



CITY OF ONTARIO DEVELOPMENT ADVISORY BOARD

AGENDA

October 16, 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**

**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 October 2, 2023, approved as written.

PUBLIC HEARING ITEMS

- B. ENVIRONMENTAL ASSESSMENT, TENTATIVE TRACT MAP, AND DEVELOPMNET PLAN REVIEW FOR FILE NOS. PMTT22-024 (TTM 20487) AND PDEV22-037:** A public hearing to consider Tentative Tract Map No. 20487 (File No. PMTT22-024) to subdivide approximately 33.05-acres of land into 5 numbered lots for clubhouse/recreation area, and residential and commercial land uses in conjunction with a Development Plan (File No. PDEV22-037) to construct 508 apartment units located at the southwest corner of Archibald Avenue and Ontario Ranch Road, within Planning Areas 17, 18 and 19 of the Parkside Specific Plan. An Addendum to the Parkside Specific Plan (File No. PSP03-002) Environmental Impact Report (SCH# 2004011008) certified by the City Council on September 5, 2006, 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. The project site is also located within the Airport Influence area of Chino Airport and was evaluated and found to be consistent with the policies and criteria of the Chino Airport Land Use Compatibility Plan; (APNs: 0218-231-10, 0218-231-11, 0218-231-15, 0218-231-16, 0218-231-31, 0218-231-13, 0218-231-23, 0218-231-24, 0218-231-32, 0218-231-34, 0218-231-36, 0218-231-42, 0218-231-47, 0218-231-48 and a portion of 0218-073-06; **submitted by SC Ontario Development Company, LLC. Planning Commission action is required.**

1. CEQA Determination

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

- 2. File Nos. PMTT22-024 (TTM 20487) and PDEV22-037** (Tentative Tract Map and Development Plan)

Motion to recommend Approval/Denial

- C. ENVIRONMENTAL ASSESSMENT AND DEVELOPMNET PLAN REVIEW FOR FILE NO. PDEV22-029:** A hearing to consider a Development Plan (File No. PDEV22-029) to construct a park on approximately 16 acres of land generally located east of the Cucamonga Creek Channel, west of Archibald Avenue and adjacent to East Grand Park Street and East Griffith Court, within Planning Area 21 of the Parkside Specific Plan. An Addendum to the Parkside Specific Plan (File No. PSP03-002) Environmental Impact Report (SCH# 2004011008) certified by the City Council on September 5, 2006, 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. The project site is also located within the

Airport Influence area of Chino Airport and was evaluated and found to be consistent with the policies and criteria of the Chino Airport Land Use Compatibility Plan; (APNs 0218-063-06 and a portion of 0218-063-07); **submitted by SC Ontario Development Company, LLC. Planning Commission action is required.**

1. **CEQA Determination**

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

2. **File No. PDEV22-029** (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 **November 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 **October 12, 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

October 2, 2023

BOARD MEMBERS PRESENT

Khoi Do, Chairman, Engineering Department
James Caro, Building Department
Elda Zavala, Community Improvement
Charity Hernandez, Economic Development Agency
Paul Ehrman, Fire Department
Tom Grahn, Planning Department

BOARD MEMBERS ABSENT

Christy Stevens, Municipal Utilities Company
Heather Lugo, Police Department

STAFF MEMBERS PRESENT

Gwen Berendsen, Planning Department
Raymond Lee, Engineering Department
Jeff Tang, Engineering Department

PUBLIC COMMENTS

No person from the public wished to speak.

CONSENT CALENDAR ITEMS

- A. **APPROVAL OF MINUTES:** Motion to approve the minutes of the September 18, 2023 meeting of the Development Advisory Board was made by Mr. Caro; seconded by Mr. Ehrman; and approved unanimously by those present (6-0).

PUBLIC HEARING ITEMS

ENVIRONMENTAL ASSESSMENT AND DEVELOPMNET PLAN REVIEW FOR FILE NO.

PDEV22-043: A hearing to consider a Development Plan to construct a 6-level parking structure with a total of approximately 821 parking spaces on approximately 2.0-acres of land generally located at C Street and Sultana Avenue within the OL (Low Intensity Office) and CIV (Civic) zoning districts. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-fill Development Projects) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan; (APNs: 1048-545-15 and 1048-545-16); **submitted by the City of Ontario.**

Development Advisory Board Minutes
October 2, 2023

Mr. Do opened the public hearing.

Nobody was there to represent the project.

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

Motion to Approve **File No. PDEV22-043**, subject to conditions, was made by Ms. Zavala; seconded by Mr. Caro; and approved unanimously by those present (6-0).

There being no further business, the meeting was adjourned to the next meeting on October 16, 2023.

Respectfully submitted,



Gwen Berendsen
Recording Secretary



DEVELOPMENT ADVISORY BOARD DECISION

October 16, 2023

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

DECISION NO.: [insert #]

FILE NOS.: Addendum for File Nos. PMTT22-024, PDEV22-037 and PDEV22-029

DESCRIPTION: An Addendum to the Parkside Specific Plan Environmental Impact Report (“Certified EIR”) for a Tentative Tract Map (TTM 20487), File No. PMTT22-024, to subdivide approximately 32 acres of land into 5 numbered lots for condominium purposes located within Planning Areas 17, 18, and 19, in conjunction with Development Plan, File No. PDEV22-037, to construct 508 apartment units on 30 acres of land located within Planning Areas 17 and 18, and Development Plan, File No. PDEV22-029, to construct a park on approximately 16 acres of land located within Planning Area 21. APNS: 0218-221-10, 0218-221-11, 0218-231-45, 0218-231-04, 0218-231-08, 0218-231-10, 0218-231-11, 0218-231-13, 0218-231-15, 0218-231-16, 0218-231-23, 0218-231-24, 0218-231-31, 0218-231-32, 0218-231-34, 0218-231-36, 0218-231-39, 0218-063-06, 0218-063-07, 0218-073-04, 0218-073-06, 0218-073-07, 0218-063-04 and 0218-231-47, and 0218-231-48; **submitted by SC Ontario Development Company, LLC. Planning Commission action is required.**

PART 1: BACKGROUND & ANALYSIS

SC ONTARIO DEVELOPMENT COMPANY, LLC, (herein after referred to as "Applicant") has filed an application requesting approval of a Tentative Tract Map (TTM 20487), File No. PMTT22-024, and 2 Development Plans, File Nos. PDEV22-029 and PDEV22-037, and as described in the subject of this Decision (herein after referred to as "Application" or "Project").

PROJECT SETTING: The project site is comprised of approximately 48 acres of land located east of the Cucamonga Creek Channel, west of Archibald Avenue, south of Ontario Ranch Road and approximately 1,104 feet north of Eucalyptus Avenue and is depicted in Exhibit A: Project Location Map, attached. Existing land uses, Policy Plan (general plan) and zoning designations, and specific plan land uses on and surrounding the project site are as follows:

	<i>Existing Land Use</i>	<i>Policy Plan Land Use Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use Designation</i>
Site:	Vacant	Open Space- Parkland, Medium Density Residential (11.1- 25 DU/Ac) and Mixed Use - Parkside (MU-Parkside): 25.0 to	Parkside Specific Plan	Great Park (PA 21), Medium Density Residential (11.1-25 DU/Ac) (PAs 17 and 18), and Neighborhood Commercial (PA 19)

	<i>Existing Land Use</i>	<i>Policy Plan Land Use Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use Designation</i>
		45.0 du/ac; 1.0 FAR retail		
North:	Vacant	Medium Density Residential (11.1-25 DU/Ac)	Avenue Specific Plan	Low Density Residential (PA 5)
South:	Single-family residential	Medium Density Residential (11.1-25 DU/Ac)	Parkside Specific Plan	Medium Density Residential (11.1-25 DU/Ac) (PAs 1-4) and Open Space – Private/Village Edges (PA 22)
East:	Vacant	Medium Density Residential (11.1-25 DU/Ac) and Open Space- Parkland	Grand Park Specific Plan	High Density Residential (18-25 DU/Ac) and Great Park
West:	Cucamonga Flood Control Channel	Open Space- Non-Recreation	Parkside Specific Plan	Public Facility

PROJECT DESCRIPTION:

The projects analyzed under the Addendum to the Parkside Specific Plan Environmental Impact Report ("Certified EIR") consists of the following entitlements located within approximately 250-acres of land and 23 planning areas, bordered by Carpenter Avenue on the west, Archibald Avenue on the east, Eucalyptus Avenue on the south, and Ontario Ranch Road on the north:

- 1) Tentative Tract Map No. 20487 (File No. PMTT22-024) to subdivide approximately 32 acres of land into 5 numbered lots for condominium purposes located within Planning Areas 17, 18, and 19;
- 2) A Development Plan (File No. PDEV22-037) to construct 508 apartment units on 30 acres of land located at the southwest corner of Archibald Avenue and Ontario Ranch Road within Planning Areas 17 and 18; and
- 3) A Development Plan (File No. PDEV22-029) to construct a park on approximately 16 acres of land generally located east of the Cucamonga Creek Channel, west of Archibald Avenue and adjacent to East Grand Park Street and East Griffith Court within Planning Area 21.

In conjunction with the projects listed above, the Addendum also analyzed an Amendment to the Parkside Specific Plan (File No. PSPA21-006) to; i) increase the residential unit capacity from 1,947 to 2,851 dwelling units by modifying density ranges in all planning areas and adjusting certain planning area boundaries; ii) decrease commercial land use from 11.15 acres of land to 2.77 acres of land within Planning Area 19; iii) decrease Great Park land use from 54.4 acres of land to approximately 33.4 acres within Planning Area 21; iv) increase residential land use from 9.58 acres of land to 27.81

acres within Planning Areas 17 and 18; v) update development standards; and vi) eliminate the private open space land use in Planning Areas 23, 24, and 25. The Parkside Specific Plan (File No. PSPA21-006) Amendment will bring the Specific Plan into conformance with the Policy Plan (General) land use plan. The Planning Commission will act on the proposed amendment as the recommending authority to the City Council in a separate action which does not require DAB action.

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

PART 2: RECITALS

WHEREAS, the Parkside Specific Plan Environmental Impact Report (State Clearinghouse No. 2004011008) was certified on September 5, 2006 (hereinafter referred to as "Certified EIR"), in which development and use of the Project site was discussed; and

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

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

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

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

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

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

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

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

WHEREAS, the 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 October 16, 2023, the DAB of the City of Ontario conducted a hearing on the Project, and concluded said hearing on that date; and

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

PART 3: THE DECISION

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

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

record, including all written and oral evidence presented to the DAB, the DAB finds as follows:

(1) The environmental impacts of the Project were reviewed in conjunction with an Addendum to Parkside Specific Plan Environmental Impact Report (State Clearinghouse No. 2004011008), certified by the Ontario City Council on September 5, 2006 in conjunction with File No. PSP03-002; and

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

APPROVED AND ADOPTED this 16th day of October 2023.

Development Advisory Board Chairman

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

(EIR Addendum follows this page)



California Environmental Quality Act Environmental Checklist Form

Project Title/File No(s): Parkside Specific Plan Amendment (PSPA21-006), Tentative Tract Map 20487 (PMTT22-024), Santa Barbara at Parkside Development Plan (PDEV22-037), Great Park Development Plan (PDEV22-029), and Development Agreement Amendment (PDA05-002)

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

Contact Person: Diana Ayala, Senior Planner

Project Sponsor: SC Ontario Development Company, LLC

Project Location and Setting: The approximately 248.46-gross-acre Parkside Specific Plan area (Specific Plan area) is located in southwestern San Bernardino County, within the Ontario Ranch area of the City of Ontario. The City of Ontario is located approximately 40 miles from downtown Los Angeles, 20 miles from downtown San Bernardino, and 30 miles from Orange County (refer to Figure 1, Regional Location Map, and Figure 2, Vicinity Map). As illustrated on the aerial photograph presented on Figure 3, the Specific Plan area is located south of Ontario Ranch Road, west of Archibald Avenue, north of Eucalyptus Avenue, and east of Carpenter Avenue. The "Project site" evaluated in this Addendum encompasses approximately 189.61 gross acres (164.23 net acres) within the Parkside Specific Plan area and includes Planning Areas (PAs) 5 through 19 and PA 21 (Great Park) of the Parkside Specific Plan.

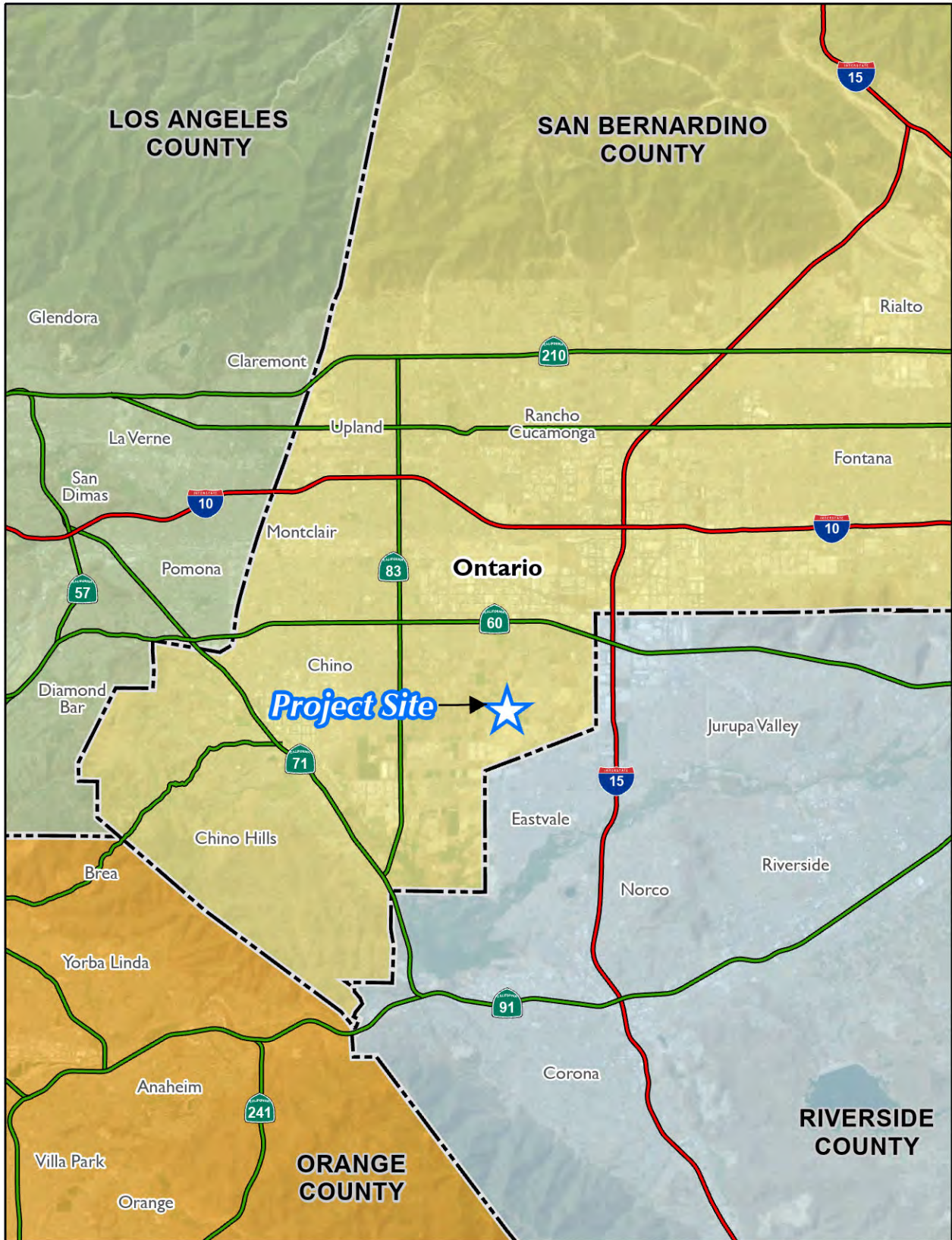
The Project site has historically been used for agricultural activities (row crops) and flood control. The Project site is undeveloped with agricultural operations located west of the Channel. The on-site area to the east of the Channel has been previously disturbed by agricultural operations. The areas to north of Project site are developed with agricultural uses, industrial, and residential uses; the areas east and west are used for agricultural purposes; the areas to the south, west of the Channel is developed with industrial warehouse uses; and the area to the south, east of the Channel, is under construction with residential uses within the Specific Plan area.

It should be noted that the southeast portion of the Specific Plan area (PAs 1 through 4 and 22) is entitled, developed and/or under construction, and Ontario Fire Station No. 9 (PA 20) has been constructed. The Cucamonga Creek Channel (Channel), which extends in a north-south direction and bisects the Specific Plan area, has also been constructed. There is also an existing well site (PA 23). With the exception of refinements to acreage calculations and introduction of new housing typologies (PAs 1 through 4), there would be no changes to these PAs or the Channel as part of the currently proposed Parkside Specific Plan Amendment Project (proposed Project).

General Plan Designation: Medium Density Residential (11.1 to 25.0 du/ac), Open Space-Recreation (OS-R), Open Space-Non-Recreation (OS-NR), Public Facility (PF), and Mixed Use (MU).

Zoning: SP – Parkside Specific Plan (PSP03-002) and within the CNO (Chino Airport) Overlay

Description of Project: The proposed Project involves amendments to the Parkside Specific Plan (File No. PSPA21-006) to: (1) increase the overall unit count from 1,947 units to 2,851 units consistent with The Ontario Plan (TOP) 2050 Medium Density Residential land use designation density range of 11.1 to 25 dwelling units per acre (du/acre), and the overall residential acreage from 156.62 gross acres to 191.68 acres; (2) reduce the size of PA 19 (Neighborhood Commercial) and amount of commercial development from 15.66 gross acres/115,000 sf to 2.68 acres/15,000 sf with the remainder of this PA (proposed PA 18) being designated Medium Density Residential (11.1 to 25 du/acre) consistent with the other PAs and TOP 2050; (3) reduce the size of PA 21 (Great Park) from 58.86 gross acres to 37.38 gross acres to accommodate additional residential development, also consistent with TOP 2050; and (4) clarify the description of housing typologies and expand the number of PAs in which each typology is allowed to be developed to encourage a diversity of housing types within the Specific Plan area. The proposed Project would also include amendments to the Parkside Specific Plan to modify the Residential Design Guidelines, text, tables and graphics, as needed, to reflect the changes above. The overall density in the Specific Plan area would increase from 14.77 dwelling units per gross acre to 14.87 dwelling units per gross acre for the residential PAs.

