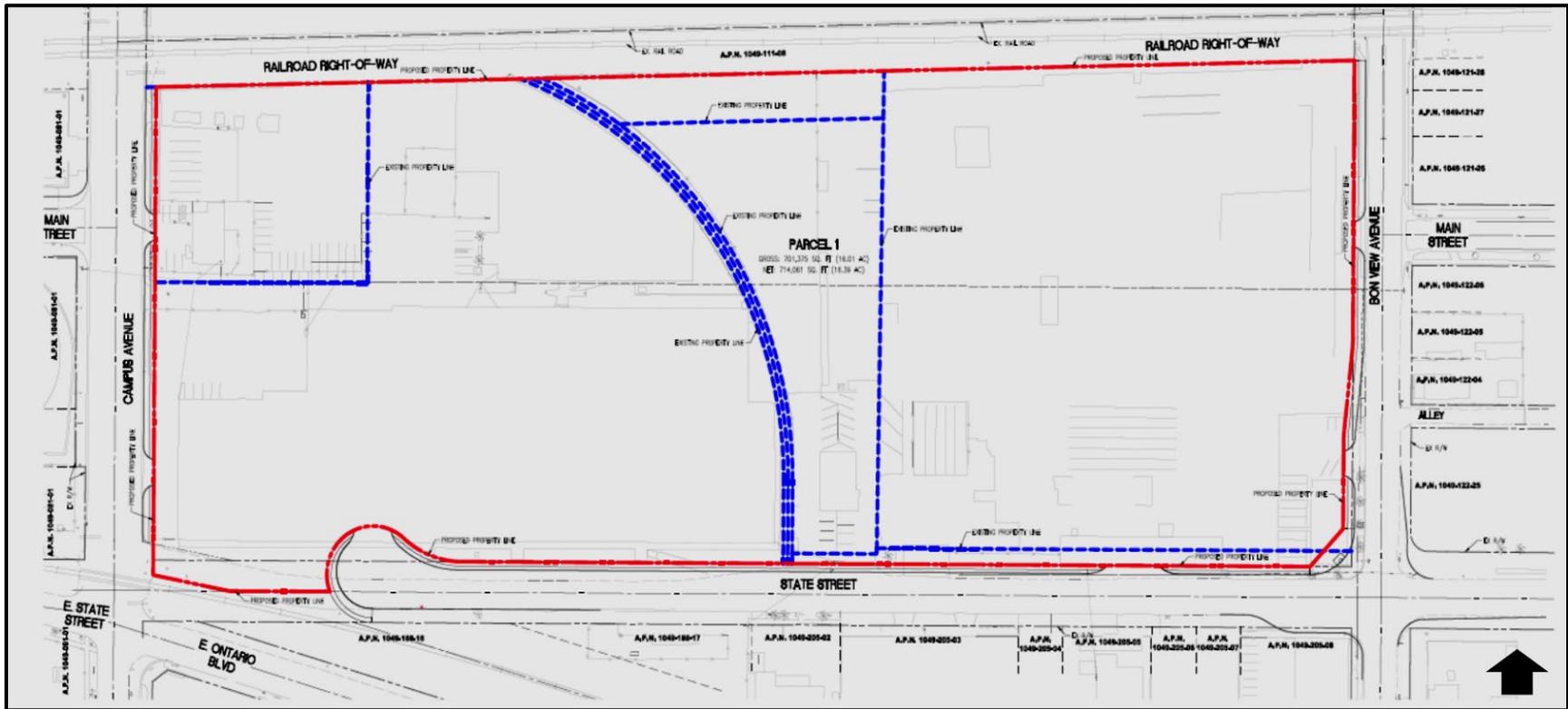
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Development Advisory Board Chairman

**Exhibit A: PROJECT LOCATION MAP**



**Exhibit B: TENTATIVE PACEL MAP NO. 20531**







**Exhibit E: PERSPECTIVE DRAWING**



**Exhibit F: EXTERIOR ELEVATIONS**



**East Elevation**



**West Elevation**

**Exhibit F: EXTERIOR ELEVATIONS CONTINUED**

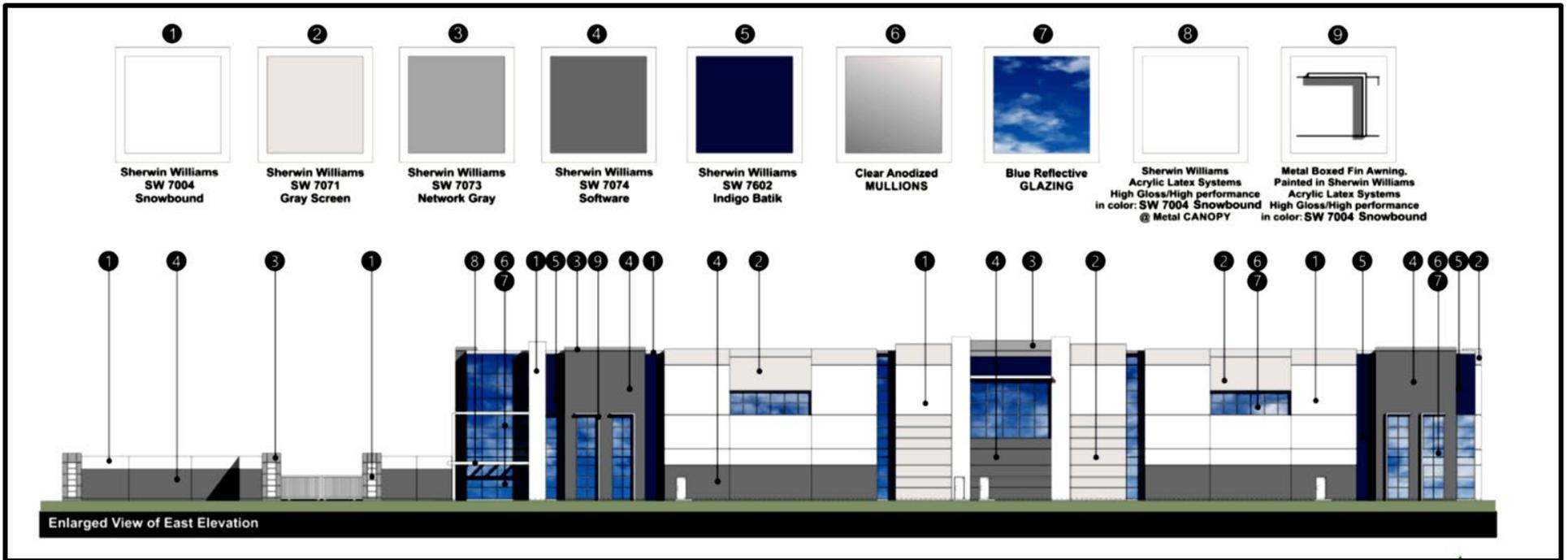


**South Elevation**



**North Elevation**

**Exhibit G: COLOR AND MATERIALS BOARD**



**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:** 12/14/2022  
**File Nos:** PDEV22-010  
**Related Files:** PMTT22-008 (TPM 20531)

**Project Description:** A Tentative Parcel Map No. 20531 to merge 16.39 acres of land from 5-parcels into 1-parcel, in conjunction with a Development Plan to construct a 336,761-square-foot industrial building on 16.39 acres of land for property located at 316 S. Bon View Avenue, within the IG (General Industrial) zoning district; (APNs: 1049-111-01; 1049-111-03; 1049-111-04; 1049-111-05, 1049-111-07) **submitted by Prologis .**

**Prepared By:** Luis E. Batres, Senior Planner  
Phone: 909.395.2431 (direct)   
Email: Lbatres@ontarioca.gov

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

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

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

**2.1** Time Limits.

**(a)** Tentative Parcel Map approval shall become null and void 2 years following the effective date of application approval, unless the final parcel/tract map has been recorded, or a time extension has been approved by the Planning Commission pursuant to Development Code Section 2.02.025 (Time Limits and Extensions). This Permit does not supersede any individual time limits specified herein for performance of specific conditions or improvements.

**(b)** 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** Subdivision Map.

**(a)** The Final Parcel Map shall be in conformance with the approved Tentative Parcel Map on file with the City. Variations from the approved Tentative Parcel Map may be reviewed and approved by the Planning Department. A substantial variation from the approved Tentative Parcel Map may require review and approval by the Planning Commission, as determined by the Planning Director.

**(b)** Tentative Parcel Map approval shall be subject to all conditions, requirements and recommendations from all other departments/agencies provided on the attached reports/memorandums.

**(c)** The subject Tentative Parcel Map for condominium purposes shall require the recordation of a condominium plan concurrent with the recordation of the Final Tract/Parcel Map and CC&Rs.

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

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

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

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

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

**2.4** Landscaping.

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

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

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

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

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

**2.6** Parking, Circulation and Access.

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

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

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

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

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

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

**2.7** Outdoor Loading and Storage Areas.

(a) Loading facilities shall be designed and constructed pursuant to Development Code Division 6.03 (Off-Street Parking and Loading).

(b) Areas designated for off-street parking, loading, and vehicular circulation and maneuvering, shall not be used for the outdoor storage of materials or equipment.

(c) Outdoor loading and storage areas, and loading doors, shall be screened from public view pursuant to the requirements of Development Code Paragraph 6.02.025.A.2 (Screening of Outdoor Loading and Storage Areas, and Loading Doors) Et Seq.

**(d)** Outdoor loading and storage areas shall be provided with gates that are view-obstructing by one of the following methods:

**(i)** Construct gates with a perforated metal sheet affixed to the inside of the gate surface (50 percent screen); or

**(ii)** Construct gates with minimum one-inch square tube steel pickets spaced at maximum 2-inches apart.

**(e)** The minimum gate height for screen wall openings shall be established based upon the corresponding wall height, as follows:

Screen Wall Height	Minimum Gate Height
14 feet:	10 feet
12 feet:	9 feet
10 feet:	8 feet
8 feet:	8 feet
6 feet:	6 feet

**2.8** 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 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 by 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** Environmental Review.

**(a)** The Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 Et Seq.) ("CEQA") and an initial study has been prepared to determine possible environmental impacts. On the basis of the initial study, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of insignificance, a Mitigated Negative Declaration was prepared pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines. Furthermore, to ensure that the mitigation measures are implemented, a Mitigation Monitoring and Reporting Program has been prepared for the Project pursuant to CEQA Guidelines Section 15097, which specifies responsible agencies/departments, monitoring frequency, timing and method of verification and possible sanctions for non-compliance with mitigation measures. All mitigation measures listed in the Mitigation Monitoring and Reporting Program shall be a condition of project approval, and are incorporated herein by this reference.

**(b)** If human remains are found during project grading/excavation/construction activities, the area shall not be disturbed until any required investigation is completed by the County Coroner and Native American consultation has been completed (if deemed applicable).

**(c)** If any archeological or paleontological resources are found during project grading/excavation/construction, the area shall not be disturbed until the significance of the resource is determined. If determined to be significant, the resource shall be recovered by a qualified archeologist or paleontologist consistent with current standards and guidelines, or other appropriate measures implemented.

**(d)** Project shall comply with the Mitigation Measures requested for the project by the Gabrieleno Band of Mission Indians-Kizh Nation. Prior to permits being issued, documentation shall be submitted to the Planning Department of the agreement(s) between the developer and the Gabrieleno Band of Mission Indians-Kizh Nation.

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

**2.15** Additional Fees.

**(a)** Within 5 days following final application approval, the Notice of Determination ("NOD") filing fee shall be provided to the Planning Department. The fee shall be paid by check, made payable to the "Clerk of the Board of Supervisors", which shall be forwarded

to the San Bernardino County Clerk of the Board of Supervisors, along with all applicable environmental forms/notices, pursuant to the requirements of the California Environmental Quality Act ("CEQA"). Failure to provide said fee within the time specified will result in the extension of the statute of limitations for the filing of a CEQA lawsuit from 30 days to 180 days.

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

**2.16** Additional Requirements.

**(a)** All trucks/heavy vehicles shall only use driveways along State Street.

**(b)** All screen gates shall provide a view obscuring metal mesh on the interior side of gate to screen public views of truck yard.

**(c)** All proposed decorative paving areas (driveways, walkways, plaza areas) shall feature a dark earth tone color.

**(d)** Applicant shall work with staff during plan check to add decorative paving to plaza areas outside of office.

**(e)** Applicant shall work with staff during plan check to add decorative umbrellas or sails to outdoor patio areas.

**(f)** Project shall comply with the Mitigation Measures requested for the project by the Gabrieleno Band of Mission Indians-Kizh Nation. Prior to permits being issued, documentation shall be submitted to the Planning Department of the agreement(s) between the developer and the Gabrieleno Band of Mission Indians-Kizh Nation.

**(g)** The sound/volume of alarms, speakers, outdoor intercoms and or parked trucks shall be kept down/low to not disturb the residential properties/residents around the immediate area.





**THIS PROJECT SHALL COMPLY WITH THE REQUIREMENTS SET FORTH IN THE GENERAL STANDARD CONDITIONS OF APPROVAL ADOPTED BY THE CITY COUNCIL (RESOLUTION NO. 2017-027) AND THE PROJECT SPECIFIC CONDITIONS OF APPROVAL SPECIFIED HEREIN. ONLY APPLICABLE CONDITIONS OF APPROVAL ARE CHECKED. THE APPLICANT SHALL BE RESPONSIBLE FOR THE COMPLETION OF ALL APPLICABLE CONDITIONS OF APPROVAL PRIOR TO FINAL MAP OR PARCEL MAP APPROVAL, ISSUANCE OF PERMITS AND/OR OCCUPANCY CLEARANCE, AS SPECIFIED IN THIS REPORT.**

**1. PRIOR TO FINAL MAP OR PARCEL MAP APPROVAL, APPLICANT SHALL:** Check When Complete

- 1.01 Dedicate to the City of Ontario, the right-of-way, described below: 
  - a. The right-of-way required to construct the future cul-de-sac per approved tentative parcel map dated 8/26/2022; see COA 2.38.g.
  - b. The right-of-way along Bon View Avenue required to construct the widening of the Bon View Avenue and State Street intersection; see COA 2.38.a.
  - c. Property line corner 'cut-back' required at the northwest corner of the Bon View Avenue and State Street intersection.
- 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.
  - b. Vacate a portion of State Street to achieve a 33-foot half-width. (The width of the vacation varies.)
  - c. Vacate State Street west of the proposed offset cul-de-sac and reserve an easement for public utilities.
- 1.05 Submit a copy of a recorded private reciprocal use agreement or easement. The agreement or easement shall ensure, at a minimum, common ingress and egress and joint maintenance of all common access areas and drive aisles.
- 1.06 Provide (original document) Covenants, Conditions and Restrictions (CC&Rs) as applicable to the project and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&Rs shall provide for, but not be limited to, common ingress and egress, joint maintenance responsibility for all common access improvements, common facilities, parking areas, utilities, median and landscaping improvements and drive approaches, in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project. The CC&Rs shall also address the maintenance and repair responsibility for public improvements/utilities (sewer, water, storm drain, recycled water, etc.) located within open space/easements. In the event of any maintenance or repair of these facilities, the City shall only restore disturbed areas to current City Standards.
- 1.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com/>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at [http://geotracker.waterboards.ca.gov/profile\\_report?global\\_id=T10000004658](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) \_\_\_\_\_



- 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 No. 20531 pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.
- 2.02 Submit a PDF of the recorded map to the City Engineer's office.
- 2.03 Note that the subject parcel is a recognized parcel in the City of Ontario per \_\_\_\_\_
- 2.04 Note that the subject parcel is an 'unrecognized' parcel in the City of Ontario and shall require a Certificate of Compliance to be processed unless a deed is provided confirming the existence of the parcel prior to the date of March 4, 1972.
- 2.05 Apply for a: 
  - Certificate of Compliance with a Record of Survey;
  - Lot Line Adjustment (Record a Conforming Deed with the County of San Bernardino within six months of the recordation of the Lot Line Adjustment to conform the new LLA legal description. Submit a copy of the recorded Conforming Deed to the Engineering Department.);
  - Make a Dedication of Easement.