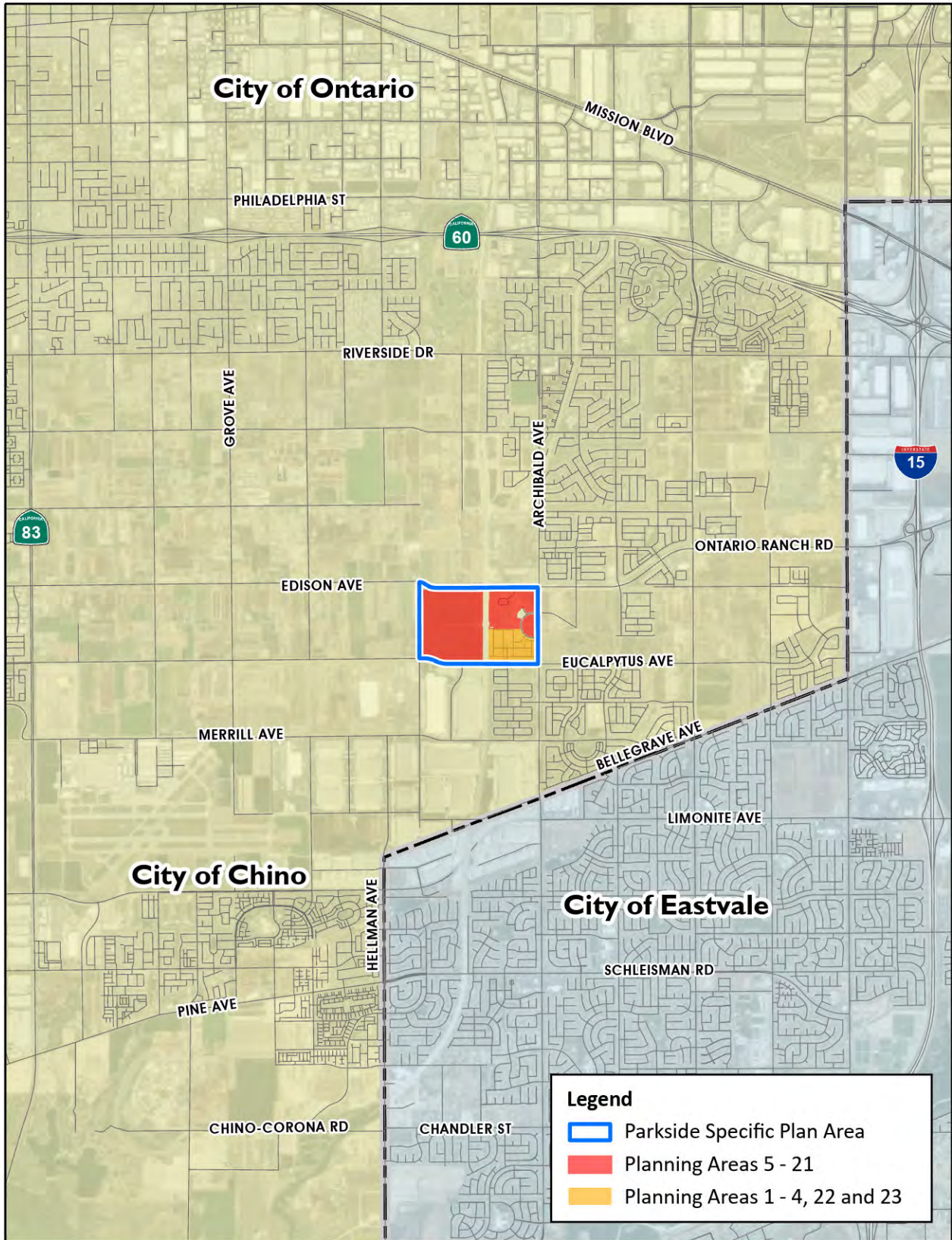


Source(s): ESRI, RCTLMA (2022), SANBAG (2022)

Figure 1

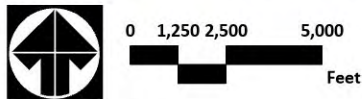


Regional Location Map

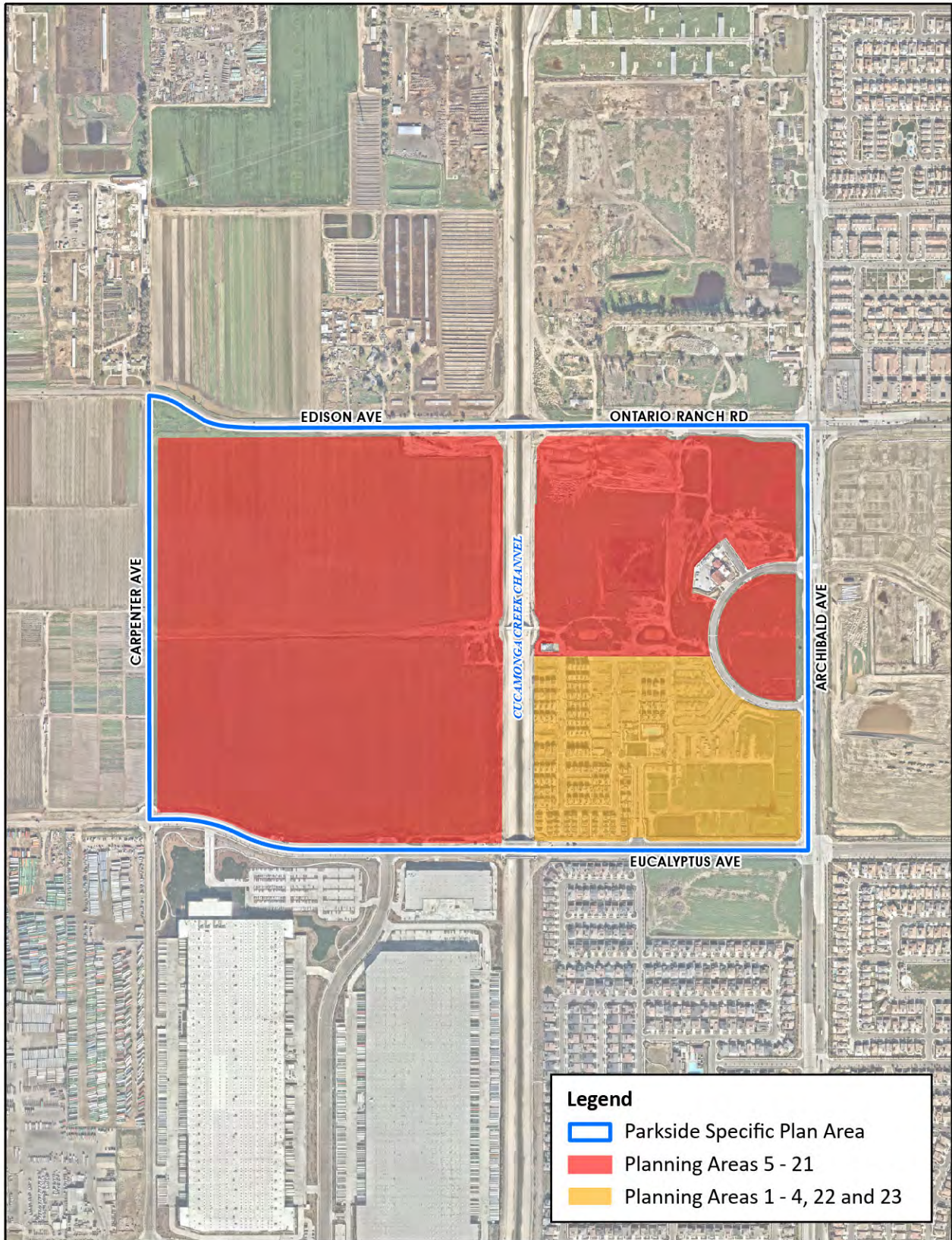


Source(s): ESRI, NearMap (2023), RCTLMA (2021), SCAG (2021), SB County (2020)

Figure 2



Vicinity Map



Source(s): ESRI, NearMap (2023)

Figure 3



Aerial Photograph

The proposed development would be implemented in compliance with Development Regulations and other development provisions contained in the Parkside Specific Plan as proposed to be amended, and Ontario Development Code. The modified Specific Plan Land Use Summary Table and Land Use Plan, which include the modified PA numbering, are provided in Attachment A of this document.

In addition to the proposed amendments to the Parkside Specific Plan, the Applicant proposes a Tentative Tract Map (TTM No. 20487) (File No. PTTM22-024) for condominium purposes to subdivide 32.95 gross acres (31.69 net acres) located south of Ontario Ranch Road and west of Archibald Avenue within PAs 17 through 19 of the Parkside Specific Plan into five numbered lots: Lot 1 for a clubhouse/recreation area, Lots 2 through 4 for residential uses, and Lot 5 for commercial uses. The following Development Plans are also proposed: Santa Barbara at Parkside Development Plan (File No. PDEV22-037) for the construction of 508 residential units within TTM No. 20487 Lots 2-4 and the clubhouse/recreation area on Lot 1, and the Great Park Development Plan (File No. PDEV22-029) for the construction of a portion of the Great Park within the Parkside Specific Plan area (between Archibald Avenue and Cucamonga Creek Channel). Additionally, a Development Agreement Amendment (File No. PDA05-002) between the City and the Project Applicant is also proposed.

Background: In August 2006, the City of Ontario approved the approximately 250.89-gross-acre Parkside Specific Plan (File No. PSP03-002). The originally approved Parkside Specific Plan allowed for the development of up to 1,947 single- and multi-family residential units; approximately 11.8 acres of commercial/retail (115,000 sf); approximately 52 acres of parks (including what is now referred to as the Great Park); the Cucamonga Creek Channel (approximately 13 acres); and recreation trails within 26 PAs. The Parkside Specific Plan outlines the land use plan, infrastructure and services, development regulations, and residential and commercial design guidelines for Parkside Specific Plan area.

The *Parkside Specific Plan Final Environmental Impact Report* (Parkside Specific Plan Final EIR) (State Clearinghouse [SCH] No. 2004011008) was prepared for the Parkside Specific Plan and was certified by the City Council in July 2006. The Parkside Specific Plan Final EIR analysis concluded that implementation of the Parkside Specific Plan would result in significant and unavoidable impacts related to: loss of Prime Farmland, loss of existing agricultural uses, and conversion of other agricultural lands to non-agricultural uses (project and cumulative); construction-related and operational air quality impacts (project and cumulative); cumulative water quality impacts until such time that receiving waters are not in violation of their respective water quality standards; cumulative traffic noise impacts; temporary cumulative traffic impacts due to exceedance of level of service (LOS) standards; and cumulative impacts related to landfill capacity. A Statement of Overriding Considerations was adopted by the City for these impacts. Mitigation measures were adopted to reduce impacts to less than significant levels to the extent feasible, and those mitigation measures will continue to apply to development in the Parkside Specific Plan area, including the proposed Project.

In July 2009, the City of Ontario approved a minor amendment to the Parkside Specific Plan (File No. PSPA09-001), which modified the loop entrance road into the Great Park along the west side of Archibald Avenue (between Edison Avenue and Merrill Avenue) in addition to minor circulation exhibit modifications. The City determined that the environmental impacts associated with this minor amendment were adequately evaluated in the Parkside Specific Plan Final EIR.

In June 2020, the City of Ontario approved a Specific Plan Amendment (File No. PSPA19-007) to: (1) reconfigure the residential PAs 1 through 4, and 17 through 19; (2) reconfigure the Great Park PA 22 (east of the Cucamonga Creek Channel); (3) revise internal circulation to improve access into the neighborhood commercial PA 19; (4) update and revise the Residential Design Guidelines to introduce new housing types and architectural styles; and (5) update and revise the Landscape Standards. The 2020 Specific Plan Amendment did not increase the total number of allowed units or commercial area to be developed. The City prepared an Addendum to the Parkside Specific Plan Final EIR for this Specific Plan Amendment.

As previously discussed, the southeast portion of the Specific Plan area (PAs 1 through 4 and 22) is entitled, developed or under construction, and Ontario Fire Station No. 9 (PA 20) has been constructed. The Channel through the Specific Plan area has also been constructed. The proposed Specific Plan Amendment does not include land use changes for these PAs; the proposed changes are limited to

refinements in the acreage calculations and the addition of new housing typologies. Therefore, these areas are not included as part of the "Project site" evaluated in this Addendum.

In August 2022, TOP 2050, including the Policy Plan (General Plan) was adopted, and updated the TOP approved in 2010. Parkside Specific Plan PA 19 is shown as an "Area of Change" in TOP 2050, which changed the land use designations for the northern portion of this PA from Neighborhood Commercial to Medium Density Residential (11.1-25.0 du/ac), consistent with other residential PAs in the Parkside Specific Plan, and changed the southern portion of PA 19 from Neighborhood Commercial to Mixed Use. Additionally, designated open space areas along the east side of the Channel and the north side of the Great Park were changed to Medium Density Residential (11.1-25.0 du/ac). The associated *The Ontario Plan 2050 Final Supplemental Environmental Impact Report* (SCH No. 2021070364) (TOP Final SEIR) was also certified in August 2022, and is incorporated by reference in this Addendum. The TOP Final SEIR analyzes the environmental impacts that would result from implementation of the TOP, focusing on changes to land use associated with the buildout of the Policy Plan Land Use Plan and impacts resultant of population and employment growth in the City. TOP 2050 and TOP Final SEIR anticipate development of up to 3,858 residential units within the Parkside Specific Plan area. The proposed Project includes the addition of 904 allowed units in the Parkside Specific Plan area for a total of 2,851 units, which is 1,007 fewer units than what is anticipated in the TOP and evaluated in the TOP Final SEIR for the Specific Plan area. The significant unavoidable adverse impacts that were identified in the TOP Final SEIR include: air quality (consistency with the Air Quality Management Plan [AQMP], construction and operational emissions, and cumulative contribution to health risk due to exposure of sensitive receptors to toxic air contaminants [TACs]); cultural (historic) resources; noise (project and cumulative construction noise, project and cumulative vibration impacts, and exposure of sensitive receptors to airport noise); and transportation (vehicle miles traveled [VMT] impacts).

CEQA REQUIREMENTS FOR AN ADDENDUM:

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

Section 15162 of the CEQA Guidelines states:

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

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

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

Section 15164(e) of the CEQA Guidelines require that a brief explanation be provided to support the findings that no subsequent EIR is needed for further discretionary approval. These findings are described below, and are based on the analysis presented in this document:

1. *Required Finding: Substantial changes are not proposed for the project that will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.* Substantial changes are not proposed with the Project and the proposed Project will not require revisions to the Parkside Specific Plan Final EIR or TOP Final SEIR. The Parkside Specific Plan Final EIR evaluated the impacts associated with the development of up to 1,947 of single- and multi-family residential units; approximately 11.8 acres of commercial/retail (115,000 sf); approximately 52 acres of parks (including what is now referred to as the Great Park); the Cucamonga Creek Channel (approximately 13 acres); and recreation trails. As previously described, the proposed Project involves a Specific Plan Amendment to: (1) increase the overall unit count from 1,947 units to 2,851 units with a density range of 11.1 to 25 du/acre, and the overall residential acreage from 156.62 gross acres to 191.68 acres; (2) reduce the size of PA 19 (Neighborhood Commercial) and amount of commercial development from 15.66 gross acres/115,000 sf to 2.68 acres/15,000 sf with the remainder of this PA (proposed PA 18) being designated Medium Density Residential (11.1 to 25 du/acre) consistent with the other PAs and TOP 2050; (3) reduce the size of PA 21 (Great Park) from 58.86 gross acres to 37.38 gross acres to accommodate additional residential development, also consistent with TOP 2050; and (4) clarify the description of housing typologies and expand the number of PAs in which each typology is allowed to be developed to encourage a diversity of housing types within the Specific Plan area. The proposed Project would also include amendments to the Parkside Specific Plan to modify the Residential Design Guidelines, text, tables and graphics, as needed, to reflect the changes above. In addition, the proposed Project includes TTM No. 20487 and a Development Plan to implement proposed residential and commercial development in PAs 17 through 19.

On August 16, 2022, the City of Ontario adopted TOP 2050 Policy Plan. The proposed Project would allow for a maximum of 2,851 residential units to be developed within the Parkside Specific Plan area, which is 1,007 fewer units than what is anticipated in TOP and evaluated in the TOP Final SEIR for the Specific Plan area. The overall proposed density of 14.87 du/ac is consistent with the Policy Plan density for Medium Density Residential uses (11.1 to 25.0 du/ac). Additionally, the City's water, recycled water, and sewer infrastructure would have sufficient capacity to serve the additional units with the proposed Project. There are no new significant impacts or a substantial increase in the severity of previously identified significant impacts due to the proposed Project. Therefore, no proposed changes or revisions to the EIR are required.

2. *Required Finding: Substantial changes have not occurred with respect to the circumstances under which the project is undertaken, which would require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.* As shown on the aerial photograph provided in Figure 3, the Project site subject to the proposed Specific Plan Amendment is currently vacant and disturbed by previous and current agricultural activities. The areas surrounding the Project site are developed or also disturbed by dairy farm/agricultural activities. Grading activities and other site disturbance would be conducted in accordance with the mitigation requirements outlined in the Parkside Specific Plan Final EIR, including measures required for the protection of biological, cultural, and paleontological resources. No proposed changes or revisions to the EIR are required.

3. *Required Finding. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, has been provided that would indicate: the proposed project would result in one or more significant effects not discussed in the previous EIR; significant effects previously examined would be substantially more severe than shown in the previous EIR; mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or, mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternatives.* The Parkside Specific Plan Final EIR did not directly address greenhouse gas (GHG) impacts or transportation impacts resulting from vehicle miles traveled since the requirements for these analyses pursuant to CEQA became effective after the Parkside Specific Plan Final EIR was prepared. However, the impact of buildout of TOP 2050 on the environment due to GHG emissions and VMT, as well as other traffic-related impacts (air pollutant emissions and off-site traffic noise) were analyzed in TOP Final SEIR. According to TOP Final SEIR, GHG and off-site traffic-related noise impacts would be less than significant, and operational air quality impacts would be significant and unavoidable.

The Ontario International Airport (ONT) Land Use Compatibility Plan (ALUCP) was adopted by the City of Ontario in 2011. As determined by the analysis presented in this Addendum, the proposed Project would not result in any new impacts related to the ONT that were not addressed in TOP Final SEIR. There are no significant impacts associated with the ONT.

Lastly, Appendix G of the CEQA Guidelines was modified as part of the CEQA Guidelines updates that were approved in December 2018. New checklist topics related to Energy, Tribal Cultural Resources and Wildfire were added and some checklist questions for other environmental topics were revised; however, these are not new topical issues and were evaluated in the Parkside Specific Plan Final EIR. The Initial Study presented in this Addendum uses the updated checklist in Appendix G of the CEQA Guidelines. As identified through the analysis presented in this Addendum, there would be no new significant impacts resulting from the proposed Project related to the changes in Appendix G of the CEQA Guidelines.

Conclusion:

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

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

Surrounding Land Uses (Surrounding the Specific Plan Area):

	<u>Existing Land Use</u>	<u>TOP 2050 Policy Plan/ General Plan Designation</u>	<u>Zoning Designation</u>
North	Industrial (Cement Production), Vacant, and Agricultural	Medium Density Residential (11.1 to 25.0 du/ac)	SP - The Avenue Specific Plan (PSP05-003)
East	Under Construction	Medium Density Residential (11.1 to 25.0 du/ac) Open Space-Parkland	SP - Grand Park Specific Plan (PSP12-001)
South	Single-Family Residential, Vacant, and Industrial Warehouse	Neighborhood Commercial Low Density Residential (2.1 to 5.0 du/ac) Business Park	SP – West Ontario Commerce Center Specific (PSP16-002)
West	Agricultural	Mixed Use Medium Density Residential (11.1 to 25.0 du/ac) Open Space-Parkland	Specific Plan Agricultural Overlay

du/ac – dwelling units per acre

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

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



Signature

Diana Ayala, Senior Planner
Printed Name

September 20, 2023

Date

City of Ontario Planning Department
For

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>No Impact or Less Than Significant Impact</i>	<i>Impacts Analyzed in Previous EIR</i>
1. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>No Impact or Less Than Significant Impact</i>	<i>Impacts Analyzed in Previous EIR</i>
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 or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>No Impact or Less Than Significant Impact</i>	<i>Impacts Analyzed in Previous EIR</i>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65574.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>No Impact or Less Than Significant Impact</i>	<i>Impacts Analyzed in Previous EIR</i>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>No Impact or Less Than Significant Impact</i>	<i>Impacts Analyzed in Previous EIR</i>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. NOISE. Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14. POPULATION AND HOUSING. Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. PUBLIC SERVICES. Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>No Impact or Less Than Significant Impact</i>	<i>Impacts Analyzed in Previous EIR</i>
16. RECREATION. Would the project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. TRANSPORTATION/TRAFFIC. Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>No Impact or Less Than Significant Impact</i>	<i>Impacts Analyzed in Previous EIR</i>
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>No Impact or Less Than Significant Impact</i>	<i>Impacts Analyzed in Previous EIR</i>
21. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXPLANATION OF ISSUES

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

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

Here, an Initial Study has been prepared to determine if the proposed Project is within the scope of the Parkside Specific Plan Final EIR such that additional environmental review is not required. As discussed below, the City has concluded that no additional environmental review in a Subsequent EIR or Supplemental EIR is required, such that this Initial Study can serve as an Addendum to the Parkside Specific Plan Final EIR pursuant to Section 15164 of the CEQA Guidelines. Substantial changes are not proposed with the Project and the Project will not require revisions to the Parkside Specific Plan Final EIR or TOP Final SEIR. The Parkside Specific Plan Final EIR evaluated the impacts associated with the development capacity of 1,947 of single- and multi-family residential units; approximately 11.8 acres of commercial/retail (115,000 sf); approximately 52 acres of parks (including what is now referred to as the Great Park); the Cucamonga Creek Channel (approximately 13 acres); and recreation trails within 26 PAs. As previously addressed, the currently proposed Project would increase the allowed number of dwelling units in the Specific Plan area from 1,947 to 2,851 (an increase of 904 units).

As previously described, the proposed Project involves a Specific Plan Amendment to: (1) increase the overall unit count from 1,947 units to 2,851 units, and the overall residential acreage from 156.62 gross acres to 191.68 acres; (2) reduce the size of PA 19 (Neighborhood Commercial) and amount of commercial development from 15.66 gross acres/115,000 sf to 2.68 acres/15,000 sf with the remainder of this PA (proposed PA 18) being designated Medium Density Residential (11.1 to 25 du/acre); (3) reduce the size of PA 21 (Great Park) from 58.86 gross acres to 37.38 gross acres to accommodate additional residential development; and (4) clarify the description of housing typologies and expand the number of PAs in which each typology is allowed to be developed to encourage a diversity of housing types within the Specific Plan area. The proposed Project would also include amendments to the Parkside Specific Plan to modify the Residential Design Guidelines, text, tables, and graphics, as needed, to reflect the changes above. In addition, the proposed Project includes TTM No. 20487 and a Development Plan to implement proposed residential and commercial development in PAs 17 through 19. Applicable mitigation measures from the Parkside Specific Plan Final EIR are incorporated by reference in each impact area discussion and are listed at the conclusion of this Addendum under the "Earlier Analysis" section.

On August 16, 2022, the City of Ontario adopted TOP 2050 Policy Plan. The proposed Project would allow for a maximum of 2,851 residential units to be developed within the Parkside Specific Plan area, which is less than the 3,858 residential units evaluated in the TOP 2050 Final SEIR for the Parkside Specific Plan area. The overall proposed density for the Specific Plan area (14.87 du/ac) is consistent with the TOP 2050 Policy Plan density for Medium Density Residential uses (11.1 to 25.0 du/ac). Additionally, the City's water, recycled water, and sewer infrastructure would have sufficient capacity to serve the additional units with the proposed Project. Therefore, no proposed changes or revisions to the Parkside Specific Plan Final EIR are required, and the proposed Project would not result in any additional impacts beyond those previously analyzed in the Parkside Specific Plan Final EIR or the TOP Final SEIR.

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

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

Discussion of Effects: The Parkside Specific Plan Final EIR concluded that less than significant impacts on a scenic vista would result from implementation of proposed development within the Specific Plan area. The Policy Plan does not identify scenic vistas within the City; however, the TOP Final SEIR identifies the Euclid Corridor and the Mission Boulevard Corridor as the primary scenic corridors in Ontario. Additionally, the Policy Plan (Policy CD-1.5) of TOP requires all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountains, which are part of the City's visual identity and a key to geographic orientation. North-south streets should be clear of visual clutter, including billboards, and be enhanced appropriately by framing corridors with trees. The Project site is not visible from the Euclid Corridor or Mission Boulevard Corridor; however, Archibald Avenue, which is a Principal Arterial extending in a north-south direction, forms the eastern boundary of the Project site. Pursuant to the Parkside Specific Plan Design Guidelines, Archibald Avenue would have a tree lined streetscape with landscape parkway adjacent to the proposed residential uses. Therefore, no adverse impacts related to scenic vistas would result from the proposed Project.

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

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

Discussion of Effects: The Parkside Specific Plan Final EIR concluded that no impacts to state scenic highways would result from implementation of the proposed development. The City of Ontario is served by three freeways: I-10, I-15, and SR-60. I-10 and SR-60 traverse the northern and central portion of the City, respectively, in an east-west direction. I-15 traverses the northeastern portion of the City in a north-south direction. These segments of I-10, I-15, and SR-60 are not designated as scenic highways by the California Department of Transportation. There are no historic buildings or any scenic resources identified on the Project site. Therefore, no scenic resources within a state scenic highway would be impacted by the proposed Project.

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

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

Discussion of Effects: The Parkside Specific Plan Final EIR concluded that impacts to visual character of the Specific Plan area would not be degraded with the introduction of a well-planned and landscaped new residential community, resulting in a less than significant impact. The Project site is undeveloped and disturbed by previous agricultural operations. There is ongoing agricultural operations (row crops) in the western portion of the Project site. The proposed Project includes a Specific Plan Amendment that would primarily increase the total area to be developed with residential uses and the total number of residential units, and reduce the amount of commercial and park area, consistent with TOP 2050. Additionally, the proposed Specific Plan Amendment clarifies the housing typologies to facilitate implementation of the Residential Design Guidelines and allows for additional housing typologies to be developed in certain PAs. Minor changes to the text, graphics and tables in the Parkside Specific Plan associated with these changes are also proposed. The previously approved and proposed residential and non-residential uses would be designed and constructed consistent with the Design Guidelines and Development Regulations included in the Parkside Specific Plan Amendment, applicable provisions of the Ontario Development Code, and the applicable policies of the Community Design Element of the TOP 2050

Policy Plan. The proposed Development Plan for residential and clubhouse units for PA 17 and 18, which is included as part of the proposed Project, adheres to the established regulations. As with the previously approved development, the proposed Project would not conflict with applicable zoning and other regulations governing scenic quality. Therefore, no adverse impacts related to the degradation of the existing visual character or quality would result from the proposed Project.

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

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

Discussion of Effects: The Parkside Specific Plan Final EIR concluded that new sources of light and glare associated with proposed development would be typical of urban development and potential impacts would be less than significant with adherence to applicable regulations addressing light and glare. The proposed Project includes a Specific Plan Amendment that would primarily increase the total area to be developed with residential uses and the total number of residential units and would decrease the total area and amount of commercial development, consistent with TOP 2050. Additionally, the proposed Specific Plan Amendment clarifies the housing typologies to facilitate implementation of the Residential Design Guidelines and allows for additional housing typologies to be developed in certain PAs. The amount of commercial development and total park acreage would be reduced. Minor changes to the text, graphics and tables in the Parkside Specific Plan associated with these changes are also proposed. Development of the Project would not introduce new sources of light and glare beyond that anticipated in the previous environmental analysis. Pursuant to the requirements of the City's Development Code, on-site lighting would be shielded, diffused or indirect, to avoid glare to pedestrians or motorists. In addition, lighting fixtures would be selected and located to confine the area of illumination to within the Project site and minimize light spillage.

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

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

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

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

Discussion of Effects: The Parkside Specific Plan Final EIR concluded that implementation of development allowed by the Specific Plan would result in the conversion of Prime Farmland to nonagricultural uses. This is consistent with the TOP 2010 EIR determination that Citywide agricultural impacts were significant and unavoidable. It should be noted that TOP 2050 EIR determined that the implementation of TOP 2050 would not result in any new or more significant impacts related to the direct conversion of Farmland than what was identified in TOP 2010 EIR.

According to the 2018 California Department of Conservation's (CDC) California Important Farmland Finder (the latest information available), and consistent with the analysis presented in the Parkside Specific Plan Final EIR, the entire Project site is classified as Prime Farmland (CDC, 2018). The western portion of the Project site (west of the Channel) is currently in agricultural production (row crops); agricultural activities on the remainder of the Project site have ceased. Therefore, the conversion of Farmland to non-agricultural uses anticipated in the Parkside Specific Plan Final EIR and TOP Final SEIR has already been initiated. The proposed Project includes a Specific Plan Amendment addressing the amount and type of residential uses within the Project site (with an overall increase in residential area and units), the reduction of park and commercial use acreage, and the reduction of commercial square footage. The physical impact area for the proposed Project is completely within the impact area evaluated in the Parkside Specific Plan Final EIR and the conversion of Farmland to non-agricultural uses would remain as a significant and unavoidable Project and cumulative impact. The City adopted a Statement of Overriding Considerations for these impacts.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in the Parkside Specific Plan Final EIR. No changes or additions to the previous environmental document are necessary. Applicable mitigation measures included in the Parkside Specific Plan Final EIR will continue to apply to the Project.

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

Discussion of Effects: The Parkside Specific Plan Final EIR concluded that there would be no impacts related to conflict with existing Williamson Act contracts because there were no areas within the Specific Plan area under a Williamson Act contract, and no impact related to zoning for agricultural uses because the Specific Plan area was within a designated Agricultural Overlay District planned to transition to urban development. As identified in the Parkside Specific Plan Final EIR, there are currently no areas under a Williamson Act contract within the Project site. Further, the Project site is zoned "Parkside Specific Plan." The proposed Project includes a Specific Plan Amendment addressing the proposed development within the Specific Plan area; however, there would be no change to the type of uses allowed within the Specific Plan area, or to the physical impact area evaluated in the Parkside Specific Plan Final EIR. Therefore, no changes to the impact conclusions presented in the Final EIR related to zoning for agricultural uses or Williamson Act contracts.

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

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

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

Discussion of Effects: There is currently no land in the City of Ontario that qualifies as forest land as defined in Public Resources Code section 12220(g). Neither TOP nor the City's Zoning Code provide designations for forest land, timberland, or timberland production. The proposed Project would not result in any conflict with zoning for forest land, timberland, or timberland production, and would not result in the loss of forest land or the conversion of forest land to non-forest uses.

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

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

Discussion of Effects: As previously discussed, the Parkside Specific Plan Final EIR concluded that implementation of development in the Specific Plan area would convert Farmland to non-agricultural use resulting in a significant and unavoidable Project-level and cumulative impact. The western portion of the Project site remains in agricultural production; however, agricultural operations in the eastern portion of the Project site have ceased. The conversion of Farmland to non-agricultural use anticipated in Parkside Specific Plan Final EIR has already been initiated. The proposed Project would not change the physical impact area evaluated in the Parkside Specific Plan Final EIR and the conversion of Farmland to non-agricultural use would remain as a significant and unavoidable impact. The areas surrounding the Project site have been developed or planned for urban development as identified in previously approved Specific Plans and/or the Policy Plan Land Use Plan and Zoning Ordinance. Therefore, the Project would not result in the conversion of off-site Farmland to non-agricultural uses that is not already anticipated. There is no forest land at or near the Project site so no conversion of forest land to non-forest use would occur.

It should also be noted that in order to minimize conflicts between urban and agricultural land uses, MM Ag-1 requires a 100-foot separation between active agricultural operations and new, non-agricultural development or an equivalent easement that is approved by the City, and MM Ag-2 from the Parkside Specific Plan Final EIR requires that all residential units in the Parkside Specific Plan be provided with a deed disclosure, or similar notice, approved by the City Attorney, regarding the proximity and nature, including odors, of neighboring agricultural uses. These requirements remain applicable to proposed development in the Project site and are presented under the discussion of "Earlier Analysis" at the end of this document.

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

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

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

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that the implementation of the Parkside Specific Plan would not impair implementation of the Air Quality Management Plan (AQMP) and would result in less than significant impacts. Since certification of the Parkside Specific Plan Final EIR, the South Coast Air Quality Management District (SCAQMD) has updated the AQMP. The TOP Final SEIR, which anticipates development pursuant to the currently proposed Specific Plan Amendment, concludes that additional population growth forecast with buildout of TOP would not conflict with the 2016 AQMP assumptions because the overall VMT per service population would be reduced. However, buildout of the proposed land use plan associated with TOP 2050 could contribute to an increase in frequency or severity of air quality violations and delay attainment of the ambient air quality standards (AAQS) or interim emission reductions in the AQMP, and emissions generated from buildout would result in a significant air quality impact. Therefore, the TOP Final SEIR concluded that buildout of TOP 2050 would be inconsistent with the AQMP. As such, the TOP Final SEIR identifies a significant and unavoidable impact due to conflict with the AQMP.

It should be noted that the 2022 AQMP has been prepared by SCAQMD to address the United States Environmental Protection Agency's (EPA) strengthened ozone standard. The draft 2022 AQMP was released in August 2022 and public comment closed on October 18, 2022. The SCAQMD Governing Board adopted the draft 2022 AQMP at its December 2, 2022, meeting, following certification of the TOP Final SEIR. The draft 2022 AQMP requires CARB's adoption

before submittal for EPA's final approval, which is expected to occur sometime in 2023. Notwithstanding, the Project's consistency finding with respect to the 2022 AQMP, once it is final, is anticipated to be the same as the consistency finding with respect to the 2016 AQMP. The proposed Project includes a Specific Plan Amendment that would increase the allowed number of units in the Specific Plan area by 904, and decrease the amount of allowed commercial development by 100,000 sf. The proposed number of allowed units (2,851 units) would be 1,007 fewer units than what is anticipated in the TOP and evaluated in the TOP Final SEIR. Although the proposed Project would decrease the number of units to be developed compared to that evaluated in the TOP Final SEIR, the proposed Project would contribute to the significant air quality impacts associated with buildout of the TOP 2050 and the significant and unavoidable impact due to conflict with the AQMP. The proposed Project would not result in any new or substantially more severe impacts beyond that previously analyzed in the TOP Final SEIR. However, this would remain as a significant and unavoidable impact. The City adopted a Statement of Overriding Considerations for this impact.

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

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

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that construction of development allowed by the Parkside Specific Plan would result in significant and unavoidable project-level and cumulative impacts associated with emissions of reactive organic gases/volatile organic compounds (ROG/VOC), nitrogen oxides (NO_x), carbon monoxide (CO), and PM₁₀. ROG/VOC and NO_x are precursors to ozone (O₃) for which the region (South Coast Air Basin [SCAB]) is in non-attainment. The City adopted a Statement of Overriding Considerations for this impact.

Relevant to air quality, the proposed Project includes a Specific Plan Amendment that would primarily increase the total area to be developed with residential uses and the total number of residential units and would decrease the total area and amount of commercial development and park uses, consistent with TOP 2050. Minor changes to the text, graphics and tables in the Parkside Specific Plan associated with these changes are also proposed.

With respect to Project-generated construction emissions, the proposed Project is entirely within the physical impact area evaluated within the Parkside Specific Plan Final EIR. However, as shown on the aerial photograph provided on Figure 3, previously approved land uses in the Parkside Specific Plan area have been constructed or are currently under construction. Therefore, the construction impact area for the Project would be less than anticipated in the Parkside Specific Plan Final EIR. The Parkside Specific Plan Final EIR anticipated that the construction would occur in phases, with Phase 1 including approximately 65 percent of the Specific Plan area. The remaining uses in the Specific Plan area would also be developed in phases, starting with construction of PAs 17 and 18. The types of construction activities associated with the proposed Project (grading, building construction, architectural coatings, and asphalt) would be the same as those evaluated in the Parkside Specific Plan Final EIR; therefore, the types of construction equipment would be similar. Federal and State requirements for cleaner diesel engines would further reduce construction emissions compared to estimates in the Parkside Specific Plan Final EIR. Therefore, criteria pollutant emissions from construction activities associated with the proposed Project, including ROG/VOC and NO_x emissions (ozone precursors), would not exceed what was anticipated for a peak construction day as analyzed in the Parkside Specific Plan Final EIR. Additionally, MM Air-1 through MM Air-3, which identify requirements to reduce construction emissions, would be implemented during construction of the proposed Project. These mitigation measures are presented under the discussion of "Earlier Analysis" at the end of this document. The proposed Project would not result in any new or substantially more severe construction-related air quality impacts beyond that previously analyzed in the Parkside Specific Plan Final EIR. The City

adopted a Statement of Overriding Considerations for this previously identified significant and unavoidable impact.

TOP 2010 EIR identified significant and unavoidable operational impacts associated with volatile organic compounds (VOC), NO_x, carbon monoxide (CO), sulfur dioxide (SO₂), PM₁₀, and particulates 2.5 microns or less in diameter (PM_{2.5}). Despite the additional policies in TOP 2050, because VOC emissions would be substantially greater than TOP 2010, TOP 2050 is considered to result in an increase in magnitude of impacts for VOC compared to TOP 2010. Therefore, the TOP Final SEIR concluded that any project that contributes emissions to the SCAB would have a significant and unavoidable air quality impact related to criteria pollutant emissions, including pollutants for which the SCAB is in nonattainment. The City adopted a Statement of Overriding Considerations for this impact. The sources of operational air pollutant emissions from residential, commercial, and park uses include energy consumption (natural gas and electricity), area sources (such as use of consumer products), and mobile source emissions. As identified in the Parkside Specific Plan Final EIR, mobile emissions are the primary factor associated with operational emissions. As with the approved Parkside Specific Plan, the Project would incorporate MM Air-4, which requires that local transit agencies be contacted to determine bus routing.