- 2.06 Provide (original document) Covenants, Conditions and Restrictions (CC&R's), as applicable to the project, and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&R's shall provide for, but not be limited to, common ingress and egress, joint maintenance of all common access improvements, common facilities, parking areas, utilities and drive approaches in addition to maintenance requirements established in the Water Quality Management Plan ( WQMP), as applicable to the project.
  
- 2.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com/>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at [http://geotracker.waterboards.ca.gov/profile\\_report?global\\_id=T10000004658](http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658).
  
- 2.08 **Submit a soils/geology report.**
  
- 2.09 **Other Agency Permit/Approval: Submit a copy of the approved permit and/or other form of approval of the project from the following agency or agencies:** 
  - State of California Department of Transportation (Caltrans)
  - San Bernardino County Road Department (SBCRD)
  - San Bernardino County Flood Control District (SBCFCD)
  - Federal Emergency Management Agency (FEMA)
  - Cucamonga Valley Water District (CVWD) for sewer/water service
  - United States Army Corps of Engineers (USACE)
  - California Department of Fish & Game
  - Inland Empire Utilities Agency (IEUA)
  - Other: Union Pacific Railroad (for water improvements)**
  
- 2.10 Dedicate to the City of Ontario the right-of-way described below: 

\_\_\_\_\_ feet on \_\_\_\_\_

Property line corner 'cut-back' required at the intersection of \_\_\_\_\_ and \_\_\_\_\_.
  
- 2.11 Dedicate to the City of Ontario the following easement(s): \_\_\_\_\_ 

\_\_\_\_\_
  
- 2.12 Vacate the following street(s) and/or easement(s): 
  - A. All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company.
  
- 2.13 Ontario Ranch Developments: 
  - 1) Submit a copy of the permit from the San Bernardino County Health Department to the Engineering Department and the Ontario Municipal Utilities Company (OMUC) for the destruction/abandonment of the on-site water well. The well shall be destroyed/abandoned in accordance with the San Bernardino County Health Department guidelines.
  - 2) Make a formal request to the City of Ontario Engineering Department for the proposed temporary use of an existing agricultural water well for purposes other than agriculture, such as grading, dust control, etc. Upon approval, the Applicant shall enter into an agreement with the City of Ontario and pay



any applicable fees as set forth by said agreement.

3) Design proposed retaining walls to retain up to a maximum of three (3) feet of earth. In no case shall a wall exceed an overall height of nine (9) feet (i.e. maximum 6-foot high wall on top of a maximum 3-foot high retaining wall.

- 2.14 Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein valued at 100% of the approved construction cost estimate. Security deposit shall be in accordance with the City of Ontario Municipal Code. Security deposit will be eligible for release, in accordance with City procedure, upon completion and acceptance of said public improvements.
- 2.15 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 \$366,972.10, shall be paid to the Building Department. Final fee shall be determined based on the approved site plan and the DIF rate at the time of payment.
- 2.17 Other conditions:
  - a. See attached Exhibit B for additional Ontario Municipal Utility Company (OMUC) conditions.



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

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

Improvement	Campus Avenue	State Street	Bon View Avenue
<b>Curb and Gutter</b>	<input type="checkbox"/> New; 32 ft. from C/L <input checked="" type="checkbox"/> <b>Replace damaged</b> <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> <b>New; 24 ft. from C/L</b> <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> <b>New; 20-30 ft. from C/L</b> <input checked="" type="checkbox"/> <b>Replace damaged</b> <input type="checkbox"/> Remove and replace
<b>AC Pavement</b>	<input checked="" type="checkbox"/> <b>Replacement</b> <input type="checkbox"/> Widen ____ additional feet along frontage, including pavm't transitions	<input checked="" type="checkbox"/> <b>Replacement</b> <input checked="" type="checkbox"/> <b>Widen to ultimate half-width. (24 ft C/L-curb)</b>	<input checked="" type="checkbox"/> <b>Replacement</b> <input checked="" type="checkbox"/> <b>Widen for intersection widening.</b>
<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
<b>Drive Approach</b>	<input checked="" type="checkbox"/> <b>New</b> <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> <b>New</b> <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> <b>New</b> <input type="checkbox"/> Remove and replace
<b>Sidewalk</b>	<input type="checkbox"/> New <input checked="" type="checkbox"/> <b>Replace damaged.</b>	<input checked="" type="checkbox"/> <b>New</b> <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> <b>New</b> <input type="checkbox"/> Remove and replace
<b>ADA Access Ramp</b>	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> <b>New at NWC of Bon View and State.</b> <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
<b>Parkway</b>	<input checked="" type="checkbox"/> <b>Trees</b> <input checked="" type="checkbox"/> <b>Landscaping (w/irrigation)</b>	<input checked="" type="checkbox"/> <b>Trees</b> <input checked="" type="checkbox"/> <b>Landscaping (w/irrigation)</b>	<input checked="" type="checkbox"/> <b>Trees</b> <input checked="" type="checkbox"/> <b>Landscaping (w/irrigation)</b>
<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
<b>Fire Hydrant</b>	<input checked="" type="checkbox"/> <b>New (1)</b> <input checked="" type="checkbox"/> <b>Upgrade (1)</b>	<input checked="" type="checkbox"/> <b>New (5)</b> <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> <b>New (2)</b> <input type="checkbox"/> Relocation



<b>Sewer</b> (see Sec. 2.C)	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral
<b>Water</b> (see Sec. 2.D)	<input checked="" type="checkbox"/> Upsize Main <input checked="" type="checkbox"/> Service (Domestic Water and Irrigation)	<input checked="" type="checkbox"/> Upsize Main <input checked="" type="checkbox"/> Service (Fire)	<input checked="" type="checkbox"/> Upsize Main <input checked="" type="checkbox"/> Service (Domestic Water and Irrigation)
Recycled Water (see Sec. 2.E)	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
<b>Traffic Signal System</b> (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input checked="" type="checkbox"/> Pay fair-share (See 2.38.f) <input type="checkbox"/> Modify existing
<b>Traffic Signing and Striping</b> (see Sec. 2.F)	<input checked="" type="checkbox"/> New <input type="checkbox"/> Modify existing	<input checked="" type="checkbox"/> New <input type="checkbox"/> Modify existing	<input checked="" type="checkbox"/> New <input type="checkbox"/> Modify existing
<b>Street Light</b> (see Sec. 2.F)	<input checked="" type="checkbox"/> New <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New <input checked="" 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
<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 checked="" type="checkbox"/> Lateral
<b>Fiber Optics</b> (see Sec. 2K)	<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 checked="" type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate
Removal of Improvements	_____	_____	_____
Other Improvements	_____	_____	_____

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

- a. Extend new curb connecting the new cul-de-sac curb and gutter to the existing curb on the south side of State Street.

- 2.19 Construct a 2" asphalt concrete (AC) grind and overlay on the following street(s):

  - a. State Street along the entire frontage from curb to curb.
  - b. Campus Avenue and Bon View Avenue along the entire project frontage from centerline to curb face.