Based on the *Parkside Specific Plan Traffic Analysis* prepared by Urban Crossroads (July 2023) (Urban Crossroads, 2023c), buildout of the Specific Plan Amendment with 2,851 units, which is an increase of 904 units as compared to the approved Parkside Specific Plan, would generate a total of 22,198 daily trips, a net increase of 1,097 daily trips compared to development pursuant to the approved Parkside Specific Plan. However, the total number of units and associated vehicular trip generation for the Specific Plan area would be less than anticipated in TOP 2050 and evaluated in TOP Final SEIR for the Specific Plan area (3,858 dwelling units are anticipated in the TOP, compared to 2,851 dwelling units with the proposed Specific Plan Amendment). Additionally, because the proposed Project would involve the development of fewer units compared to that evaluated in the TOP Final SEIR the associated area source and energy source emissions would also be reduced. Notwithstanding, as required by TOP Final SEIR mitigation measure MM Air-1, an Air Quality Assessment was prepared by Urban Crossroads for the Project to evaluate the operational emissions that would result from the net increase in residential units and decrease in commercial development with the proposed Project compared to the approved Parkside Specific Plan (an increase of 904 residential units and a reduction of 100,000 sf of commercial development), and is included in Attachment B of this Addendum (Urban Crossroads, 2023a). The estimated net increase in operation-source emissions resulting from the proposed Project is summarized in Table 2 of the Air Quality Assessment. As shown in Table 2 of the Air Quality Analysis Assessment included in Attachment B, the net increase in operational emissions resulting from the proposed Project would not exceed the SCAQMD thresholds of significance (Urban Crossroads, 2023a). The proposed Project would not result in any new or substantially more severe operational air quality impacts beyond that previously analyzed in TOP Final SEIR. However, because the Project would contribute to the operational emissions generated by buildout of TOP 2050, this would remain as a significant and unavoidable impact. The City adopted a Statement of Overriding Considerations for this impact.

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

c. Expose sensitive receptors to substantial pollutant concentrations?

Discussion of Effects: As identified in TOP Final SEIR, land uses that are considered more sensitive to air pollution than others due to the types of population groups or activities involved. These land uses include residential, retirement facilities, hospitals, and schools. The Parkside Specific Plan Final EIR concluded that construction of the approved Specific Plan would expose sensitive receptors to substantial pollutant concentrations. The nearest sensitive receptors identified in the Parkside Specific Plan Final EIR were planned residential uses to the north (adjacent to the Specific

Plan area). Based on existing zoning and TOP 2050 land uses designations, the nearest sensitive receptors outside of the Specific Plan area would continue to be adjacent residential uses. As identified above, the Project would not increase the type or amount of construction activities occurring at the Project site, and therefore would not expose these sensitive receptors to substantial pollutant concentrations during construction beyond that anticipated and evaluated in the Parkside Specific Plan Final EIR.

The proposed Project, which includes the development of residential, commercial, and park uses consistent with the approved Parkside Specific Plan, would not result in toxic air contaminants (TACs) during operation. The TOP Final SEIR, which evaluated regional emissions from mobile sources resulting from implementation of TOP 2050, concluded that the implementation of 2050 would not produce the volume of traffic required to generate a CO hotspot, and CO hotspots impacts would be less than significant. As identified above, the proposed Project would generate a slight increase in daily trips compared to the approved Parkside Specific Plan, but less daily trips compared to that evaluated in the TOP Final SEIR. Therefore, the proposed Project would not expose sensitive receptors to substantial localized CO concentrations, consistent with the conclusion of the TOP Final SEIR. Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations as the result of Project operations.

The Project would not result in a substantial increase in the amount of pollutant concentrations resulting from implementation of development in the Parkside Specific Plan area.

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

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

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that potential odor impacts resulting from implementation of the Specific Plan with residential, commercial, and park uses would be less than significant. The proposed Project would not change the type of uses allowed to be developed in the Specific Plan area (residential, commercial, and park). As with the previously approved development, the Project would not create objectionable odors resulting in a less than significant impact.

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

4. BIOLOGICAL RESOURCES. Would the project:

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

Discussion of Effects: The Parkside Specific Plan area, including the Project site, is located within 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 Game or the U.S. Fish and Wildlife Service. The Parkside Specific Plan Final EIR analysis identified the following impacts to candidate, sensitive, or special status species to be potentially significant: potential loss of burrowing owl (*Athene cunicularia*) or active burrowing owl nests during construction; cumulative impacts to the white-tailed kite and Northern harrier due to loss of foraging habitat; and indirect impacts to foraging and nesting habitat for various raptor and bird species due to removal of agricultural land. With implementation of mitigation, impacts were determined to be less than significant. Specifically, MM Bio-1 requires a pre-construction survey be conducted 30 days prior to any ground disturbance activities to avoid direct take of burrowing owls in compliance with CDFW protocol, and identifies actions to take if burrowing owl are present; MM Bio-2 requires

payment of City of Ontario open space mitigation fees; MM Bio-3 requires the removal of windrow trees to occur outside the raptor breeding season; and MM Bio-4 requires a pre-construction field survey if project construction activities involving heavy equipment and/or windrow tree removal occur during the nesting/breeding season, and identifies actions to take if active nests are present.

The Project site is currently undeveloped and there are active agricultural activities in the western portion of the Project site (west of the Channel). The Project site is entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR. Based on the *Biological Technical Report for Parkside Specific Plan Amendment Project* (Biological Assessment) (VCS, 2023), included in Attachment C of this Addendum, the Project site supports the following vegetation communities/land cover types: disturbed/developed, nursery row crops, herbaceous non-native forbs and grasses, and tamarisk thickets. The Project site does not support any sensitive vegetation communities and no sensitive plant species were observed during the April 2022 biological field survey. Special status plant species are not likely to occur primarily based on the absence of suitable habitat and highly disturbed soils due to current and previous agricultural activities. Based on the results of burrowing owl focused surveys conducted, no burrowing owls or evidence thereof (i.e., whitewash, pellets, feathers, tracks, eggshell fragments, nest adornment materials, etc.) were detected during the surveys. As a result, the Project site is not considered to be occupied by burrowing owl; however, the Project site and surrounding areas include burrows suitable for burrowing owl and suitable burrowing owl foraging habitat. Therefore, the Project would be required to comply with MM Bio-1 (VCS, 2023).

The Project site continues to provide habitat for nesting and foraging birds and raptors and implementation of the proposed Project would result in the loss of this habitat, as identified in the Parkside Specific Plan Final SEIR. The fee payment required by MM Bio-2, and pre-construction surveys required by MM Bio-3 and MM Bio-4 would continue to be required and would reduce impacts to sensitive species and nesting/foraging birds and raptors to a less than significant level, consistent with the conclusion of the Parkside Specific Plan Final EIR. These MMs are presented under the discussion of "Earlier Analysis" at the end of this document.

The Parkside Specific Plan Final EIR concluded that the federally listed Delhi sands Flower Loving Fly (DSFLF) (*Rhaphiomidas terminatus abdominalis*) did not occupy the Specific Plan area. In 2022 Osborne Biological Consulting conducted a habitat suitability evaluation for the DSFLF. The entire Project footprint is considered unsuitable for DSFLF. The eastern portion of the Project site has extensive imported soils associated with ongoing development and has its native soils thoroughly intermixed with very fine silty Hilmar soils. The western portion of the Project site remains in irrigated agricultural use (as has been the case for decades) with a thin, approximately 3.45-acre waste area of ruderal vegetation on the northern edge of the site. Therefore, the proposed Project would not impact the DSFLF, consistent with the conclusion of the Parkside Specific Plan Final EIR. (VCS, 2023)

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

- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**
- c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that there was no riparian habitat, sensitive natural communities, or wetlands within the Specific Plan area and no impacts to these resources would occur with implementation of the Parkside Specific Plan. The

Cucamonga Creek Channel, which extends in a north-south direction through the Specific Plan area is considered a water of the United States; however, impacts to the Channel were determined to be less than significant with adherence to regulatory permit requirements (i.e., Section 404 permit through the Army Corps of Engineers (ACOE), Section 401 Water Quality Certification through the RWQCB, and CDFW notification per Section 1600 of the California Fish and Game Code). It should be noted that impacts to the Channel have been completed and required permits were obtained.

Based on the Biological Assessment included in Attachment C of this Addendum, the Project site, which is entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR, still does not support riparian habitat, sensitive natural communities, or wetlands, and no impact to such resources would occur with implementation of the proposed Project (VCS, 2023).

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

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

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that the implementation of the Specific Plan would not interfere with migratory movement and no impacts would occur. No wildlife corridors were identified within the Specific Plan area, including the Project site. The Project site is entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR. Based on the Biological Assessment included in Attachment C of this Addendum, due to the disturbed nature of the Project site and the degraded habitats, the loss of foraging habitat and/or effect on local wildlife movement would be less than significant. No long-term or significant effects to wildlife movement are anticipated, consistent with the conclusion of the Parkside Specific Plan Final EIR. Additionally, the Project site is not within or near any native wildlife nursery sites. Construction activities would be conducted in compliance with the MBTA and CDFW requirements (refer to MM Bio-4, which is presented under the discussion of “Earlier Analysis” at the end of this document). Therefore, the proposed Project would not interfere with the movement of any species, with migratory wildlife corridors, or impede the use of a native wildlife nursery site, and impacts would be less than significant.

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

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

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that there are no specific local policies or ordinances established to protect biological resources that would relate to the Project site and this impact would be less than significant. Ontario Development Code Section 6.05.020 (updated in 2020) was established to further the preservation, protection, and maintenance of healthy heritage trees. The Project site does not contain any heritage trees; therefore, the preservation or protection of existing trees is not required for the Project. Additionally, Municipal Code Sections 10-1.25 and 10-2.05 prohibit the damaging or destruction of trees on City property, except under conditions specified in the Municipal Code. There are no existing trees planted in the public right-of-way adjacent to the Project site and the proposed Project would not conflict with any policies or ordinances protecting biological resources.

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

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

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that the Specific Plan area is not part of an adopted HCP, NCCP or other approved habitat conservation plan and that no significant impacts would result. The Project site is entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR, and is not within an adopted HCP, NCCP or another approved habitat conservation plan, consistent with the conclusion of the Parkside Specific Plan Final EIR.

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

5. CULTURAL RESOURCES. Would the project:

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

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that the implementation of the Specific Plan would not cause substantial adverse change to an historic resource because no historic resources are within the Specific Plan area. The Project site is entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR and is currently undeveloped. A *Cultural Resources Assessment for the Parkside Specific Plan Amendment Project* (Cultural Resources Assessment) (VCS, 2023b) was prepared for the proposed Project and is included in Attachment D of this Addendum. Based on the records search conducted during preparation of the Cultural Resources Assessment, no historic resource as defined in CEQA Guidelines Section 15064.5 have been recorded at the Project site, consistent with the conclusion of the Parkside Specific Plan Final EIR. No impact to historical resources would result from implementation of the Project.

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

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

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that while no known archeological resources were located within the Specific Plan area, there is a potential for adverse environmental impacts to undiscovered unique archaeological resources. The Final EIR included a mitigation measure outlining actions to take in the event unknown resources were discovered during grading (MM Cultural-1). The Project site is vacant, was previously disturbed by agricultural uses that have been removed and is entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR. As identified in the Parkside Specific Plan Final EIR, and confirmed in the Cultural Resources Assessment, there are no known archaeological resources sites within the Specific Plan area. However, site P-36-012533 extends along and under Archibald Avenue, which defines the eastern boundary of the Project site. It is an alignment of historic-era construction debris laid down as an engineered roadbed. An isolated mano (36-033020) is recorded less than one-half mile to the south, along Carpenter Avenue, north of Merrill Avenue. In the unlikely event archaeological resources are encountered during construction, the requirements outlined in MM Cultural-1, which is presented under the discussion of "Earlier Analysis" at the end of this

document, would be followed and impacts would remain less than significant.

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

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

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded there is low potential for adverse environmental impacts to human remains, including those interred outside of a formal cemetery, and impacts were determined to be less than significant. However, the Final EIR indicated that in the unlikely event human remains were discovered during grading, state laws would be followed in accordance with MM Cultural 2 (Section 7050.5 of the Health and Safety Code, Section 5097.98 of the Public Resources Code), and the Final EIR outlined actions that would be taken. The Project site is entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR. As identified in the Final EIR, in the unlikely event human remains are encountered, compliance with applicable laws and regulations would ensure that impacts remain less than significant.

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

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 Parkside Specific Plan Final EIR analysis concluded that development in the Specific Plan area would have less than significant impacts related to energy consumption (natural gas and electric consumption). The proposed Project includes a Specific Plan Amendment that would increase the allowed number of residential units in the Specific Plan area by 904, and decrease the amount of allowed commercial development by 100,000 sf. The proposed number of allowed residential units (2,851) would be 1,007 fewer units than what is anticipated in the TOP and evaluated in the TOP Final SEIR. The proposed Project would not change the type of land uses anticipated for the Specific Plan area (residential, commercial and park) and would not change the anticipated construction and operational characteristics of the proposed development. Therefore, the associated sources of energy demand for these activities would be similar to development pursuant to the approved Parkside Specific Plan.

Construction-related energy demand includes energy and fuel used by construction equipment, construction worker vehicles, and construction vendor / hauling vehicles, coupled with construction energy efficiency / conservation measures. The construction equipment, use of electricity, and fuel for the proposed Project would be typical for the type of construction proposed because there are no aspects of the proposed construction process that are unusual or energy-intensive, and construction equipment would conform to applicable CARB emissions standards, which promote equipment fuel efficiencies. It should also be noted that fuel efficiencies are improving for on- and off-road vehicle engines due to more stringent government requirements. Electrical energy would be available for use during construction from existing power lines and connections, precluding the use of less-efficient generators. Thus, construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

With respect to operations, as with the approved Specific Plan, the residential, commercial and park uses that would be allowed by the proposed Project would use electricity for uses including heating, cooling, and ventilation of buildings; water heating; operation of electrical systems; lighting;

and appliances. Title 24 energy standards have become more stringent since 2006. These regulations are regularly updated. The 2022 version of Title 24 was adopted by the CEC and became effective on January 1, 2023. The 2022 Title 24 regulations are applicable to building permit applications submitted on or after January 1, 2023. Further, the California Green Building Standards (CALGreen) Code, which contains mandatory and voluntary requirements for new residential and nonresidential buildings, became effective in August 2009, following certification of the Parkside Specific Plan Final EIR. The proposed residential and non-residential buildings would be constructed to achieve the building energy standards set forth in the Title 24 requirements in effect at the time of building permit issuance. Therefore, there would be additional reductions in energy consumption pursuant to the new and updated codes compared to those anticipated in the Parkside Specific Plan Final EIR. Further, the types of trips and vehicle mix generated by the proposed Project would be consistent with other residential and commercial development of similar scale and configuration, including other development in the Parkside Specific Plan area. The proposed Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and vehicle miles traveled, nor associated excess and wasteful vehicle energy consumption.

Therefore, the proposed Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation and the impact would remain less than significant, consistent with the conclusion of the Parkside Specific Plan Final EIR.

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

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

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

- **Integrated Energy Policy Report.** Senate Bill (SB) 1389 (Bowen, Chapter 568, Statutes of 2002) requires the CEC to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing California's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety. The 2022 IEPR was adopted in February 2023, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. As with the uses allowed by the previously approved Parkside Specific Plan, the additional residential uses and the commercial uses proposed would be required to adhere to applicable Title 24 energy standards and CALGreen, which would reduce energy consumption, as described previously. The proposed Project would not involve any uses or activities that would conflict with or otherwise hinder or obstruct implementation of the goals presented in the 2022 IEPR.
- **State of California Energy Plan.** The CEC is responsible for preparing the State of California Energy Plan (State Energy Plan), which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The State Energy Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the State Energy Plan identifies a number of strategies, including assistance to public agencies and fleet operators encouraging urban designs

that reduce vehicle miles traveled and accommodate pedestrian and bicycle access. The proposed Project takes advantage of existing infrastructure systems and promotes land use compatibilities through the development of residential uses on a site designated for such uses in the TOP and the Parkside Specific Plan. The previously approved Parkside Specific Plan and the proposed Project would support urban design and planning processes identified under the State Energy Plan and would not otherwise interfere with or obstruct implementation of the State Energy Plan.

The Project would also comply with the requirements of the City's Community Climate Action Plan (CCAP), which is addressed in the Greenhouse Gas Emissions section of this Addendum.

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

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

7. GEOLOGY & SOILS. Would the project:

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

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

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

ii) Strong seismic ground shaking?

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that the implementation of the Specific Plan could expose people or structures to seismic hazards; however, with adherence to regulatory requirements and implementation of identified mitigation measures, this impact would be less than significant. The Project site is entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR and the underlying geologic conditions at the Project site remain the same. As identified in the Final EIR, all construction would be conducted in compliance with the City's building codes, the Uniform Building Code (UBC), the Ontario Municipal Code, TOP and all other ordinances adopted by the City related to construction and safety. This impact would remain less than significant, consistent with the conclusion of the Parkside Specific Plan Final EIR.

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

iii) Seismic-related ground failure, including liquefaction?

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that due to the consistency of the underlying soils and the deep groundwater levels, the potential for seismic-induced liquefaction was less than significant. The Project site is entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR and the potential for seismic-induced liquefaction remains the same (less than significant).

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

iv) Landslides?

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that the topography of the Specific Plan area is virtually flat, and the potential for landslides is considered not significant. The terrain of the Project site remains the same (virtually flat). No impacts related to seismically induced landslides would result, consistent with the conclusion of the Parkside Specific Plan Final EIR.

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

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

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that loss of sediments from erosion would occur during construction; however, with adherence to regulatory requirements this impact would be less than significant. The Project site is undeveloped and there is exposed soil within the Project site, which is susceptible to wind and water erosion. As identified in the Parkside Specific Plan Final EIR, compliance with applicable regulations, including implementation of erosion control and dust reduction measures required by the Stormwater Pollution Prevention Plan (SWPPP) and obtaining required permits (refer to MM Geo-1, which is presented under the discussion of "Earlier Analysis" at the end of this document), ensure that erosion impacts are less than significant. Under the developed condition, and with adherence to applicable regulations, including requirements of the National Pollutant Discharge Elimination System (NPDES) requirements and the Environmental Resource Element of the Policy Plan strategies, and compliance with the UBC and Ontario Municipal Code, the potential for erosion would remain less than significant, consistent with the conclusion of the Parkside Specific Plan Final EIR.

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

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?

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

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that the implementation of the Specific Plan would locate structures on soils that are considered potentially

unstable. The Parkside Specific Plan Final EIR concluded that the on-site soils have a negligible expansion potential. With implementation of mitigation measures MM Geo-2, which requires a geotechnical evaluation to analyze organic matter content of the soils and identifies actions to take if soils are unstable, and MM Geo-3 which requires testing of site materials, impacts related to unstable soils were determined to be less than significant. The Project site is entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR and the underlying geologic conditions at the Project site remain the same, including the presence of soils that contain organic matter. Therefore, the potential for encountering unstable or expansive soils remains the same. Implementation of TOP strategies, adherence to requirements outlined in the City's building codes, the UBC, and Ontario Municipal Code, and implementation of MM Geo-2 and MM Geo-3, would ensure that impacts remain less than significant, consistent with the conclusions of the Parkside Specific Plan Final EIR. The applicable MMs are presented under the discussion of "Earlier Analysis" at the end of this document.

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

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

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that proposed development within the Specific Plan area would be served by domestic sewer systems and would not require the use of septic tanks. Rather, septic tanks and leach lines that exist onsite would be removed prior to construction. The Project site is entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR, and the proposed uses would also be connected to the domestic system. Consistent with the conclusion of the Parkside Specific Plan Final EIR, there would be no use of septic systems or alternative wastewater treatment systems, and analysis of the ability of the soils to support such systems is not necessary. No impact would result.