- 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 (N/A) for undergrounding of utilities in accordance with Section 7-7.302.e of the City's Municipal Code.
- 2.23 **Other conditions:** 
  - a. **The applicant/developer has proposed to underground the all the power poles along State Street. If poles are not undergrounded, they must be relocated to accommodate the new street improvements including the new ADA ramp at the NWC of State and Bon View.**

**C. SEWER**

- 2.24 **A 12-inch sewer main is available for connection by this project in Campus Avenue. (Ref: Sewer plan bar code: See Sewer Atlas page K14)**   
**An 8-inch sewer main is available for connection by this project in Bon View Avenue. (Ref: Sewer plan bar code: S11553)**
- 2.25 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately \_\_\_\_\_ feet away.
- 2.26 Submit documentation that shows expected peak loading values for modeling the impact of the subject project to the existing sewer system. The project site is within a deficient public sewer system area. Applicant shall be responsible for all costs associated with the preparation of the model. Based on the results of the analysis, Applicant may be required to mitigate the project impact to the deficient public sewer system, including, but not limited to, upgrading of existing sewer main(s), construction of new sewer main(s) or diversion of sewer discharge to another sewer.
- 2.27 **Other conditions:** 
  - a. **See Exhibit B for OMUC Sewer Conditions of Approval.**

**D. WATER**

- 2.28 **A 12-inch water main is available for connection by this project in Campus Avenue. (Ref: Water plan bar code: W11378)**   
**A 12-inch water main will be available for connection by this project in Bon View Avenue. (Ref: Water plan bar code: W11378)**
- 2.29 Design and construct a water main extension. A water main is not available for direct connection. The closest main is approximately \_\_\_\_\_ feet away.
- 2.30 **Other conditions:** 
  - a. **Some portions of the water main replacements may be eligible for DIF or other reimbursement; subject to separate negotiated reimbursement/credit agreements between the City and the Applicant.**
  - b. **See Exhibit B for OMUC Water Conditions of Approval.**

**E. RECYCLED WATER**

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



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

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

- 2.35 Other conditions: \_\_\_\_\_

#### F. TRAFFIC / TRANSPORTATION

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

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

- 2.38 Other conditions:

- a. **The Applicant/Developer shall be responsible to design and construct street widening improvements on the westside of Bon View Avenue, north of State Street necessary to accommodate southbound truck right turns onto State Street. The Applicant/Developer shall provide a 100-foot long tangent section approaching the intersection along with a 90-foot reverse curve per the exhibit provided by Westland Group on August 22, 2022; see Exhibit C.**
- b. **The Applicant/Developer shall be responsible to design and construct street widening improvements and utility pole relocations on the eastside of Bon View Avenue, north of State Street necessary to accommodate westbound truck left turns onto Bon View Avenue. The Applicant/Developer shall provide additional pavement and curb per the exhibit provided by Westland Group on August 22, 2022; see Exhibit C.**
- c. **The Applicant/Developer shall be responsible to design and construct street widening improvements on the southside of State Street, east of Bon View Avenue necessary to accommodate the eastbound thru lane. The Applicant/Developer shall provide additional pavement and curb per the exhibit provided by Westland Group on August 22, 2022; see Exhibit C.**
- d. **The Applicant/Developer shall be responsible to design and construct signing and striping improvements on State Street, west of Bon View Avenue necessary to accommodate an eastbound shared thru/left lane, and right turn lane. The Applicant/Developer shall provide signing and striping improvements per the exhibit provided by Westland Group on August 22, 2022; see Exhibit C.**
- e. **The Applicant/Developer shall be responsible to design and construct a 50-foot radius curb return at the northwest corner of Bon View Avenue and State Street per the exhibit provided by Westland Group on August 22, 2022; see Exhibit C.**
- f. **The Applicant/Developer shall be responsible to pay a fair-share to design and construct a new traffic signal system at Bon View Avenue and State Street to the satisfaction of the City Engineer. The project's share shall be 25 percent of the total cost of the improvements (cost-estimate to be provided by applicant and reviewed by City staff). The new traffic signal shall include, video detection, CCTV, interconnect/fiber optic communication equipment, cable and conduit, emergency vehicle preemption systems and bicycle detection to the satisfaction of the City Engineer.**
- g. **The Applicant/Developer shall terminate State Street west of Bon View Avenue as an**



offset cul-de-sac in accordance with City of Ontario Standards to the satisfaction of the City Engineer. The Applicant/Developer shall be responsible to design and construct street improvements along Campus Avenue necessary to accommodate the cul-de-sac.

- h. The Applicant/Developer shall be responsible to design and construct street improvements along property frontage streets of Campus Avenue, Bon View Avenue and State Street in accordance with conditions issued by City's Land Development Division. These, and all other street improvements required herein, shall include, but not be limited to, concrete curb and gutter, sidewalk, LED street lights, signing and striping, and parkway landscaping.
- i. The southernmost driveway onto Bon View Avenue shall be restricted to right-in/right-out ingress/egress due to the current location conflicting with the southbound left turn lane on Bon View Avenue at State Street.
- j. The southernmost driveway onto Campus Avenue shall be restricted to right-in/right-out ingress/egress only due to the existing striped median and channelizers on Campus Avenue.
- k. Design and construct all proposed driveways in accordance with City of Ontario Standard Drawing No. 1204 for Commercial Driveways.
- l. Property frontage along Campus Avenue, State Street, and Bon View Avenue shall be signed "No Parking Anytime".
- m. The Applicant/Developer shall be responsible to design and construct in-fill public street lights and a potential new service along its project frontage on Campus Avenue, State Street, and Bon View Avenue. 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.
- n. The Applicant/Developer's engineer-of-record shall meet with City Engineering staff prior to designing and submitting for plan check the signing/striping and street lighting design plans to define limits of improvements.

**G. DRAINAGE / HYDROLOGY**

- 2.39 A 42-inch storm drain main is available to accept flows from this project in Bon View Avenue. (Ref: Storm Drain plan bar code: D10540)
- 2.40 Submit a hydrology study and drainage analysis, prepared and signed by a Civil Engineer registered in the State of California. The study shall be prepared in accordance with the San Bernardino County Hydrology Manual and City of Ontario standards and guidelines. Additional drainage facilities, including, but not limited to, improvements beyond the project frontage, may be required to be designed and constructed, by Applicant, as a result of the findings of this study.
- 2.41 An adequate drainage facility to accept additional runoff from the site does not currently exist downstream of the project. Design and construct a storm water detention facility on the project site. 100 year post-development peak flow shall be attenuated such that it does not exceed 80% of pre-development peak flows, in accordance with the approved hydrology study and improvement plans.
- 2.42 Submit a copy of a recorded private drainage easement or drainage acceptance agreement to the Engineering Department for the acceptance of any increase to volume and/or concentration of historical drainage flows onto adjacent property, prior to approval of the grading plan for the project.
- 2.43 Comply with the City of Ontario Flood Damage Prevention Ordinance (Ordinance No. 2409). The project site or a portion of the project site is within the Special Flood Hazard Area (SFHA) as indicated on the Flood Insurance Rate Map (FIRM) and is subject to flooding during a 100 year frequency storm. The site plan shall be subject to the provisions of the National Flood Insurance Program.
- 2.44 Other conditions: \_\_\_\_\_



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

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

**J. SPECIAL DISTRICTS**

- 2.49 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 Campus Avenue. (Ref: Fiber Optic plan bar code: O10377)**
- 2.52 **Design and construct fiber optic system to provide access to the City’s conduit and fiber optic system per the City’s Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall**



interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole located at the northwest corner of the project. See Exhibit 'D'.

- 2.53 Refer to the City's Fiber Optic Master Plan for design and layout guidelines. Contact the Broadband Operations Department at (909) 395-2000, regarding this requirement.

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

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

**4. PRIOR TO FINAL ACCEPTANCE, APPLICANT SHALL:**

- 4.01 Complete all Conditions of Approval listed under Sections 1-3 above.
- 4.02 Pay all outstanding fees pursuant to the City of Ontario Municipal Code, including but not limited to, plan check fees, inspection fees and Development Impact Fees.
- 4.03 The applicant/developer shall submit a written request for the City's final acceptance of the project addressed to the City Project Engineer. The request shall include a completed Acceptance and Bond Release Checklist, state that all Conditions of Approval have been completed and shall be signed by the applicant/developer. Upon receipt of the request, review of the request shall be a minimum of 10 business days. Conditions of Approval that are deemed incomplete by the City will cause delays in the acceptance process.
- 4.04 Submit record drawings (PDF) for all public improvements identified within Section 2 of these Conditions of Approval.