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

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

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that earth-disturbing activities associated with the implementation of the Specific Plan could potentially disturb or damage undocumented paleontological resources located 5 feet or more below the ground surface; however, with implementation of MM Cultural-3, this impact would be less than significant. The Project site is undeveloped but has been disturbed by current and past agricultural activities. The Project site is entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR. As required by MM Cultural-3, a paleontological resource survey has been prepared for the proposed Project and is included in the Cultural Resources Assessment included in Attachment D of this Addendum. Consistent with the conclusion of the Parkside Specific Plan Final EIR, there is a potential to encounter paleontological resources if grading activities extend 5 feet below the ground surface. Therefore, MM Cultural-3, which requires that a Paleontological Resources Monitoring and Treatment Plan (PRMTP) be prepared and implemented, is applicable to the proposed Project. With implementation of MM Cultural-3, impacts would remain less than significant, consistent with the conclusion of the Parkside Specific Plan Final EIR. MM Cultural-3 is presented under the discussion of "Earlier Analysis" at the end of this document.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in

the Parkside Specific Plan Final EIR. No changes or additions to the previous environmental document are necessary, nor is there a need for any additional mitigation measures. Applicable mitigation measures included in the Parkside Specific Plan Final EIR will continue to apply to the Project.

8. GREENHOUSE GAS EMISSIONS.

The State of California enacted Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, after preparation of the Parkside Specific Plan Final EIR, and, as a result, increased attention has been paid to the impact of GHG emissions. The California Natural Resources Agency (CNRA) in 2010, adopted amendments to the CEQA Guidelines in a new Section 15064.4 entitled “Determining the Significance of Impacts from Greenhouse Gas Emissions”, which require evaluation of GHG emissions. Therefore, GHG emissions were not specifically identified as such in the Parkside Specific Plan Final EIR analyses. However, as described in the following paragraphs, courts have ruled that there is no requirement to address GHG emissions in an Addendum to an EIR that was completed prior to the adopted CEQA amendments. “Information on the effect of greenhouse gas emissions on climate change” does not constitute “new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the IS / MND was adopted.” (See *Citizens for Responsible Equitable Environmental Development v. City of San Diego* (2011) 196 Cal. App. 4th 515, 531–532 (rejecting claim that such information triggered the need for a supplemental EIR and explaining that such information was known “long before the City approved the 1994 EIR” at issue)). Further, the impact of buildout of TOP on the environment due to GHG emissions was analyzed in the TOP Final SEIR. As previously discussed, the proposed buildout of the Parkside Specific Plan was previously analyzed in TOP Final SEIR, which was certified by the City and evaluated 1,007 more units in the Parkside Specific Plan area compared to the development anticipated with the proposed Project.

Would the project:

- a. **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**
- b. **Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

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

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

As noted by the court in *Citizens for Responsible Equitable Environmental Development v. City of San Diego* (supra, 196 Cal. App. 4th 515), by 1990, the potential impacts of GHG emissions were already the subject of litigation, with the “Natural Resources Defense Council (NRDC) argu[ing] that

an] “increase in fossil fuel combustion ... will ... lead to a global increase in temperatures, causing a rise in sea level and a decrease in snow cover that would damage the shoreline, forests, and agriculture of California.” (Id. at 531, quoting *City of Los Angeles v. National Highway Traffic Safety Administration* [D.C. Cir. 1990] 286 U.S. App.D.C. 78.)

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

TOP 2050 includes an update to the City’s 2014 Community Climate Action Plan (CCAP Update). The CCAP is a plan to reduce GHG emissions and improve community resilience to hazardous conditions associated with climate change. The CCAP Update includes updated emissions inventories; updated emissions forecasts; identifies GHG emissions reduction targets to achieve the GHG reduction goals of the City of Ontario consistent with Senate Bill 32, Executive Order S-03-05, and substantial progress toward the State’s carbon neutrality goals of Executive Order B-55-18; and measures, that when quantified, achieve the GHG reduction targets for the City. The CCAP Update is intended to meet the CEQA Guidelines Section 15183.5 plan requirements for CEQA streamlining for development projects consistent with TOP 2050. The CCAP Update includes per capita targets for Ontario for year 2030 and year 2050 to be consistent with the GHG reduction goals of SB 32 and EO S-03-05, and substantial progress toward the State’s carbon neutrality goals under EO B-55-18. The CCAP Update underwent CEQA review (TOP Final SEIR) and was adopted after public hearings. Thus, the City’s CCAP is a qualified CAP that projects can tier off of for CEQA review. According to TOP Final SEIR, with implementation of the Ontario CCAP implementation of TOP 2050 would result in less than significant impacts related to GHG emissions. GHG emissions associated with development projects would be less than significant if the project is consistent with the CCAP. The Project would comply with the City’s CCAP. Therefore, consistent with the CEQA Guidelines, the Project would have a less than significant individual and cumulative impact for GHG emissions.

Further, the proposed Specific Plan Amendment would increase the allowed number of residential units from 1,941 to 2,851 (an increase of 904 units) within the Specific Plan area, which is 1,007 fewer units than what is anticipated in the TOP and evaluated in the TOP Final SEIR for the Specific Plan area. Therefore, implementation of the proposed Project was previously analyzed by the TOP Final SEIR. Pursuant to Public Resources Code Section 21083.3, this impact need not be analyzed further, because (1) the proposed Project would result in an impact that was previously analyzed in the certified TOP Final SEIR; (2) the proposed Project would not result in any greenhouse gas impacts that were not addressed in the certified TOP Final SEIR; and (3) the proposed Project is consistent with TOP 2050. Impacts would be less than significant.

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

9. HAZARDS & HAZARDOUS MATERIALS. Would the project:

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

Discussion of Effects: The Parkside Specific Plan Final EIR concluded that the approved residential, commercial and park uses would not generate hazardous materials other than those typically associated with household products, and that there would be no transport of non-

construction related hazardous materials to or from the Specific Plan area. The proposed Project includes a Specific Plan Amendment that would primarily increase the total area to be developed with residential uses and the total number of residential units, and reduce the amount of commercial and park area, consistent with TOP 2050. Additionally, the proposed Specific Plan Amendment clarifies the housing typologies to facilitate implementation of the Residential Design Guidelines and allows for additional housing typologies to be developed in certain PAs. Minor changes to the text, graphics and tables in the Parkside Specific Plan associated with these changes are also proposed. There would be no change in the types of land uses proposed or the types of hazardous materials that would be used during construction and operations at the Project site. Development of the proposed residential, commercial and park uses at the Project site would not create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials. Consistent with the conclusion of the Parkside Specific Plan Final EIR, impacts would be less than significant.

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

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

Discussion of Effects: The Parkside Specific Plan Final EIR concluded that potential hazards to the public associated with prior use of diesel-powered farm equipment and previously removed underground storage tanks (UST) would be less than significant; however, on-site buildings could contain lead-based paint (LBP) or asbestos. Exposure of the public to LBP or asbestos was determined to be a potentially significant impact; however, this impact was reduced to a less than significant level with implementation of MM Haz 4. Potential hazards related to methane generation or associated ground cracking were also determined to be less than significant due the limited amount of dairy operations, if any, that occurred at the Project site. Notwithstanding, MM Haz 6 requires that organic matter content of soils not exceed 2 percent. The Parkside Specific Plan Final EIR also concluded that wildlife could be exposed to sediment transported in storm water runoff with levels of total dichlorodiphenyltrichloroethane (DDT) that exceed regulatory standards due to the cumulative conversion of agricultural soils to urban uses, resulting in a significant impact. This impact is addressed in the Hydrology and Water Quality section below.

As identified above, there would be no change in types of land uses proposed to be developed within the Specific Plan area (residential, commercial and park), and the Project site is entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR. Additionally, agricultural activities are limited to the western portion of the Project site under existing conditions and structures and associated foundations associated with previous agricultural uses have been removed. While the Parkside Specific Plan Final EIR determined that previous uses at the Project site or transported to the site would result in less than significant impacts related to creation of a hazard to the public or the environment, MM Haz-1, Haz-2, Haz 3, Haz-5 and Haz-6 identify actions to take if hazardous materials associated with previous uses are discovered (soil contamination, septic tanks, hazardous waste, organic material, and fill materials). With the exception of the potential for exposure to asbestos containing materials and LBP (which is not applicable to the Project given that there are no remaining structures to be removed), potential impacts associated with exposure to hazardous materials within the Project site would be the same as those identified in the Parkside Specific Plan Final EIR, and MMs Haz-1, Haz-3, and MMs Haz-5 and MM Haz-6 presented under the discussion of "Earlier Analysis" at the end of this document would apply. Development of the proposed residential, commercial and park uses would not expose the public or the environment to a significant hazard through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Consistent with the conclusion of the Parkside Specific Plan Final EIR, impacts would be less than significant.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed in

the Parkside Specific Plan Final EIR. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures. Applicable mitigation measures included in the Parkside Specific Plan Final EIR will continue to apply to the Project.

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 Parkside Specific Plan Final EIR analysis indicated that closest existing schools are Phoenix High School (part of the Corona-Norco Unified School District, previously known as Horizon Continuation High School) located approximately 2.8 miles south of the Specific Plan area, and Colony High School (part of the Chaffey Joint Union High School District) located approximately 1 mile to the north of the Specific Plan area. There is also a proposed elementary school site in the Subarea 29 (Hettinga) Specific Plan area as well as a middle school site. Based on review of the TOP 2050 Policy Plan Land Plan, there are planned schools within 0.25 mile of the Project site to the north (within the Avenue Specific Plan) and the east (within the Grand Park Specific Plan).

The proposed Project includes a Specific Plan Amendment that would primarily increase the total area to be developed with residential uses and the total number of residential units, and reduce the amount of commercial and park area, consistent with TOP 2050. Additionally, the proposed Specific Plan Amendment clarifies the housing typologies to facilitate implementation of the Residential Design Guidelines and allows for additional housing typologies to be developed in certain PAs. Minor changes to the text, graphics and tables in the Parkside Specific Plan associated with these changes are also proposed. There would be no change in the type of land uses to be developed within the Specific Plan area, and as with the previously approved uses, development of the proposed residential, commercial and park uses within the Project site would not involve hazardous emissions or handling of acutely hazardous materials. This impact would be less than significant, consistent with the conclusion of the Parkside Specific Plan Final EIR.

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

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65574.5 and, as a result, would it create a significant hazard to the public or the environment?

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that the Specific Plan area was not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65574.5 (Cortese List), and none of the sites identified in the Phase I Environmental Site Assessment conducted during preparation of the Final EIR represent an environmental concern for proposed uses. The Project site is entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR. Based on review of the current California Department of Toxic Substances Control (DTSC) current Cortese List, the Project site is not listed on the hazardous materials sites compiled pursuant to Government Code Section 65574.5 (DTSC, 2023). Therefore, no impact would occur.

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

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

Discussion of Effects: The Parkside Specific Plan Final EIR concluded that the Specific Plan area is within 2 miles of the Chino Airport, which is classified as a General Utility airport. The Parkside Specific Plan Final EIR indicated that based on the 1991 Chino Airport Comprehensive Land Use Plan, the Specific Plan area is within Safety Zone III; this zone does not place restrictions on residential development in this area. Additionally, the Parkside Specific Plan Final EIR indicates that based on the 2003 Airport Master Plan for the Chino Airport, the western portion of the Specific Plan area (west of the Channel) is within Zone 6: Traffic Pattern Zone. Zone 6 allows residential uses included in the approved Specific Plan. Development within the Specific Plan area is required to adhere to MM Haz 7, which requires building heights comply with applicable regulations, and MM Haz 8, which requires notification to future buyers within the Parkside Specific Plan area of proximity to the Chino Airport, and impacts related to safety hazards were determined to be less than significant.

In April 2011, following certification of the Parkside Specific Plan Final EIR, the Ontario City Council adopted the Ontario International Airport Land Use Compatibility Plan (ALUCP) (ONT ALUCP) (Ontario, 2018). The basic function of the ONT ALUCP is to promote compatibility between Ontario International Airport and the land uses that surround it. The geographic scope for the ONT ALUCP is the Airport Influence Area (AIA), the area in which current or future airport-related noise, safety, airspace protection, and/or overflight factors may affect land uses or impose restrictions on those uses.

On August 2, 2022, the City Council of the City of Ontario approved and adopted a Development Code Amendment to establish the Chino Airport (CNO) Overlay Zoning District (OZD) and Reference I, Chino Airport Land Use Compatibility Plan (CNO ALUCP). The CNO OZD and CNO ALUCP established the Airport Influence Area for Chino Airport, solely within the City of Ontario, and limits future land uses and development within the Airport Influence Area, as they relate to safety, airspace protection, and overflight impacts of current and future airport activity. The CNO ALUCP is consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook.

Based on review of the TOP 2050 Figure LU-06, Airport Safety Zones & Influence Areas, the Parkside Specific Plan area, including the Project site, is within the Airport Influence Area (AIA) for the Chino Airport and the ONT. The Project site is approximately 4 miles south of the ONT and 1.4 miles northeast of the Chino Airport. However, the Project site is not within a designated Airport Safety Zone for the airports. Additionally, based on review of Figure 5.13-3, Airport Noise Contours, the Specific Plan area, including the Project site, is not within a noise contour for the Chino Airport or ONT. Therefore, implementation of the proposed Project, which would not change the types of land uses proposed within the Specific Plan area, would not pose a safety hazard to people residing or working at the Project site, resulting in a less than significant impact, consistent with the conclusion of the Parkside Specific Plan Final EIR. Notwithstanding the less than significant impacts related to airport-related safety hazards and excessive noise, as required by MM Haz 7 and MM Haz 8, allowed building heights would not be exceeded, and future buyers within the Project site would be notified of proximity of the property to the airports.

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

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

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that development pursuant to the Specific Plan would not impair implementation of or interfere with an emergency response or evacuation plan, and streets used for emergency access would not be impacted during construction. The City's Safety Element, as contained within the TOP Policy Plan, includes policies and procedures to be administered in the event of a disaster. TOP seeks interdepartmental and inter-jurisdictional coordination and collaboration to be prepared for, respond to, and recover from everyday disaster emergencies. As with the

approved uses within the Specific Plan area, the proposed Project, which does not change the type of allowed uses the Specific Plan area, would comply with the requirements of the Ontario Fire Department and all City requirements for fire and other emergency access. No impact would result, consistent with the conclusion in the Parkside Specific Plan Final EIR.

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

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

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

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

10. HYDROLOGY & WATER QUALITY. Would the project:

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

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that the implementation of the Specific Plan could violate water quality standards and/or waste discharge requirements during construction and operation; however, with implementation of mitigation measures (MM Hydro-1, MM Hydro-2 and MM Hydro-3) which require adherence to statewide NPDES General Industrial Activities Stormwater Permit, the San Bernardino County Area-Wide Urban Runoff Permit (MS4 permit) and the Ontario Municipal Code (Section 6, Title 6), potential impacts to surface water quality would be less than significant. The Parkside Specific Plan Final EIR also concluded that development within the Specific Plan area would improve the groundwater quality within the Chino II Groundwater Sub-basin because the agricultural uses that cause high levels of nitrates in the drinking water supply would be eliminated.

The proposed Project includes a Specific Plan Amendment that would primarily increase the total area to be developed with residential uses and the total number of residential units, and reduce the amount of commercial and park area, consistent with TOP 2050. Additionally, the proposed Specific Plan Amendment clarifies the housing typologies to facilitate implementation of the Residential Design Guidelines and allows for additional housing typologies to be developed in certain PAs. Minor changes to the text, graphics and tables in the Parkside Specific Plan associated with these changes are also proposed. The Project site is entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR. The construction activities within the Project site would be similar to those evaluated in the Parkside Specific Plan Final EIR and would result in similar temporary water quality impacts during construction. It should be noted that construction related water quality regulations are more stringent than when the Parkside Specific Plan Final EIR was

prepared. Consistent with the conclusion of the Final EIR, with adherence to MM Hydro-1, which requires compliance with regulatory requirements, including preparation of a Storm Water Pollution Prevention Plan (SWPPP), water quality impacts during construction would be less than significant. MM Hydro-1 is presented under the discussion of "Earlier Analysis" at the end of this document.

As required by MM Hydro-2, a Water Quality Management Plan (WQMP) would be prepared for projects implementing the Parkside Specific Plan, including development within the Project site. The proposed Project would not change the types of land uses to be developed and the types of urban pollutants that would be generated would be the same; therefore, the post-development best management practices (BMPs) would also be the same. The WQMP would be based on the regional model form provided by the City, and would identify and detail all Site Design, Source Control, and Treatment Control BMPs to be implemented or installed in order to reduce storm water pollutants and site runoff. Further, MM Hydro-3 requires that any loading docks within retail areas be designed with devices to trap oil and grease and ensure these pollutants are not discharged into the storm water runoff, and MM Hydro-6 identifies actions to take to reduce pollutants from maintenance and landscape activities. MM Hydro-2, MM Hydro-3, and MM Hydro-6 are presented under the discussion of "Earlier Analysis" at the end of this document.

Consistent with the conclusion of the Parkside Specific Plan Final EIR, with adherence to the identified mitigation measures potential water quality impacts during construction and operation would be less than significant.

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

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

Discussion of Effects: The Parkside Specific Plan Final EIR concluded that development would further groundwater management objectives by limiting recharge into the southern portion of the Chino Basin, and because the development of the Optimum Basin Management Program (OBMP) anticipated the cumulative impacts of urbanization of the Chino Basin and consequent conversion of agricultural land use (e.g., diminished agricultural ground water extraction and projected need to increase ground water pumping by desalters), no significant individual or cumulative negative impacts to aquifer volume or the ground water table would occur with implementation of the Parkside Specific Plan. Nevertheless, MM Hydro-5 is required for water conservation and for enhanced ground water recharge.

The proposed Project would be served by domestic water provided by the City, and direct additions or withdrawals of groundwater are not proposed. The Project site is entirely within the physical impact area evaluated in Parkside Specific Plan Final EIR, and the proposed Project would not change the types of land uses to be developed within the Project site. There may be a slight change in the amount of impervious surface, which could reduce the potential for groundwater recharge; however, the Project site is not located in a designated groundwater recharge area (CBWCD, 2023). The potential for the proposed Project to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed Project may impede sustainable groundwater management of the basin is considered less than significant. Notwithstanding, MM Hydro-5 is applicable to the proposed Project and requires that landscaping retain and percolate both applied irrigation water and stormwater. MM Hydro-5 is presented under the discussion of "Earlier Analysis" at the end of this document.

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

mitigation measures included in the Parkside Specific Plan Final EIR will continue to apply to the Project.

- c. **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**
- i) **result in substantial erosion or siltation on- or off-site;**
 - ii) **substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;**
 - iii) **create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or**
 - iv) **impede or redirect flood flows?**

Discussion of Effects: The Parkside Specific Plan Final EIR identifies that no streams or streambeds are present within the Specific Plan area. The Final EIR concluded that implementation of the Specific Plan could alter the drainage patterns of the site but would not substantially alter the rate or amount of stormwater runoff entering the Cucamonga Creek Channel, and ultimately Mill Creek (the southerly portion of the Channel). Further, the Final EIR identifies the Channel is designed to accept all water from the Specific Plan area and to accommodate the 100-year storm event at full buildout (urban development) of the watershed. Storm water from the Specific Plan area would be conveyed to the Channel via local streets, which would connect to underground storm drains and storm drains would be designed in compliance with applicable flood control requirement (MM Hydro-4). Therefore, flooding on- or off-site would not occur. Additionally, increases in the flows within the Channel as a result of urban development may cause erosion; however, the design of the storm drain system would ensure that the increase in the rate of flows into the Channel would be less than significant. With implementation of the on-site storm drain system and required Parkside Specific Plan Final EIR mitigation measures (MM Hydro-1 through MM Hydro 4, MM Hydro-6, and MM Hydro-7), which include requirements to adhere to applicable regulations, as discussed above, impacts would be less than significant.

The proposed Project includes a Specific Plan Amendment that would primarily increase the total area to be developed with residential uses and the total number of residential units, and reduce the amount of commercial and park area, consistent with TOP 2050. Additionally, the proposed Specific Plan Amendment clarifies the housing typologies to facilitate implementation of the Residential Design Guidelines and allows for additional housing typologies to be developed in certain PAs. Minor changes to the text, graphics and tables in the Parkside Specific Plan associated with these changes are also proposed. The Project site is entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR and would not involve any construction activities or new land use types beyond that anticipated in the Parkside Specific Plan Final EIR. Further, the storm drain system would remain the same, discharging to the Channel. As required by MM Hydro-4, the on-site storm drain system would meet the required flood control requirements. As with the approved residential, commercial and uses at the Project site, there would be a less than significant impact related to potential flooding and storm drain capacity. MM Hydro-4 is presented under the discussion of "Earlier Analysis" at the end of this document.

As discussed under Threshold "a" above, as required by MMs Hydro-1 through Hydro-3, and MM Hydro-6, the proposed Project would be constructed in compliance with applicable regulations to minimize water quality impacts during construction and operation, including from erosion, and impacts related to erosion and polluted runoff would be less than significant.

As discussed under Threshold "d" below, the Parkside Specific Plan area is not within a flood hazard area; therefore, the proposed Project would not redirect flood flows.

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

mitigation measures included in the Parkside Specific Plan Final EIR will continue to apply to the Project.

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

Discussion of Effects: The Parkside Specific Plan Final EIR concluded that no structures within the Specific Plan area would be placed within a 100-year flood plain, and the Specific Plan area is not in proximity to a large body of water or the ocean, so the threat of an earthquake-induced seiche or tsunami would not occur.

Figure 5.10-3, Dam Inundation Zones, of TOP Final SEIR indicates that the Specific Plan area is within the eastern portion of San Antonio Creek dam failure inundation area; however, TOP Final SEIR concludes that because the likelihood of catastrophic failure of the San Antonio Dam is very low and because the City is prepared in the event of such failure, impacts are considered less than significant. The Project site is entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR and TOP Final SEIR and would also have no impacts or less than significant impacts related to the risk of pollutant release from inundation of the Project site from seiche, tsunami or dam failure. Based on review of the Federal Emergency Management Agency (FEMA) National Flood Hazard Layer (NFHL) Viewer, the eastern portion of Project site is within a FEMA Zone X (Shaded), which is an area of one percent annual chance flood with average depth less than one foot or with drainage areas of less than one square mile and the western portion of the Project site is within FEMA Zone X which is an area with reduced flood risk due to a levee (FEMA, 2008). The Cucamonga Creek Channel, which extends north-south through the Specific Plan area is within the 100-year flood plain; however, as discussed above, the Channel is designed to accommodate the 100-year storm event at full buildout. Therefore, the Project would also have a less than significant impact related to the risk of pollutant release from flood inundation, consistent with the conclusion of the Parkside Specific Plan Final EIR.

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

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

Discussion of Effects: As identified in the Parkside Specific Plan Final EIR, the Specific Plan area is located within the purview of the Santa Ana Regional Water Quality Control Board (RWQCB; Region 8) and must comply with applicable elements of the region's Basin Plan. As previously discussed, the Parkside Specific Plan Final EIR analysis concluded that with adherence to applicable water quality regulations, as required by mitigation measures in the Parkside Specific Plan Final EIR, water quality and groundwater impacts would be less than significant, and the Project would not conflict with the Basin Plan.

The Project site is entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR. The proposed Project would not involve any change in the type of construction activities or type of uses to be developed in the Project site (residential, commercial, and park), and as discussed under Threshold "a" above, would be required to comply with applicable regulations addressing the protection of water quality. Therefore, the Project would comply with the Basin Plan, consistent with the conclusion of the Parkside Specific Plan Final EIR.

On September 16, 2014, subsequent to certification of the Parkside Specific Plan Final EIR, Governor Brown signed into law the Sustainable Groundwater Management Act (SGMA). The 2014 SGMA requires local public agencies and Groundwater Sustainability Agencies (GSAs) in "high-" and "medium"-priority basins to develop and implement Groundwater Sustainability Plans (GSPs) or Alternatives to GSPs. The California Department of Water Resources (DWR) currently categorizes the Chino Groundwater Basins as "very low" priority. Therefore, the Chino Groundwater Basins is not subject to the requirements of the SGMA (DWR, 2023). Accordingly, development within the Parkside Specific Plan area, including the Project site, would not conflict with or obstruct implementation of a sustainable groundwater management plan and no impact would occur.

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

11. LAND USE & PLANNING. Would the project:

a. Physically divide an established community?

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that the Specific Plan area is not located within a “community” and all major circulation routes would be maintained through the area; therefore, implementation of the Specific Plan would not interfere or adversely disrupt or physically divide an established community.

The proposed Project includes a Specific Plan Amendment that would primarily increase the total area to be developed with residential uses and the total number of residential units, and reduce the amount of commercial and park area, consistent with TOP 2050. Additionally, the proposed Specific Plan Amendment clarifies the housing typologies to facilitate implementation of the Residential Design Guidelines and allows for additional housing typologies to be developed in certain PAs. Minor changes to the text, graphics and tables in the Parkside Specific Plan associated with these changes are also proposed. The Project site is entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR, and is surrounded by existing development, or areas planned for future development pursuant to approved specific plans or the TOP 2050 Policy Plan. Consistent with the conclusion of the Parkside Specific Plan Final EIR, the proposed Project would not divide an established community and no impact would result.

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

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

Discussion of Effects: The Parkside Specific Plan Final EIR concluded that proposed development would not conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project, adopted for the purpose of avoiding or mitigating an environmental effect. Development would adhere to requirements outlined in the Parkside Specific Plan, TOP and Ontario Municipal Code, and with implementation of mitigation measures outlined in the Parkside Specific Plan Final EIR for the respective environmental issue areas (i.e., air quality, hydrology and water quality, noise, public services, transportation/traffic, and utilities). Therefore, impacts related to land use policies would be less than significant.

The proposed Project includes a Specific Plan Amendment that would primarily increase the total area to be developed with residential uses and the total number of residential units, and reduce the amount of commercial and park area, consistent with TOP 2050. Additionally, the proposed Specific Plan Amendment clarifies the housing typologies to facilitate implementation of the Residential Design Guidelines and allows for additional housing typologies to be developed in certain PAs. Minor changes to the text, graphics and tables in the Parkside Specific Plan associated with these changes are also proposed. The proposed Project is consistent with the land use and development assumptions in TOP 2050 and would not change the type of land uses allowed in the Specific Plan area. Further, the proposed Project would be designed to be consistent with the Development Regulations and Design Guidelines outlined in the Parkside Specific Plan, as amended. The proposed increase in residential development and decrease in commercial development and park area within the Project site, which is entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR and TOP Final SEIR, would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and this impact would be less than significant.

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

12. MINERAL RESOURCES. Would the project:

- a. **Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**
- b. **Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

Discussion of Effects: The Parkside Specific Plan Final EIR concluded that implementation of the Specific Plan would not result in impacts related to mineral resources because the Specific Plan area does not contain known mineral resources, is not located within an area of locally-important mineral resource recovery, and is not located within an area that has been classified or designated as a mineral resource area. The Project site is entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR, does not contain known mineral resources, and is not located within an area that has been classified or designated as a mineral resource recovery site, or an area that has been classified or designated as a mineral resource area in TOP, Parkside Specific Plan or other land use plan. Therefore, no impacts would result, consistent with the conclusion of the Parkside Specific Plan Final EIR.

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

13. NOISE. Would the project result in:

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

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that implementation of the Parkside Specific Plan would result in project-level noise impacts during construction; however, these impacts would be reduced to less than significant levels with implementation of identified mitigation measures.

The proposed Project includes a Specific Plan Amendment that would primarily increase the total area to be developed with residential uses and the total number of residential units, and reduce the amount of commercial and park area, consistent with TOP 2050. Additionally, the proposed Specific Plan Amendment clarifies the housing typologies to facilitate implementation of the Residential Design Guidelines and allows for additional housing typologies to be developed in certain PAs. Minor changes to the text, graphics and tables in the Parkside Specific Plan associated with these changes are also proposed. With respect to construction noise, the Project site is entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR. Grading and building construction would be conducted as part of the proposed Project. The types of construction activities and construction equipment that would be used for construction in the Project site would be the same as that evaluated in the Parkside Specific Plan Final EIR, and the noise-sensitive receptors are the same as those evaluated. Construction activities would be subject to the mitigation measures outlined in the Parkside Specific Plan Final EIR, which require that construction activities comply with the City's noise ordinance that restricts the days and hours of construction activities (MM Noi-1), and construction staging areas shall not be located within 150 feet of existing sensitive receptors and that noise-producing construction equipment be fitted with properly operating and maintained mufflers (MM Noi-2). Therefore, construction-related noise impacts from the proposed Project would be less than significant consistent with the conclusion of the Parkside Specific Plan Final EIR. MM Noi-1 and MM Noi-2 are presented under the discussion of "Earlier Analysis" at the end of this document.

With respect to operations, the Parkside Specific Plan Final EIR concluded that residential uses within the Specific Plan area would be exposed to traffic noise levels that exceed established standards; however, these impacts would be reduced to a less than significant level with implementation of MMs Noi-3 through Noi-6. While this does not represent an environmental impact pursuant to CEQA, the proposed Project does not change the types of uses that would be constructed within the Specific Plan area and these MMs would continue to apply. MM Noi-3 through MM Noi-6 are presented under the discussion of “Earlier Analysis” at the end of this document.

The noise sources associated with proposed residential, commercial and park uses would be the same as that anticipated and evaluated in the Parkside Specific Plan Final EIR, and primarily include traffic-related noise. The TOP Final SEIR evaluated traffic-related noise impacts that would result from buildout of TOP 2050, which includes development in the Parkside Specific Plan area. The TOP Final SEIR concluded that buildout of the uses anticipated by TOP would result in less than significant traffic-related noise impacts. As previously identified, the proposed Project would result in 1,007 fewer residential units compared to that evaluated for the Specific Plan area in the TOP Final SEIR (2,851 units compared to 3,858 units). Additionally, the circulation system for the Parkside Specific Plan and anticipated in the TOP Final SEIR traffic-related noise analysis would not change with the proposed Project. With a reduction in units and associated trip generation compared to that evaluated in the TOP Final SEIR, the proposed Project would reduce traffic-related noise impacts, which were determined to be less than significant. The proposed Project would not result in a significant noise impact or substantial increase in traffic-related noise impacts compared to that evaluated in the TOP Final SEIR.

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

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

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that implementation of the Parkside Specific Plan would not generate excessive groundborne vibrations or groundborne noise levels during normal operations; however, groundborne vibrations may be generated infrequently by use of heavy construction equipment. However, this temporary and infrequent vibration would be less than significant.

The proposed Project includes a Specific Plan Amendment that would primarily increase the total area to be developed with residential uses and the total number of residential units, and reduce the amount of commercial and park area, consistent with TOP 2050. Additionally, the proposed Specific Plan Amendment clarifies the housing typologies to facilitate implementation of the Residential Design Guidelines and allows for additional housing typologies to be developed in certain PAs. Minor changes to the text, graphics and tables in the Parkside Specific Plan associated with these changes are also proposed. There would be no change in the types of uses allowed to be developed in the Specific Plan area; therefore, excessive vibration would not occur during operation.

The Project site is entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR. Grading and building construction would be conducted as part of the proposed Project. The types of construction activities and construction equipment that would be used for construction in the Project site would be the same as that evaluated in the Parkside Specific Plan Final EIR; therefore, potential sources of vibration during construction would also be the same. Therefore, construction-related vibration impacts from the proposed Project would be less than significant consistent with the conclusion of the Parkside Specific Plan Final EIR.

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

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

Discussion of Effects: The Parkside Specific Plan Final EIR concluded that the Specific Plan area is located outside the 65 dB CNEL contour line of the Chino Airport and ONT. Therefore, people residing and working within the Specific Plan area would not experience excessive noise levels due to airport proximity.

As previously discussed, the Project site is approximately 4.0 miles south of the ONT, and 1.4 miles north of the Chino Airport. However, based on review of Figure 5.13-3, Airport Noise Contours, the Specific Plan area, including the Project site, is not within a noise contour for the Chino Airport or ONT. Therefore, the Project would not expose people residing at the Project site to excessive noise levels from airport operations and this impact would be less than significant, consistent with the conclusion of the Parkside Specific Plan Final EIR.

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

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 Parkside Specific Plan Final EIR concluded that growth associated with implementation of the Parkside Specific Plan is consistent with the regional growth forecasts and the regional job-housing balance projections resulting in less than significant direct impacts. Indirect population and housing impacts were also determined to be less than significant. Additionally, the TOP Final SEIR concluded that although the increase in population, housing, and employment under TOP 2050 would exceed SCAG's regional forecasts for the City, TOP 2050 would improve the job-housing balance. Furthermore, TOP 2050 accommodates future growth by providing for infrastructure and associated public services to accommodate the projected growth of the City and is consistent with SCAG's Connect SoCal. Consequently, while buildout of TOP 2050 Policy Plan Land Use Plan would substantially increase both population and employment in the City, TOP Final SEIR concluded that impacts would be less than significant.

The proposed Project includes a Specific Plan Amendment that would increase the maximum number of allowed units in the Specific Plan area by 904 units and reduce commercial development by approximately 100,000 sf. However, the proposed Specific Plan Amendment would allow for a maximum of 2,851 residential units to be developed within the Parkside Specific Plan area, which is 1,007 fewer units than the 3,858 residential unit development capacity established by TOP Policy Plan for the Parkside Specific Plan area. Therefore, the proposed Project would not exceed the number of units or associated increase in population anticipated in TOP for the Specific Plan area and would continue to assist the City in improving its jobs-housing balance. Additionally, the Project would not involve the development of any roadways or infrastructure beyond that already planned to accommodate the previously approved Specific Plan. Therefore, the proposed Project would not induce substantial unplanned population growth in the City, either directly or indirectly, resulting in a less than significant impact, consistent with the conclusions of the Parkside Specific Plan Final EIR and TOP Final SEIR.

Mitigation: None required. The proposed Project would not result in any new, substantially more severe, or substantially different impacts, other than those previously considered and addressed

in the Parkside Specific Plan Final EIR and TOP Final SEIR. No changes or additions to the previous environmental documents are necessary, nor is there a need for any additional mitigation measures.

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

Discussion of Effects: The Parkside Specific Plan Final EIR concluded that implementation of the Specific Plan would not involve the displacement of any existing housing because no residential structures existed at the time the Parkside Specific Plan Final EIR was prepared. The Project site remains undeveloped, and the proposed Project would not result in the displacement of people or housing. No impact would occur, consistent with the conclusion of the Parkside Specific Plan Final EIR.

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

15. PUBLIC SERVICES. Would the project:

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

i) Fire protection?

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that the implementation of the Specific Plan, which includes development of Fire Station 9 (refer to MM Serv-7), and payment of Development Impact Fees, would result in a less than significant impact to fire protection services. Additionally, adherence to applicable regulations to reduce fire hazards (refer to MM Serv-2 through MM Serv-6) would also be required.

The Ontario Fire Department provides fire and Emergency Medical Services to the Specific Plan area, including the Project site, from Fire Station No. 9 located within the Specific Plan Area (PA 20), which was implemented as required by MM Serv-7. The proposed Project would increase the number of residential units allowed to be constructed in the Specific Plan area (an increase of 904 dwelling units) and would have an associated increase in the population within the Specific Plan area. Therefore, the proposed Project would increase the demand for fire protection services. However, the payment of required Development Impact Fees (which would contribute to funding for additional staffing, facilities, and equipment), and adherence to applicable codes, ordinances, and standard conditions, including the current edition of the California Fire Code (CFC), as adopted by the Ontario Municipal Code (Section 4-4.01) would ensure that impacts from the proposed Project remain less than significant. MM Serv-1 through MM Serv-6 require adherence to regulations for access, building materials, fire flow, etc., and MM Serv-8 requires the developer to pay development impact fees for fire service. MM Serv-1 through MM Serv-8 are presented under the discussion of "Earlier Analysis" at the end of this document. The proposed Project would not result in the need for new or physically altered fire protection facilities that would cause a physical environmental impact. Impacts related to fire protection services would be less than significant, consistent with the conclusion of the Parkside Specific Plan Final EIR.

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

ii) Police protection?

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that the implementation of the Specific Plan would add residential uses to the area and would increase demands upon police protection; however, no adverse physical impacts associated with the need for, or provision of, new or physically altered police facilities would result from the project, and this impact would be less than significant. MM Serv-8 requires the developer to pay development impact fees for police service.

Police services would be provided by the Ontario Police Department. Since police services are based upon per capita service levels, the proposed Project, which would increase the residential population at the Project site, would require an incremental increase in police services to maintain required service levels. The Project would incorporate MM Serv-8, which is presented under the discussion of "Earlier Analysis" at the end of this document. Property taxes and City fees, including payment of required Development Impact Fees (MM Serv-8), support the general fund to help offset the cost of additional personnel. The proposed Project would not result in the need for new or physically altered police protection facilities that would cause a physical environmental impact. Impacts related to police protection services would be less than significant, consistent with the conclusion of the Parkside Specific Plan Final EIR.

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

iii) Schools?

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that with adherence to regulations requiring payment of school fees (MM Serv-9) impacts to school services would be less than significant. The proposed Project would increase the number of dwelling units at the Project site; however, the payment of required school fees would reduce this impact to a less than significant level (refer to MM Serv-9). MM Serv-9 is presented under the discussion of "Earlier Analysis" at the end of this document. The proposed Project would not result in the need for new or physically altered school facilities that would cause a physical environmental impact. Impacts related to school services would be less than significant, consistent with the conclusion of the Parkside Specific Plan Final EIR.

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

iv) Parks?

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that the Parkside Specific Plan would provide a 52-acre Central Park (now referred to as the "Great Park") to be part of the proposed regional park system in the Ontario Ranch area and would provide adequate park land. Impacts related to parks were determined to be less than significant. MM Serv-10 outlines the required timing of the Great Park relative to completion of the residential PAs.

The Quimby Act requires local jurisdictions with parks responsibilities to provide parks and recreation opportunities through the receipt of fees or the acceptance of facilities/land. Each tract within the Specific Plan area could either provide adequate local park facilities or pay fees to the City in lieu thereof or some combination of both approaches. The Project would result in an increase in 904 dwelling units compared to the approved Parkside Specific Plan, and a reduction in overall public parkland acreage (a reduction from 58.86 gross acres to 37.38 gross acres). The reduction in public parkland acreage is anticipated by TOP 2050 and is intended

to allow for an increase in residential areas to assist the City in meeting its housing requirements. The reduced public parkland provided within the Specific Plan area with the proposed Specific Plan Amendment would still meet the required parkland amount for the future residents. MM Serve 10 has been modified to reflect the timing for implementation of the Great Park (PA 21) with the proposed Project. The Project site is within the limits of the project that was analyzed in the Parkside Specific Plan Final EIR. The Project does not propose the construction of additional parkland outside the limits of the Specific Plan area. Impacts related to park services would be less than significant, consistent with the conclusion of the Parkside Specific Plan Final EIR.