**EXHIBIT 'A'**

**ENGINEERING DEPARTMENT  
First Plan Check Submittal Checklist**

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Project Number: PDEV22-010, and/or Parcel Map No. 20531 (PMTT22-008)

**The following items are required to be included with the first plan check submittal:**

1.  **A copy of this check list**
2.  **Payment of fee for Plan Checking**
3.  **One (1) copy of Engineering Cost Estimate (on City form) with engineer's wet signature and stamp.**
4.  **One (1) copy of project Conditions of Approval**
5.  **Include a PDF (electronic submittal) of each required improvement plan at every submittal.**
6.  Two (2) sets of Potable and Recycled Water demand calculations (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size).
7.  **Three (3) sets of Public Street improvement plan with street cross-sections**
8.  **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.  Four (4) sets of Public Storm Drain improvement plan
12.  **Three (3) sets of Public Street Light improvement plan**
13.  **Three (3) sets of Signing and Striping improvement plan**
14.  **Three (3) sets of Fiber Optic plan (include Auto CAD electronic submittal)**
15.  **Three (3) sets of Dry Utility plans within public right-of-way (at a minimum the plans must show existing and ultimate right-of-way, curb and gutter, proposed utility location including centerline dimensions, wall to wall clearances between proposed utility and adjacent public line, street work repaired per Standard Drawing No. 1306. Include Auto CAD electronic submittal)**
16.  Three (3) sets of Traffic Signal improvement plan and One (1) copy of Traffic Signal Specifications with modified Special Provisions. Please contact the Traffic Division at (909) 395-2154 to obtain Traffic Signal Specifications.
17.  **Two (2) copies of Water Quality Management Plan (WQMP), including one (1) copy of the approved Preliminary WQMP (PWQMP).**
18.  One (1) copy of Hydrology/Drainage study
19.  **One (1) copy of Soils/Geology report**
20.  **Payment for Final Map/Parcel Map processing fee**



21.  **Three (3) copies of Final Map/Parcel Map**
22.  **One (1) copy of approved Tentative Map**
23.  **One (1) copy of Preliminary Title Report (current within 30 days)**
24.  One (1) copy of Traverse Closure Calculations
25.  **One (1) set of supporting documents and maps (legible copies): referenced improvement plans (full size), referenced record final maps/parcel maps (full size, 18"x26"), Assessor's Parcel map (full size, 11"x17"), recorded documents such as deeds, lot line adjustments, easements, etc.**
26.  Two (2) copies of Engineering Report and an electronic file (include PDF format electronic submittal) for recycled water use
27.  Other: \_\_\_\_\_



CITY OF ONTARIO MEMORANDUM



DATE: August 10, 2022
TO: David Zurita, Engineering
Luis Batres, Planning
FROM: Peter Tran, Utilities Engineering
Jeff Krizek, Utilities Engineering
SUBJECT: DAB #3 – Conditions of Approval (COA) - Utilities Comments(#8527 and #8528)
PROJECT NO.: PM-20531 (PMTT22-008) & PDEV 22-010

BRIEF DESCRIPTION

Tentative Parcel Map PM-20531 – Planning File# PMTT22-008: A Parcel Map merge 16 acre from 5 to 1 parcels.
PDEV 22-010: A Development Plan to construct 1 industrial building totaling 326,604 square feet on 16.01 acres of land located at the northeast corner of East State Street and South Campus Avenue, within the IG (General Industrial) zoning district
APN(s): 1049-111-01; 1049-111-03; 1049-111-04; 1049-111-05, 1049-111-07.

OMUC UTILITIES ENGINEERING DIVISION
CONDITIONS OF APPROVAL

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

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

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

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

- 2. Final Utilities Systems Map (USM): Submit a Final Utilities Systems Map (FUSM) as part of the precise grading plan submittal that meets all the City's USM requirements. These requirements include to show and label all existing and proposed utilities (including all appurtenances such as backflow devices, DCDAs, etc.), sizes, points of connection, and any easements. The final utility design shall comply with all Division of Drinking Water (CCR §64572) Separation Requirements. See Utility Systems Map (USM) Requirements document for details.
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.

## EXHIBIT 'B'

3. 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. For the purposes these Conditions of Approval, the DDW Separations shall include all the requirements under CCR § 64572 and the following:
- a. Minimum DDW Separation Requirements shall apply to:
    - i. All existing or new/proposed Public Potable Water Facilities (Facilities as specified in the Minimum Separations below); and, between
    - ii. Any other existing or new/proposed non-potable conveyances/Facilities (sewer, storm drain, storm water, storm water infiltration, recycled water, recycled water irrigation, high pressure gas/petroleum, etc) whether it publicly or privately maintained (Facilities as specified in the Minimum Separations below).
  - b. Minimum Separations distances shall be measured from the nearest outside edge of the Public Potable Water Facility pipe barrel (or Conveyance) and the nearest outside edge of the non-potable facility (or conveyance). [CCR §64572(g)]
  - c. Minimum Separations (and Alignment Requirements) for Conveyances running Parallel to Potable Water Mains, Services, Laterals, and Conveyances (services, meters, fire hydrants, blowoff, airvacs, etc.):
    - i. At least 10 feet horizontally from and one foot vertically above, any parallel pipeline conveying Sewage/wastewater or Fluid Fuels. [CCR §64572(a)]
    - ii. At least 4 feet horizontally from, and one foot vertically above, any parallel pipeline conveying Recycled Water, Storm Drainage, or Raw Ground Water. [CCR §64572(b)-(c)]
  - d. Minimum Separations (and Alignment Requirements) for Conveyances Crossing Potable Water Mains, Services, Laterals and Conveyances: [CCR §64572(d)]
    - i. Potable Water Conveyances shall cross no less than 45-degrees to and at least one foot above any pipeline conveying Sewage/wastewater, Fluid Fuels, Recycled Water, Storm Drainage, Raw Ground Water, or Private Water.
    - ii. No connection joints shall be made in the Potable Water Conveyance within eight horizontal feet of crossing the non-potable conveyance.
  - e. Other Minimum Separations for Potable Water Mains, Services, Laterals and Conveyances: [CCR §64572(f)]
    - i. 100 horizontal feet of the nearest edge of any sanitary landfill, wastewater disposal pond, or hazardous waste disposal site.
    - ii. 25 horizontal feet of the nearest edge of any cesspool, septic tank, sewage leach field, or seepage pit.
    - iii. 25 horizontal feet of the nearest edge of any underground hazardous material storage tank.
    - iv. 25 horizontal feet of the nearest edge of any storm water retention, storm water infiltration, bioswale, or groundwater recharge site.
4. Note the following definitions and concepts for Public Utility Improvements and Private Utility Improvements: Public Improvements should be designed per City Public Design Guidelines and City Standards and constructed through a City Encroachment Permit; and, Private Onsite Improvements should be designed per Building Code and Plumbing Code and constructed through a City Building Permit.
- a. Public Utility Improvements include the following: water main pipelines and sewer main pipelines; sewer laterals connecting to a Public Sewer Main up to the Cleanout (or Manhole) at PL/RoW per Standard #2003; water services and connected appurtenances (Meters/Meter Boxes, Fire Hydrants, Airvacs, Blowoffs, etc) connecting to a Public Water Main per City Standards; and, Fire Services connecting to a Public Water Main from the Main up to the DCDA per Standard #4208. Public Water Improvements and Public Sewer

## EXHIBIT 'B'

Improvements are required to be designed and constructed through Public Improvement Plans with Plan View and Profile View per City Standards, Guidelines, and Requirements.