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

v) Other public facilities?

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

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

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 Parkside Specific Plan Final EIR analysis concluded that potential impacts related to increased use of existing parks would be less than significant. The Parkside Specific Plan includes a portion of the City's Great Park, which is part of a 355-acre regional park system for Ontario Ranch, and private parkland space. The increase in population generated by the Project would increase the demand for park facilities. As with the approved Specific Plan, the proposed Project would include public park acreage, which would ensure that the increase in residential units and associated population would not 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. MM Serv-10 would be implemented to ensure the construction of the portion of the Great Park within the Specific Plan area occurs in a timely manner relative to the buildout of the proposed residential uses. MM Serv-10 is presented under the discussion of "Earlier Analysis" at the end of this document. No additional new or expanded park facilities would be required beyond the onsite recreational facilities, and there would not be an accelerated physical deterioration of local or regional parks, consistent with the conclusion of the Parkside Specific Plan Final EIR.

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

mitigation measures included in the Parkside Specific Plan Final EIR will continue to apply to the Project.

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

Discussion of Effects: The Parkside Specific Plan Final EIR included evaluation of the physical environmental impacts resulting from implementation of park and recreational facilities within the Specific Plan area and mitigation measures were identified to reduce these impacts, as feasible. The Project site is entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR. No physical environmental impacts associated with construction of park and recreational facilities would occur beyond that already addressed in the Parkside Specific Plan Final EIR and this Addendum.

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

17. TRANSPORTATION

As discussed under Threshold “b” below, pursuant to Senate Bill (SB) 743, the requirement for analyzing congestion impacts for CEQA purposes has been eliminated. Notwithstanding, off-site mitigation measures included in the Parkside Specific Plan Final EIR requiring the completion of intersection improvements or fair share payments to address operational deficiencies (refer to MM Trans-1 through MM Trans-31) remain applicable unless determined to no longer be necessary based on the *Parkside Specific Plan Traffic Analysis* prepared for the proposed Project (Urban Crossroads, 2023c). The requirements for off-site traffic improvements would be included as conditions of approval for the Project.

Would the project:

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

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that the implementation of the Specific Plan would not conflict with a plan, ordinance, or policy addressing circulation system resulting in a less than significant impact at the Project level.

The proposed Project includes a Specific Plan Amendment that would primarily increase the total area to be developed with residential uses and the total number of residential units, and reduce the amount of commercial and park area, consistent with TOP 2050. Additionally, the proposed Specific Plan Amendment clarifies the housing typologies to facilitate implementation of the Residential Design Guidelines and allows for additional housing typologies to be developed in certain PAs. Minor changes to the text, graphics and tables in the Parkside Specific Plan associated with these changes are also proposed. The proposed Project does not involve any changes to the Specific Plan related to the circulation system, and mitigation measures from the Parkside Specific Plan Final EIR requiring onsite or site-adjacent transportation improvements would be implemented: MM Trans-1 through MM Trans-8 (address on-site improvements), MM T-9 through MM Trans-31 (address off-site improvements). The mitigation measures that have not already been implemented are presented under the discussion of “Earlier Analysis” at the end of this document.

The Parkside Specific Plan Final EIR identified that at the time the Parkside Specific Plan Final EIR was prepared, Omnitrans Bus Service did not provide bus services in the Project vicinity; however, bus turnouts and shelters to serve future residents would be provided as required by Omnitrans and as approved by the City. The Parkside Specific Plan Final EIR concluded that impacts would be less than significant. Under existing conditions, there is a planned Bus Rapid Transit route along Haven Avenue and Edison Avenue. Additionally, there are existing bus stops along Edison/Ontario Ranch Road, approximately 0.25-mile east of the Project site, and Archibald Avenue approximately 0.1-mile north of the Project site. These bus stops are within walking distance of the Project site and would facilitate use of transit. Additionally, as required by the City and as outlined in the Parkside Specific Plan, the proposed Project would include the construction of required pedestrian

facilities and bikeways, which would connect to existing and planned facilities in the vicinity of the Project site, and existing transit facilities. Therefore, the proposed Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

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

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

Discussion of Effects: SB 743, approved in 2013 and codified in Public Resources Code Section 21099, changes the way transportation impacts are determined according to CEQA. The Governor's Office of Planning and Research (OPR) recommended the use of VMT as the replacement for automobile delay-based level of service for the purposes of determining a significant transportation impact under CEQA. On December 28, 2018, the State approved updates to the CEQA Guidelines, which entailed changes to the thresholds of significance for the evaluation of impacts to transportation. Updates to the CEQA Guidelines included the addition of CEQA Guidelines Section 15064.3, of which Subdivision b establishes criteria for evaluating a project's transportation impacts based on project type and using automobile VMT as the metric. Beginning July 1, 2020, the provisions of CEQA Guidelines Section 15064.3 apply statewide. As identified in Section 15064.3(b)(4) of the CEQA Guidelines, a lead agency has the discretion to choose the most appropriate methodology to evaluate a project's VMT. Based on OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December of 2018), the City of Ontario has developed and adopted its own VMT methodologies and thresholds (Resolution No. 2020-071), which were adopted by City Council in June 2020.

Consistent with the CEQA Guidelines, this Addendum does not expand into new areas of analysis. See CEQA Guidelines, Sections 15064.3(b)(1) and 15007 (new guidelines apply prospectively); see also *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1320 (adoption of new guidelines for GHG evaluation was not significant new information requiring further CEQA review because GHG emissions were known information and could have been addressed in the original EIR); *Fort Mojave Indian Tribe v. Dept. of Health Servs.* (1995) 38 Cal.App.4th 1574, 1605 (new critical habitat regulation was not significant new information because impacts to the species had already been addressed in original EIR). Further, VMT associated with the proposed Project does not constitute new significant information requiring additional environmental analysis. The adoption of VMT as a metric for analyzing transportation impacts (and corresponding GHG impacts) pursuant to SB 743 is not new information, as VMT-related impacts were knowable and known when the Parkside Specific Plan Final EIR was prepared. Therefore, no further analysis of the Project's VMT for analyzing transportation impacts is required in this Addendum.

Notwithstanding, the *Parkside Specific Plan Amendment Vehicles Miles Traveled (VMT) Analysis* (July 13, 2023) (VMT Analysis) (Urban Crossroads, 2023b) was prepared to compare the VMT generated by the proposed Project to the approved Parkside Specific Plan, using methodologies established by the City in Resolution No. 2020-071. The VMT Analysis is included in Attachment E of this Addendum.

As previously discussed, the Project would increase residential units by 904 dwelling units as compared to the approved Parkside Specific Plan, which would result in an increase in vehicular trips and an associated increase in total Origin/Destination (OD) VMT. However, TOP 2050 anticipated that the Specific Plan area would be developed with up to 3,858 residential units. Therefore, the proposed Project would result in 1,007 fewer residential units as compared to the TOP 2050 assumptions. Although the Project would result in an increase in vehicular trips compared to the approved Parkside Specific Plan, the Project's anticipated vehicle trips would be within the assumptions analyzed in the TOP 2050 Final EIR. As shown in Table 3 of the VMT Analysis, total OD VMT divided by the proposed Project's service population (SP) results in a lower OD VMT/SP for the proposed Project as compared to the approved Parkside Specific Plan (13.31

compared to 19.44). Similarly, the Boundary VMT/SP in both the City of Ontario boundary and 10-mile radii boundary of the Project location is lower with the proposed Project compared to the Parkside Specific Plan. Specifically, the City Boundary VMT/SP with the proposed Project would be 13.55 compared to 13.61 with the approved Specific Plan and the 10-Mile Boundary VMT/SP with the proposed Project would be 15.99 compared to 16.01 with the approved Specific Plan. These results indicate a more efficient land use plan when incorporated with the complementary land uses in the surrounding area. This is consistent with the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*, which indicates that “[i]ncreasing residential densities affect the distance people travel and provide greater options for the mode of travel they choose. Increasing residential density results in shorter and fewer trips by single-occupancy vehicles and thus a reduction in GHG emissions.” This analysis indicates that the Project is more efficient from a VMT perspective as compared to the approved Specific Plan.

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

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

Discussion of Effects: The Parkside Specific Plan Final EIR analysis identifies potentially significant impacts related to hazards due to geometric design features. However, with the implementation of MM Trans-1 through MM Trans-6, onsite roadway improvements would be constructed and would comply with applicable street design standards, which would ensure impacts are less than significant. The Parkside Specific Plan Final EIR also concluded that with the decrease in agricultural activities in the area the potential hazards associated with use of local roadways by farm equipment would be less than significant.

The proposed Project includes a Specific Plan Amendment that would primarily increase the total area to be developed with residential uses and the total number of residential units, and reduce the amount of commercial and park area, consistent with TOP 2050. Additionally, the proposed Specific Plan Amendment clarifies the housing typologies to facilitate implementation of the Residential Design Guidelines and allows for additional housing typologies to be developed in certain PAs. Minor changes to the text, graphics and tables in the Parkside Specific Plan associated with these changes are also proposed. The proposed Project does not involve any changes to the Specific Plan related to the circulation system, including the required site-adjacent roadway improvements. Access to the Specific Plan area would be provided from Edison Avenue/Ontario Rancho Road, Carpenter Avenue, Eucalyptus Avenue, and Archibald Avenue as anticipated in the Specific Plan, and internal roadways, access driveways, and sight distance would comply with the City design requirements, and roadway standards outlined in the Specific Plan (refer to MM Trans-1 through MM T-6 presented under the discussion of “Earlier Analysis” at the end of this document). This impact would be less than significant.

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

d. Result in inadequate emergency access?

Discussion of Effects: The Parkside Specific Plan Final EIR concluded that implementation of the Parkside Specific Plan would improve emergency access by completing improved road segments and impacts were determined to be less than significant. The proposed Project does not involve any changes to the Parkside Specific Plan related to the circulation system or emergency access. As with the approved Specific Plan, implementation of the Project would improve emergency access by completing roadway segments in the Specific Plan area, and development would adhere to City of Ontario standard conditions of approval and permits related to emergency access. Access

to the Project site would be provided from Edison Avenue/Ontario Rancho Road, Carpenter Avenue, Eucalyptus Avenue, and Archibald Avenue as anticipated in the Specific Plan, and would comply with applicable requirements for emergency access. This impact would be less than significant.

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

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

Senate Bill 18 (SB 18) requires local (city and county) governments to consult with California Native American tribes to aid in the protection of traditional tribal cultural places ("cultural places") through local land use planning. The consultation and notice requirements apply to adoption and amendment of both general plans (defined in Government Code Section 65300 et seq.) and specific plans (defined in Government Code 65450 et seq.), and not the CEQA process. The City completed the required Native American consultation pursuant to SB 18. One of the tribes contacted by the City requested consultation (Gabrieleño Band of Mission Indians – Kizh Nation [Kizh Nation]). No information has been provided indicating that tribal cultural resources are presented within the Project site.

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

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

Discussion of Effects: As discussed in the Cultural Resources section of this Addendum, the Parkside Specific Plan Final EIR analysis concluded that the implementation of the Specific Plan would not result in the destruction of historical resources and impacts would be less than significant. The Project site is undeveloped, previously disturbed by existing and previous agricultural activities, and entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR. There are no historic resources as defined in CEQA Guideline Section 15064.5 at, or in the vicinity of the Project site and no impacts to tribal cultural resources listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k) would result from implementation of the proposed Project.

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

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

Discussion of Effects: The Project site is undeveloped, previously disturbed by existing and previous agricultural activities, and entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR. There are no known tribal cultural resources within the Parkside Specific Plan Area, including the Project site. Consistent with the analysis conclusions for archaeological resources presented in the Cultural Resources section of this Addendum, there is a low potential for adverse environmental impacts to previously undiscovered resources. The Final EIR includes MM Cultural-1, which outlines actions to take in the event unknown resources are discovered during grading. MM Cultural-1, which is presented under the discussion of "Earlier Analysis" at the end of this document, would be applicable to the Project, and impacts to unknown tribal cultural resources would be less than significant.

Notwithstanding, based on the results of the Native American consultation conducted by the City pursuant to SB 18, during construction of the proposed Project the Project Applicant would adhere to the provisions of the Native American Monitoring Services Agreement executed in June 2020 for the Parkside Condominium Project between the Project Applicant and the Kizh Nation. This Agreement is included in the proposed Specific Plan Amendment. Adherence to this agreement would expand on the requirements outlined in MM Cultural-1 and would ensure that impacts to previously unknown tribal cultural resources during construction, should such resources be present, would be less than significant.

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

19. UTILITIES AND SERVICE SYSTEMS. Would the project:

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

Discussion of Effects: The Parkside Specific Plan Final EIR identifies the required infrastructure systems necessary to serve the proposed development within the Specific Plan area, and the Parkside Specific Plan Final EIR addressed the utility demands associated with proposed development and potential environmental impacts associated with installation of the required infrastructure. Utility and service system impacts were determined to be less than significant with mitigation. The required mitigation focuses on requirements for design, funding, construction, and review of utility infrastructure.

The proposed Project includes a Specific Plan Amendment that would primarily increase the total area to be developed with residential uses and the total number of residential units, and reduce the amount of commercial and park area, consistent with TOP 2050. Additionally, the proposed Specific Plan Amendment clarifies the housing typologies to facilitate implementation of the Residential Design Guidelines and allows for additional housing typologies to be developed in certain PAs. Minor changes to the text, graphics and tables in the Parkside Specific Plan associated with these changes are also proposed. There would be an associated increase in demand for water, electricity, natural gas, etc. and wastewater generation; however, the proposed Project does not involve any changes that would require new or expanded utility infrastructure beyond that already anticipated in the Parkside Specific Plan and evaluated in the associated Final EIR, and on-site utility infrastructure that would serve the Project. With respect to storm drain facilities, as discussed in the Hydrology and Water Quality section of this Addendum, the proposed Project would not

substantially alter the post-development drainage characteristics of the Project site; therefore, the existing off-site storm drain system has sufficient capacity to accommodate runoff from the Project site and the onsite storm drain system would connect to the existing drainage system. Further, MM Util-1 through MM Util-7 and MM Util-9 require that utility infrastructure be constructed and funded to the satisfaction of the City, require implementation of sustainable systems for water and energy, and coordination with utilities agencies. These MMs are presented under the discussion of “Earlier Analysis” at the end of this document. Impacts related to the installation of utility infrastructure necessary to serve the proposed Project would be less than significant, consistent with the conclusion of the Parkside Specific Plan Final EIR.

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

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

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that the implementation of the Specific Plan would generate an additional demand for water; however, the City has sufficient water supply to meet the City’s existing and planned future uses, resulting in a less than significant impact.

The proposed Project includes a Specific Plan Amendment that would increase the allowed number of units in the Specific Plan area (an increase of 904 units) and decrease the amount of commercial and park area, consistent with TOP 2050. Pursuant to Senate Bill (SB) 610 and SB 221, a Project-specific *Water Supply Assessment and Written Verification of Sufficient Water Supply, Parkside Specific Plan Amendment, City of Ontario* (WSA) (Webb, 2022), was prepared for the proposed Project, and is included in Attachment F of this Addendum. The WSA identifies that the City of Ontario Municipal Utilities Company (OMUC) is the water supplier for the proposed Project. According to the WSA, the City’s 2020 Urban Water Management Plan (UWMP) used the approved land use plans for each Specific Plan, including the Parkside Specific Plan, to calculate project water demands. The estimated water demands for the approved Specific Plan included in the 2020 UWMP was calculated to be a total of 1,301 acre-feet per year (AFY) (965 AFT potable water and 336 AFY recycled water). The estimated potable water demand for buildout of the proposed Specific Plan Amendment is 1,225 AFY (915 AFY and recycled water demand of 310 AFY). Because the City’s water demand projections for the same piece of land in the 2020 UWMP were higher than with the proposed Specific Plan Amendment, the Project-specific WSA concludes that the water demand for the Project was accounted for the most recently adopted 2020 UWMP. Additionally, State mandated conservation efforts would reduce demand in the future. Impacts to water supplies are considered less than significant consistent with the conclusion of the Parkside Specific Plan Final EIR. Notwithstanding, MM Util-6, which requires implementation of sustainable design features to reduce water consumption, and MM Util-7, which requires the construction of a dual pipe system to supply reclaimed water would be implemented. These MMs are presented under the discussion of “Earlier Analysis” at the end of this document.

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

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

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that there would be sufficient capacity in the City and Inland Empire Utility Agency’s (IEUA) sewage system,

including Regional Plant No. 5 (RP-5) to handle the wastewater flows discharging from the Project, and impacts would be less than significant. Additionally, the TOP Final SEIR also identified that sufficient capacity would be available in the City and IEUA sewage system.

The Specific Plan area, including the Project site, is served by the City of Ontario sewer system, which has wastewater treated by the IEUA at RP-5. RP-5 is located in the City of Chino at 6063 Kimball Avenue, and serves the cities of Chino, Chino Hills, and Ontario. RP-5 has a current capacity of 16.3 million gallons per day (mgd), which will increase to 22.5 mgd with its planned expansion project that is currently under construction (IEUA, 2023). According to IEUA's 2020 UWMP, RP-5 treats 8.4 MGD and has an excess capacity of 7.9 MGD. The proposed Project includes a Specific Plan Amendment that would increase the allowed number of units in the Specific Plan area (an increase of 904 units); however, as discussed above the overall water demand would be reduced. Therefore, because the amount of wastewater generated is based on water consumption, wastewater generation from the proposed Project would also be reduced compared to the previously approved uses analyzed in the Parkside Specific Plan Final EIR and assumed in IEUA's 2020 UWMP. The proposed Project would not exceed the capacity of RP-5 and this impact would be less than significant.

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

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

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that Project-related solid waste generation from construction activities and operation would result in a less than significant impact. However, cumulative solid waste generation was determined to be significant and unavoidable. Policies identified in the GPA for the NMC would reduce the solid waste generation to the maximum extent feasible, and no additional feasible mitigation measures to reduce impacts were identified.

Since the certification of the Parkside Specific Plan Final EIR, the El Sobrante Landfill has increased its maximum permitted capacity from 6,000 tons per day (tpd) to 16,054 tpd (as of 2023) and the Badlands Landfill, which has a maximum permitted capacity of 5,000 tpd (as of 2023), also receives solid waste from the City. The proposed Project includes a Specific Plan Amendment that would increase the allowed number of units in the Specific Plan area (an increase of 904 units); however, the proposed allowed number of units in the Specific Plan area would include 1,007 fewer units than what is anticipated in the TOP and evaluated in the TOP Final SEIR for the Specific Plan area. There would be no change in the type of land use allowed in the Specific Plan area (residential, commercial and park) or the sources of solid waste generation. The TOP Final SEIR concluded that build out of the TOP Policy Plan, which includes the proposed increase in units in the Specific Plan area, would result in less than significant impacts related to landfill capacity. Further, considering the proposed Project's future residents' participation in the source reduction and household hazardous waste programs offered by the City, and which are more stringent than when the Parkside Specific Plan Final EIR was prepared, the solid waste stream generated by the additional residential uses may be reduced over time. Therefore, the proposed Project would not result in the generation of solid waste in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals and this impact would be less than significant.