- b. Private Utility Improvements include the following: onsite water plumbing lines after a Public Meter, or after the Fire DCDA and including the DCDA (Per City Standard #4208); Backflow Devices (per City Standards #4206 and #4207) and other Cross-Connection Prevention; onsite sewer upstream of the Public Sewer Lateral, including the Cleanout (or Manhole) at PL/RoW/PUE Edge per Standard #2003; Monitoring Manholes and other Wastewater Pretreatment Facilities. Private Onsite Utility Improvements are required to be designed and constructed per Building and Plumbing Plans with: the Backflows, DCDAs, Cleanout (or Manhole) at PL/RoW/PUE Edge, and Monitoring Manholes being designed and constructed through a Precise Grading Plan; and, the other Pretreatment Devices (Grease Interceptor, Sand, Oil Interceptors, etc) and the connections to the buildings and structures through a building Plumbing Plan.
5. Public Utilities and Public Right-of-Way including Public Utility Easements (PUE): All City of Ontario Public Utilities shall be installed within a Public Right-of-Way. In this case, Public Right-of-Way (PRoW) means the improved or unimproved surface of and the space above and below any of the following that are controlled, used or dedicated to the City or that are for use by the public and located within the City's jurisdictional limits: streets, roadways, highways, avenues, lanes, alleys, sidewalks, public utility easements, rights-of-way and similar public property, or any combination these. Public Utilities shall be subject to the Minimum PRoW Requirements and PRoW Restrictions:
- a. Minimum PRoW Area Requirements: Public Utilities shall be installed within in existing PRoW in alignments/locations that meet the following minimum PRoW areas surrounding the Public Utilities, and/or additional PRoW shall be dedicated/granted to the City to provide the following minimum PRoW areas surrounding the Public Utilities:
    - i. For each main, the PRoW shall be a minimum of 20 feet wide, centered on the utility main with a minimum of 10 feet of PRoW on each side of the main and this minimum area shall extend a minimum for 10 feet past the end of a main.
    - ii. For each Service/Lateral, the PRoW shall be a minimum of 10 feet wide, centered on the service/lateral with a minimum of 5 feet of PRoW on each side of each service/lateral;
    - iii. For each water meter box, the PRoW shall be a minimum of 5 feet behind and 5 feet on each side of a water meter box;
    - iv. For each water appurtenances (fire hydrants, blowoffs, airvacs, etc), the PRoW shall be a minimum of 5 feet on each side surrounding the water appurtenances (fire hydrants, blowoffs, airvacs, etc);
    - v. The PRoW minimum areas for separate Public Utilities may overlap, provide that all minimum separations and PRoW Restrictions are met.
  - b. PRoW Restrictions: The Minimum PRoW Area required surrounding Public Utilities shall be subject to the following restrictions:
    - i. The Minimum PRoW Area required surrounding Public Utilities shall not contain:
      - A. Any storm water quality improvements (infiltration, detention, retention, bioswale, etc);
      - B. Landscaping with thick or intrusive root structures,
      - C. Any trees;
      - D. Any private utilities, plumbing lines, private fire system, or irrigation lines; or,
      - E. Any permanent structures or overhangs of permanent structures.
    - ii. The PRoW surface shall be improved and the surface shall be designed to allow vehicle access over and along the full length and width of the utility main by any City maintenance vehicle.
    - iii. Minimum Separations: Within a PRoW, all Department of Drinking Water (DDW) Water Main Separations per California Code of Regulations (CCR) §64572 shall be met between all Public City Utilities, Non-City Utilities, and Private Utilities. Additionally, the following Minimum Separations shall be met:
      - A. At minimum there shall be a 4 feet horizontal separation between each utility as measured between the outside walls of the utility pipelines, or in the case of a Joint Utility Trench, between the outside edge of the Joint Utility Trench and the outside wall of the Utility Pipeline.

## **EXHIBIT 'B'**

- B. Public Utility mains shall not be located behind curb or under curb & gutter and shall be located at minimum of 5 feet from curbface.
6. 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.

### ***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. 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: 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. Bon View Avenue Replacement Main: Install a new 12-inch 1212PZ Potable Water Main in Bon View Avenue connecting from the existing 12-inch 1212PZ Potable Water Main in Holt Boulevard and extending in Bon View Ave south through the intersection of State Street. This main shall be designed in such a way that allows for future extension of this 12-inch main in Bon View Avenue south of State Street and north of Holt Boulevard in Allyn Avenue.
- b. State Street Replacement Main: Install a new 18-inch 1212PZ Potable Water Main in State Street connecting from the new 18-inch 1212PZ Potable Water Main in Campus Avenue and extending in State Street east through the intersection of Bon View Ave and connecting to the new 12-inch 1212PZ Potable Water Main in

## EXHIBIT 'B'

Bon View Avenue. This main shall be designed in such a way that allows for future extension of this 18-inch main in State Street east of Bon View Avenue.

- c. Campus Avenue Replacement Main: Install a new 18-inch 1212PZ Potable Water Main in Campus Avenue connecting from the new 18-inch 1212PZ Potable Water Main in State Street and extending in Campus Avenue north to the intersection of Main Street and connecting to the new 18-inch 1212PZ Potable Water Main in Main Street. This main shall be designed in such a way that allows for future extension of this 18-inch main in Main Street west of Campus Avenue.
- d. Main Street Replacement Main: Install a new 18-inch 1212PZ Potable Water Main in Main Street connecting from the new 18-inch 1212PZ Potable Water Main in Campus Avenue and extending in Main Street west through the intersection of Campus Avenue. This main shall be designed in such a way that allows for future extension of this 18-inch main in Main Street west of Campus Avenue.
- e. For all Replacement Mains:
  - i. The Existing Parallel 1212PZ Potable Water Mains (and connected services & appurtenances) running parallel to the 1212PZ Replacement Mains shall be abandoned (and appurtenances removed and surrendered to the Utilities Department) subject to the following requirements:
    - A. The Existing Parallel 1212PZ Potable Water Mains shall remain in service and active until the corresponding 1212PZ Replacement Main is installed, activated and placed into service by the City.
    - B. Shut down of the Existing Parallel 212PZ Potable Water Mains shall be limited to a maximum daily duration of 4 hours during off peak hour and peak season.
    - C. All existing connections from other mains and main extensions connected to Existing Parallel 1212PZ Potable Water Mains shall be connected to the 1212PZ Replacement Main.
    - D. Existing services & appurtenances (fire hydrants, blowoffs, airvacs, fire services, and meter/meter-box, etc) connected to the Existing Parallel 1212PZ Potable Water Mains cannot be reused for the Replacement Mains; services & appurtenances (fire hydrants, blowoffs, airvacs, fire services, and meter/meter-box, etc) connecting to the Replacement Mains must be installed new per the corresponding City Standard.
    - E. Each existing water service with meter/meter-box connected to the Existing Parallel 1212PZ Potable Water Mains shall be replaced with a new corresponding water service with meter/meter-box connected to the new 1212PZ Replacement Main per applicable City Standards. Once the 1212PZ Replacement Main is installed, activated and placed into service by the City, the onsite system upstream of the existing water service with meter/meter-box shall be connected to the replacement water service with meter/meter-box per applicable City Standards.
    - F. Each existing fire service connected to the Existing Parallel 1212PZ Potable Water Mains shall be replaced with a new corresponding fire service connected to the new 1212PZ Replacement Main per applicable City Standards. Once the 1212PZ Replacement Main is installed, activated and placed into service by the City, the onsite Double Check Detector Assembly (DCDA) of the existing fire service shall be connected to the replacement fire service per applicable City Standards.
  - f. Fire Hydrants: Fire Hydrants along Potable Water Mains shall be spaced a maximum of 300 feet apart or per Fire Department Standards/Requirements, which ever is closer.
  - g. Existing 4" Water Main: Abandon the existing 4" water main in the alley south of Main Street, east side of Campus Avenue, between the existing home and the parking lot.

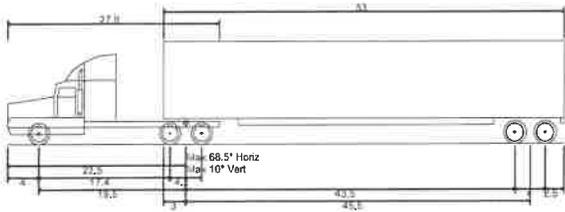
### 12. Potable Water Service:

- 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.

## EXHIBIT 'B'

- ii. **Backflow Prevention Device Location:** A Backflow Prevention Device location shall comply with the following requirements:
  - A. In order to reduce the risk of backflow contamination to the Public Potable Water System, the length of pipe between the Public Potable Water Main and the Backflow Device shall be as minimally short as possible.
    - 1) **Along Public Streets within Publicly Dedicated Right-of Way:** as measured along the pipe connecting to the Backflow Prevention Device, the Backflow shall be located a minimum of 3 feet and a maximum of 5 feet from the backflow concrete pad to the property line or back of sidewalk, whichever is closer.
    - 2) **Along Private Streets:** as measured along the pipe connecting to the Backflow Prevention Device, the Backflow shall be located a minimum of 3 feet and a maximum of 5 feet from the backflow concrete pad to the meter box or back of sidewalk (or back of curb where there is no sidewalk), whichever is closer.
    - 3) Only one single bend of up to 90 degrees maximum is allowed along the pipe to the Backflow and the single bend must be located at one of the following places: either the along the 90-degree riser connecting at the backflow assembly; or, at the end of the 12-inch stub at the back of the meter box.
    - 4) All the minimum DDW Separations also apply to the pipeline connecting between the Main/Meter-Box to a Backflow Device (or DCDA) and any Backflow Device (or DCDA). This also includes storm water quality improvements (infiltration, detention, retention, bioswale, etc). Also, no public or private non-potable water conveyances (private utilities, plumbing lines, sewer, private fire system, storm drain) shall cross the pipeline connecting between the Main/Meter-Box to a Backflow Device (or DCDA) or under any Backflow Device (or DCDA).
  - 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. DCDA's are a type of Backflow prevention device.
  - 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.
  - f. **Protection of above ground public water appurtenances:** For any above ground public water appurtenances (fire hydrants, blowoffs, airvac's, etc) that are behind non-raised curbs (no curb, 0" curb, roll curb, v-curb, or non-raised curb) or not far enough back from curb or in a curve return, install bollard protect posts per Standard #4303 as required by Ontario Municipal Utilities Company field staff.

Exhibit 'C'



WB-67 - Interstate Semi-Trailer	
Overall Length	73.501ft
Overall Width	8.500ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	28.40°

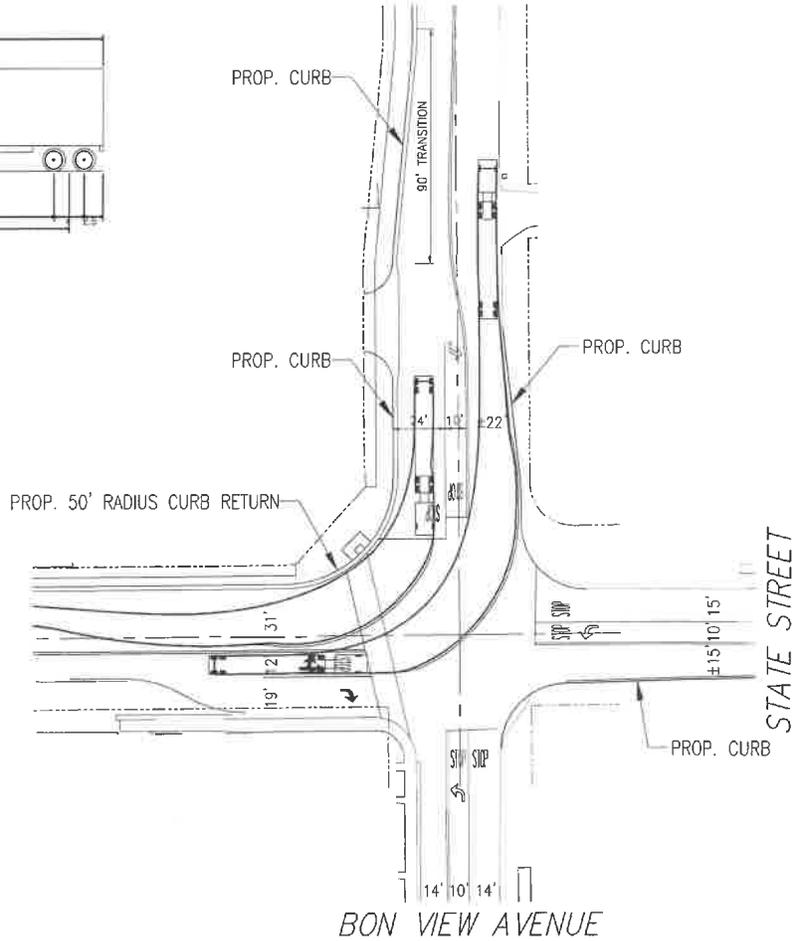


EXHIBIT A: TRUCK TURNING WITH DEDICATED LEFT TURNS  
 STATE STREET AND BON VIEW AVENUE  
 Date: 08/22/2022



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

<b>CONDITIONS OF APPROVAL</b>	
Sign Off	
<b>Broadband Operations</b>	3/08/22

Reviewer's Name <b>Cameron Chadwick</b>	Phone <b>909-395-2090</b>
File #	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 ¼-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.





# CITY OF ONTARIO

## MEMORANDUM

**TO:** Luis Batres, Senior Planner  
Planning Department

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

**DATE:** March 10, 2022

**SUBJECT:** PDEV22-010 - A Development Plan to construct 1 industrial building totaling 326,604 square feet on 16.01 acres of land located at the northeast corner of East State Street and South Campus Avenue, within the IG (General Industrial) zoning district (APN(s): 1049-111-01; 1049-111-03; 1049-111-04; 1049-111-05, 1049-111-07). Related File(s): PMTT22-008.

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

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

- A. 2019 CBC Type of Construction: Not listed (assumed III-B)
- B. Type of Roof Materials: Panelized
- C. Ground Floor Area(s): 326,604 Sq. Ft.
- D. Number of Stories: 1 w/ Mezzanine
- E. Total Square Footage: 326,604 Sq. Ft.
- F. 2019 CBC Occupancy Classification(s): S

## **CONDITIONS OF APPROVAL:**

### **1.0 GENERAL**

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

### **2.0 FIRE DEPARTMENT ACCESS**

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

### 3.0 WATER SUPPLY

- ☒ 3.1 The required fire flow per Fire Department standards, based on the 2019 California Fire Code, Appendix B, is 4000 gallons per minute (g.p.m.) for 4 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.
- ☒ 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.
- ☒ 3.3 Buildings that exceed 100,000 square feet in floor area shall provide an onsite looped fire protection water line around the building(s.) The loops shall be required to have two or more points of connection from a public circulating water main.
- ☒ 3.4 The water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

### 4.0 FIRE PROTECTION SYSTEMS

- ☒ 4.1 On-site private fire hydrants are required per Standard #D-005, and identified in accordance with Standard #D-002. Installation and locations(s) are subject to the approval of the Fire Department. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- ☒ 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.
- ☒ 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 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.
- ☒ 5.6 Knox ® brand key-box(es) shall be installed in location(s) acceptable to the Fire Department. All Knox boxes shall be monitored for tamper by the building fire alarm system. See Standard #H-001 for specific requirements.
- ☒ 5.7 Placards shall be installed in acceptable locations on buildings that store, use or handle hazardous materials in excess of the quantities specified in the CFC. Placards shall meet the requirements of National Fire Protection Association (NFPA) Standard 704.

## **6.0 OTHER SPECIAL USES**

- ☒ 6.1 The storage, use, dispensing, or handling of any hazardous materials shall be approved by the Fire Department, and adequate fire protection features shall be required. If hazardous materials are proposed, a Fire Department Hazardous Materials Information Packet, including Disclosure Form and Information Worksheet, shall be completed and submitted with Material Safety Data Sheets to the Fire Department along with building construction plans.
- ☒ 6.2 Any High Piled Storage, or storage of combustible materials greater than twelve (12') feet in height for ordinary (Class I-IV) commodities or storage greater than six feet (6') in height of high hazard (Group A plastics, rubber tires, flammable liquids, etc.) shall be approved by the Fire Department, and adequate fire protection features shall be required. If High Piled Storage is proposed, a Fire Department High Piled Storage Worksheet shall be completed and detailed racking plans or floor plans submitted prior to occupancy of the building.
- ☒ 6.3 Underground fuel tanks, their associated piping and dispensers shall be reviewed, approved, and permitted by Ontario Building Department, Ontario Fire Department, and San Bernardino County Fire Department Hazardous Materials Division. In fueling facilities, an exterior emergency pump shut-off switch shall be provided.



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Luis Batres, Senior Planner

**FROM:** Officer Tony Galban, Police Department

**DATE:** March 7, 2022

**SUBJECT:** PDEV22-010 - A DEVELOPMENT PLAN TO CONSTRUCT ONE INDUSTRIAL BUILDING TOTALING 326,604 SQUARE FEET, LOCATED AT THE NORTHEAST CORNER OF EAST STATE STREET AND SOUTH CAMPUS.

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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.

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

**CONDITIONS OF APPROVAL**

Sign Off

  
 Jamie Richardson, Sr. Landscape Planner

10/19/2022  
 Date

Reviewer's Name:  
**Jamie Richardson, Sr. Landscape Planner** Phone:  
**(909) 395-2615**

D.A.B. File No.:  
 PDEV22-010 (PMTT22-008) Case Planner:  
 Luis Batres

Project Name and Location:  
 Industrial Building  
 NE Corner of East State Street and South Campus Avenue

Applicant/Representative:  
 WestLAND Group, Inc. Siara MacKinney [SMacKinney@westlandgroup.net](mailto:SMacKinney@westlandgroup.net) (909) 403-5647  
 4150 Concoors Street, Suite 100  
 Ontario, CA 91764

- |                                     |  |
|-------------------------------------|--|
| <input checked="" type="checkbox"/> | <b>Preliminary Plans (dated 09/13/2022) meet the Standard Conditions for New Development and have been approved considering that the following conditions below are met upon the landscape construction documents submittal.</b> |
| <input type="checkbox"/>            | <b>Preliminary Plans () has not been approved. Corrections noted below are required before Preliminary Landscape Plan approval.</b>  |

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

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

Civil/ Site Plans

1. Replacement and mitigation for removed trees shall equal the trunk diameter of heritage trees removed per the Development Code Tree Preservation Policy and Protection Measures, section 6.05.020. Show on plans tree numbers 150, 156 & 158 to be preserved; these were identified in the tree inventory as heritage trees. Trees 156 & 158 are heritage trees with a total trunk diameter of 52"; mitigation will be required if preservation is not possible; see below.
2. Show on demo plans and landscape construction plans trees to be preserved, removed or mitigation measures for trees removed, such as:
  - a. New 15-gallon trees min a 1" diameter trunk, in addition to trees required. A total of 52 additional trees are required.
  - b. New 24" box trees min 1.5" diameter trunk, in addition to trees required. A total of 35 additional trees are required.
  - c. Upsizing trees on the plan one size larger such as 15 gallon to 24" box, or 24" to 36" box size. Show replacement on plans.
  - d. Monetary value of the trees removed as identified in the "Guide for Plant Appraisal," approved certified arborist plant appraiser, or may be equal to the value of the installation cost of planting, fertilizing, staking, and irrigating 15-gallon trees (100\$ each) to the City of Ontario Historic Preservation Fund for city tree planting or city approved combination of the above items. A total of \$5,200 monetary value.
3. 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.
4. Show transformers set back 5' from paving all sides. Coordinate with landscape plans. Dimension transformers 5' from paving on all sides. The scale on sheet 3 of 7 is inaccurate.
5. Show backflow devices set back 4' from paving on all sides. Locate on level grade. Dimension all backflow devices 4' on all sides; reduce concrete pads to a minimum—dimension

transformers 5' from paving on all sides. The scale on sheet 3 of 7 is inaccurate.

6. 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.
7. Show outdoor employee break area with a table or bench and shade trees on the south and west sides. Landscape Plans
8. 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 the resubmittal of the landscape package.
9. Limit *Carex pansa* and *Muhlenbergia rigens* to accent areas (difficult to maintain in masses).
10. Show concrete mowstrips to identify property lines along open areas or to separate ownership or between maintenance areas.
11. Show outdoor employee break area with a table or bench and shade trees on the south and west sides.
12. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
13. After a project's entitlement approval, the applicant shall pay all applicable fees for landscape plan check and inspections at a rate established by resolution of the City Council.

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

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT



Project File No.: PMTT22-008 & PDEV22-010

Address: NEC State Street and Campus Avenue

APN: 1049-111-01,03,04,05 & 07

Existing Land Use: Industrial Buildings and recycling facility

Proposed Land Use: Tentative Parcel Map to merge 5 parcels into 1 and a Development Plan to construct 1 industrial building totaling 336,761 SF

Site Acreage: 16.01 Proposed Structure Height: 43 FT

ONT-IAC Project Review: N/A

Airport Influence Area: ONT

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Lorena Mejia

Date: 12/16/2022

CD No.: 2022-010 REV 1

PALU No.: N/A

### The project is impacted by the following ONT ALUCP Compatibility Zones:

Safety	Noise Impact	Airspace Protection	Overflight Notification
<input type="radio"/> Zone 1	<input type="radio"/> 75+ dB CNEL	<input type="checkbox"/> High Terrain Zone	<input checked="" type="checkbox"/> Avigation Easement Dedication
<input type="radio"/> Zone 1A	<input type="radio"/> 70 - 75 dB CNEL	<input checked="" type="checkbox"/> FAA Notification Surfaces	<input type="checkbox"/> Recorded Overflight Notification
<input 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		Allowable Height: <u>30 - 55 FT</u>	
<input type="checkbox"/> Zone 5			

### The project is impacted by the following Chino ALUCP Safety Zones:

Zone 1   
  Zone 2   
  Zone 3   
  Zone 4   
  Zone 5   
  Zone 6

Allowable Height: \_\_\_\_\_

## CONSISTENCY DETERMINATION

This proposed Project is:  Exempt from the ALUCP   
 Consistent   
 Consistent with Conditions   
 Inconsistent

The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT) was evaluated and found to be consistent with the policies and criteria of the Airport Land Use Compatibility Plan (ALUCP) for ONT provided the attached conditions are met.

Airport Planner Signature: 

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT

CD No.: 2022-010 REV 1  
PALU No.: \_\_\_\_\_

### PROJECT CONDITIONS

1. Project is located within Safety Zone 3 and 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 building. Future land uses that deviate from what is currently being approved must meet the policies and criteria of the ONT ALUCP.
3. The maximum height limit for the project site is 55 feet and as such, any construction equipment such as cranes or any other equipment exceeding 55 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 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 FAA Aeronautical Study No. 2021-AWP-10267-OE for a Determination of No Hazard to Air Navigation for a permanent structure.





Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
 2021-AWP-10267-OE

Issued Date: 10/20/2021

Michael Weber  
 Duke Realty  
 200 Spectrum Center Drive, Ste 1600  
 Irvine, CA 92618

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Duke Campus and State
Location:	Ontario, CA
Latitude:	34-03-37.62N NAD 83
Longitude:	117-38-13.45W
Heights:	984 feet site elevation (SE)
	55 feet above ground level (AGL)
	1039 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 04/20/2023 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-10267-OE.

**Signature Control No: 487075167-498090426**

( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)

TOPO Map for ASN 2021-AWP-10267-OE



Sectional Map for ASN 2021-AWP-10267-OE