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

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

Discussion of Effects: The Parkside Specific Plan Final EIR analysis concluded that construction and operation of proposed uses in the Specific Plan area would comply with regulations associated with solid waste and impacts would be less than significant. As with all development in the City and

the Specific Plan area, the proposed residential, commercial and park uses that would be developed within the Project site with the proposed Specific Plan Amendment would also be required to comply with applicable regulations related to solid waste management, disposal, recycling, etc., and this impact would be less than significant.

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

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

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

Discussion of Effects: As discussed in the Hazards and Hazardous Materials section of this Addendum, the Parkside Specific Plan area is not subject to wildfires. The State Responsibility Area (SRA) is the land where the State of California is financially responsible for the prevention and suppression of wildfires. The SRA does not include lands within city boundaries or in federal ownership; therefore, the Project site is not within an SRA. According to the California Department of Forestry and Fire Protection (CalFire), the City of Ontario, including the Project site, is not located within a very high fire hazard severity zone (VHFHSZ) (CalFire, 2023). As such, no impacts related to wildfires would occur.

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

21. MANDATORY FINDINGS OF SIGNIFICANCE

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

Discussion of Effects: The Project site is undeveloped, disturbed by existing and previous agricultural uses, and is entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR. As discussed in the Biological Resources, Cultural Resources, Geology and Soils, and Tribal Cultural Resources sections of this Addendum, impacts to biological resources, archaeological resources, paleontological resources, and tribal cultural resources would be less than significant with mitigation, consistent with the conclusions of the Parkside Specific Plan Final EIR.

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

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

Discussion of Effects: The potentially significant and unavoidable cumulative impacts identified in the Parkside Specific Plan Final EIR include agricultural impacts (loss of Farmland), air quality impacts, surface water quality (due to impaired receiving waters), operational traffic-related noise impacts, operational traffic (level of service), and utility and service systems (solid waste) impacts. Substantial changes are not proposed with the Project and the proposed Project would not require revisions to the Parkside Specific Plan Final EIR. The Parkside Specific Plan Final EIR evaluated the impacts associated with the development of up to 1,947 single- and multi-family residential units; approximately 11.8 acres of commercial/retail (115,000 sf); approximately 52 acres of parks (includes what is now referred to as the Great Park); the Cucamonga Creek Channel (approximately 13 acres); and recreation trails within 26 PAs. Further, the TOP 2050 Policy Plan anticipates up to 3,858 units within the Specific Plan area, which was evaluated in the TOP Final SEIR. The proposed Project includes a Specific Plan Amendment that would primarily increase the total area to be developed with residential uses and the total number of residential units, and reduce the amount of commercial and park area, consistent with TOP 2050. Additionally, the proposed Specific Plan Amendment clarifies the housing typologies to facilitate implementation of the Residential Design Guidelines and allows for additional housing typologies to be developed in certain PAs. Minor changes to the text, graphics and tables in the Parkside Specific Plan associated with these changes are also proposed. There would be no change in the type of land use allowed (residential, commercial, and park), and the Project site is entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR and TOP Final SEIR. Additionally, there would be 1,007 fewer units than anticipated in TOP 2050 for the Specific Plan area and evaluated in the TOP Final SEIR. As evaluated throughout this Addendum, the Project would not result in any new, substantially more severe, or substantially different impacts than previously evaluated in the Parkside Specific Plan Final EIR and TOP Final SEIR. Therefore, the Project's contribution to significant cumulative impacts would also be the same.

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

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

Discussion of Effects: Substantial changes are not proposed with the proposed Project and the proposed Project would not require revisions to the Parkside Specific Plan Final EIR. The Parkside Specific Plan Final EIR evaluated the impacts associated with the development of up to 1,947 single- and multi-family residential units; approximately 11.8 acres of commercial/retail (115,000 sf); approximately 52 acres of parks (includes what is now referred to as the Great Park); the Cucamonga Creek Channel (approximately 13 acres); and recreation trails within 26 PAs. As previously identified, the proposed Project includes a Specific Plan Amendment that would primarily increase the total area to be developed with residential uses and the total number of residential units, and reduce the amount of commercial and park area, consistent with TOP 2050. Additionally, the proposed Specific Plan Amendment clarifies the housing typologies to facilitate implementation of the Residential Design Guidelines and allows for additional housing typologies to be developed in certain PAs. Minor changes to the text, graphics and tables in the Parkside Specific Plan associated with these changes are also proposed. There would be no change in the type of land use allowed (residential, commercial, and park), and the Project site is entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR and TOP Final SEIR. Additionally, there would be 1,007 fewer units than anticipated in TOP 2050 for the Specific Plan area and evaluated in the TOP Final SEIR. Therefore, the proposed Project would not result in any adverse effects to human beings directly or indirectly that were not considered in the Parkside Specific Plan Final EIR and TOP Final SEIR.

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

EARLIER ANALYSIS

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

1) **Earlier analyzes used.** Identify earlier analyzes used and state where they are available for review.

- a) The Ontario Plan 2050 Final SEIR
- b) The Ontario Plan 2050
- c) The Parkside Specific Plan Final EIR
- d) The Parkside Specific Plan Final EIR Mitigation Monitoring and Reporting Program
- e) The Parkside Specific Plan

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

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

Most of the checklist items were analyzed in the Parkside Specific Plan Final EIR. The Parkside Specific Plan Final EIR evaluated the impacts associated with the development of 1,947 single- and multi-family residential units; approximately 11.8 acres of commercial/retail (115,000 sf); approximately 52 acres of parks (includes what is now referred to as the Great Park); the Cucamonga Creek Channel (approximately 13 acres); and recreation trails within 26 PAs. Further, the TOP 2050 Policy Plan anticipates up to 3,858 units within the Specific Plan area, which was evaluated in the TOP Final SEIR. The proposed Project includes a Specific Plan Amendment that would primarily increase the total area to be developed with residential uses and the total number of residential units, and reduce the amount of commercial and park area, consistent with TOP 2050. Additionally, the proposed Specific Plan Amendment clarifies the housing typologies to facilitate implementation of the Residential Design Guidelines and allows for additional housing typologies to be developed in certain PAs. Minor changes to the text, graphics and tables in the Parkside Specific Plan associated with these changes are also proposed. There would be no change in the type of land use allowed (residential, commercial, and park), and the Project site is entirely within the physical impact area evaluated in the Parkside Specific Plan Final EIR and TOP Final SEIR. Additionally, there would be 1,007 fewer units than anticipated in TOP 2050 for the Specific Plan area and evaluated in the TOP Final SEIR. Additionally, the City's infrastructure systems would have sufficient capacity to serve the proposed Specific Plan Amendment. Therefore, the proposed Project would not introduce any impacts beyond those previously analyzed in the Parkside Specific Plan Final EIR or TOP Final SEIR.

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

As the proposed Project does not have any adverse environmental impacts beyond those identified in the previous environmental document, no mitigation beyond that previously imposed is required. The Parkside Specific Plan Final EIR mitigation measures applicable to the proposed Project are listed below. Mitigation measures that have been completed or that otherwise not applicable to the proposed Project are also listed, with the current status identified.

Agricultural Resources

MM Ag-1: In order to minimize conflicts between urban and agricultural land uses, each Specific Plan developed for properties within the NMC must comply with the Agricultural Overlay District requirements for urban development in proximity to existing agricultural operations. The proposed project shall establish a minimum 100-foot separation between active agricultural operations and new, nonagricultural development, or an equivalent easement that is approved by the City of Ontario.

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

Air Quality

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

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

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

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

Biological Resources

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

If owls are determined to be present within the construction footprint, they will be captured and relocated. If nonbreeding owls must be moved away from the disturbance area, passive relocation techniques will be used. The pre-construction survey and any relocation activity will be conducted in accordance with the CDFG Report on Burrowing Owl Mitigation, 1995. According to CDFG guidelines, mitigation actions will be conducted from September 1 to January 31, which is prior to the nesting season. However, burrowing owl nesting activity is variable, and as such the time frame will be adjusted accordingly. Should eggs or fledglings be discovered in any owl burrow, the burrow cannot be disturbed (pursuant to CDFG guidelines) until the young have hatched and fledged (matured to a stage that they can leave the nest on their own).

Occupied burrows will not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by the Department of Fish and Game verifies through non-invasive methods that either: a) the adult birds have not begun egg-laying and incubation; or b) the juveniles from the occupied burrows are foraging independently and are capable of independent survival. If a biologist is unable to verify one of the above conditions, then no disturbance shall occur within 300 feet of the burrowing owl nest during the breeding season to avoid abandonment of the young.

Passive relocation can be used to exclude owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing one-way doors in burrow entrances. These one-way doors allow the owl to exit the burrow, but not enter it. These doors should be left in

place 48 hours to ensure owls have left the burrow. Artificial burrows should be provided nearby. The project area should be monitored daily for one week to confirm owl use of burrows before excavating burrows in the impact area. Burrows should be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe should be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow.

MM Bio-2: The project proponent shall be required to pay City of Ontario open space mitigation fees. Fees collected will be used "to acquire and restore mitigation lands to offset impacts to species now living in the New Model Colony and impacts to existing open space," according to the City of Ontario Development Impacts Fee Calculation Report and the Settlement and general Release Agreement. Development is currently required to pay \$4,320 per acre. Therefore, the proposed project will pay approximately \$2,298,240 for open space acquisition based upon the current fee.

MM Bio-3: While project impacts to individual raptor species were considered to be not significant, the following mitigation measure will also be incorporated in order to eliminate or reduce any potential impacts to raptors and/or migratory birds. Construction and/or removal of windrow trees will occur outside of the nesting season (February 1 through August 31). If tree removal activities must occur during the breeding season, the mitigation measure in MM Bio 4 shall be implemented.

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

If active nests are located during the preconstruction surveys, no grading, heavy equipment, or tree removal activities shall take place within at least 500 feet of an active listed species or raptor nest, 300 feet of other sensitive bird nests (non-listed), and 100 feet of most common songbird nests.

Cultural Resources

MM Cultural-1: Should any cultural and/or archaeological resources be accidentally discovered during construction, construction activities shall be moved to other parts of the project site and a qualified archaeologist shall be contacted to determine the significance of these resources. If the find is determined to be an historical or unique archaeological resource, as defined in Section 15064.5 of the CEQA Guidelines, avoidance or other appropriate measures shall be implemented.

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

MM Cultural-3: Prior to the issuance of grading permits, a qualified paleontologist shall be retained to prepare a Paleontological Resources Survey of the project site, for approval by the City, to determine the site-specific potential of finding paleontological resources within the project site. If the approved Paleontological Resources Survey determines that it is unlikely that paleontological resources will be uncovered by earth-moving activities, grading and construction activities may proceed, subject to compliance with all other mitigation measures. However, if the approved Paleontological Resources Survey determines that it is likely that paleontological resources will be uncovered during earth-moving activities, a qualified paleontologist shall be retained to develop a Paleontological Resources Monitoring and Treatment Plan (PRMTP) for approval by the City. Following City approval of the PRMTP, grading and construction activities may proceed in compliance with the provisions of the approved PRMTP. The PRMTP shall include the following measures:

- a. Identification of those locations within the project site where paleontological resources are likely to be uncovered during grading.
- b. A monitoring program specifying the procedures for the monitoring of grading activities by a qualified paleontologist or qualified designee.
- c. If fossil remains large enough to be seen are uncovered by earth-moving activities, a qualified paleontologist or qualified designee shall temporarily divert earth-moving activities around the fossil site until the remains have been evaluated for significance and, if appropriate, have been recovered; and the paleontologist or qualified designee allows earth-moving activities to proceed through the site. If potentially significant resources are encountered, a letter of notification shall be provided in a timely manner to the City, in addition to the report (described below) that is filed at completion of grading.
- d. If a qualified paleontologist or qualified designee is not present when fossil remains are uncovered by earth-moving activities, these activities shall be stopped and a qualified paleontologist or qualified designee shall be called to the site immediately to evaluate the significance of the fossil remains.
- e. At a qualified paleontologist or qualified designee's discretion and to reduce any construction delay, a construction worker shall assist in removing fossiliferous rock samples to an adjacent location for temporary stockpiling pending eventual transport to a laboratory facility for processing.
- f. A qualified paleontologist or qualified designee shall collect all significant identifiable fossil remains. All fossil sites shall be plotted on a topographic map of the project site.
- g. If the qualified paleontologist or qualified designee determines that insufficient fossil remains have been found after fifty percent of earthmoving activities have been completed, monitoring can be reduced or discontinued.
- h. Any significant fossil remains recovered in the field as a result of monitoring or by processing rock samples shall be prepared, identified, catalogued, curated, and accessioned into the fossil collections of the San Bernardino County Museum, or another museum repository complying with the Society of Vertebrate Paleontology standard guidelines. Accompanying specimen and site data, notes, maps, and photographs also shall be archived at the repository.
- i. Within 6 months following completion of the above tasks, a qualified paleontologist or qualified designee shall prepare a final report summarizing the results of the mitigation program and presenting an inventory and describing the scientific significance of any fossil remains accessioned into the museum repository. The report shall be submitted to the City Planning Department and the museum repository. The report shall comply with the Society of Vertebrate Paleontology standard guidelines for assessing and mitigating impacts on paleontological resources.

Geology and Soils

MM Geo-1: To reduce impacts associated with erosion due to high winds, prior to construction, all tentative tracts and other construction activities will apply for and adhere to the permit given by the City of Ontario and enforced by the Building Official found in Title 6, Chapter 12, sections 6-12.01 –6-12.07. The permit lasts for one (1) year, therefore, all construction lasting for a period of more than one calendar year from the date of issue will reapply for the permit and pay appropriate annual fees. At a minimum, the permit prohibits the disturbance of the surface or subsurface of more than one (1) acre of land without meeting permit requirements which can include such things as the application of soil stabilizers and limitations on grading activities during wind events.

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

MM Geo-3: Site materials should be continuously tested and excavated to a minimum of 4 feet where soils generally become denser. Actual removal depths will be determined during grading when subsurface conditions are exposed. Input of crop residues and application of organic fertilizers at this site could have resulted in high soil organic matter contents. The mitigation proposed in Section III-6, Hazards/Hazardous Materials, will also mitigate for the management of organic matter in the soil.

Hazardous Materials

MM Haz-1: During development of the Specific Plan, if soils are found to be contaminated with petroleum products or other hazardous materials, they will be excavated and properly disposed of. After removal of contaminated soils, confirmation samples will be collected from the excavation to confirm adequate removal of petroleum-impacted soils.

MM Haz-2: All septic tanks encountered on the project site will be properly removed and disposed of, per City and State procedures, prior to site development. All water wells on the project site which are proposed to be abandoned will be properly destroyed prior to site development in accordance with City requirements. These activities will be subject to the City of Ontario Building Safety requirements.

MM Haz-3: If, while performing any excavation as part of project construction, material that is believed to be hazardous waste is discovered, as defined in Section 25117 of the California Health & Safety Code, the developer shall contact the City of Ontario Fire Department and the County of San Bernardino Fire Department Hazardous Materials Division. Excavation shall be stopped until the material has been tested and the presence of hazardous waste has been confirmed. If no hazardous waste is present, excavation may continue. If hazardous waste is determined to be present, the California Department of Toxic Substances Control shall be contacted and the material shall be removed and disposed of pursuant to applicable provisions of California law.

MM Haz 4: Prior to demolition of all onsite buildings and remaining foundations that were built before 1978 shall be evaluated for the presence of asbestos, mercury and lead-based paint and those materials shall be removed according to the applicable regulations and guidelines established by the South Coast Management District, Department of Toxic Substances Control, and the United States Environmental Protection Agency. As per HM-2 in the GPA for the NMC Final EIR, page 5.10-6, the developer shall submit documentation to the City Building Department that asbestos, mercury and lead-based paint are not present on their site, or that the above removal process has occurred.

Note: onsite buildings and foundations have been removed; therefore, MM Haz 4 is complete.

MM Haz-5: To properly assess and address the suitability of on-site soils to be used as fill, a geotechnical evaluation shall be performed by a qualified professional prior to the approval of the Tentative Tract map or site plan for a given phase of development. Fill material imported from other areas shall be tested prior to placement on-site to assess that it is suitable to be used as fill, including testing for unsafe levels of hazardous materials. This evaluation, on both on- and off-site soils, will include an analysis of the organic matter content of the soils. If the organic matter content of the soils is greater than 2 percent when mixed with subsurface soils and/or imported fill, then manure will be removed from the site prior to grading operations.

MM Haz-6: To reduce the risk of ground cracking, manure shall be removed from the site, such that the organic matter content of on-site soils shall not exceed 2 percent (a 2 percent total organic content is allowed, of which no more than 1 percent can be manure) in the building foundation areas when mixed with underlying clean soils and imported fill.

MM Haz-7: To mitigate for any potential impacts related to proximity to the Chino Airport, all development within the Specific Plan will comply with the building height constraints identified in the GPA for the NMC (1998).

MM Haz-8: To disclose to the buyer or lessee of subdivided lands within the Parkside Specific Plan project of the proximity of this site to the Chino Airport as required by AB 2776, the City shall disclose, and ensure that the developer makes such disclosures, as required by law to all future buyers.

Hydrology and Water Quality

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

MM Hydro-2: In order to ensure that development within the Specific Plan will not cause or contribute to violations of any water quality standard or waste discharge requirements, and to assure no substantial degradation of water quality occurs, the project will complete a Water Quality Management Plan (WQMP) pursuant to the MS4 permit (Order No. 2002-0012) adopted by the City of Ontario. The project shall incorporate Site Design BMPs and Source Control BMPs, and potentially Treatment Control BMPs. The following tables (Table III-7-F and G) provide guidelines and BMPs that shall be incorporated as appropriate into project design (on construction drawings) and/or project specifications and implemented in the field to reduce the expected pollutants from various types of development. Table III-7-G correlates each BMP to the pollutants of concern which it removes/reduces and/or meets the design objectives for the BMP.

MM Hydro-3: To assure that development within the Specific Plan will not cause a violation of any water quality standard or waste discharge requirements, including San Bernardino County's MS4 permit issued by the SARWQCB, and to assure that no substantial degradation to water quality occurs after construction, any loading docks present within the academic or retail areas designated in the Specific Plan will be designed with devices to trap oil and grease, such that these pollutants are not discharged from the site in storm water or non-storm water discharges.

MM Hydro-4: In order to reduce the risk of flooding and to implement mitigation measures included in the GPA for the NMC Final EIR, prior to issuance of grading permits, the City of Ontario shall coordinate with the San Bernardino County Flood Control District to ensure that the project meets County flood control requirements.

MM Hydro-5: In order to conserve water and to mitigate for any potential unforeseen adverse impacts to a reduction in ground water recharge, the following measure has been recommended by the Chino Basin Water Conservation District. Landscaping within individual development projects and the 52-acre Great Park will retain and percolate both applied irrigation water and storm water in vegetated areas of parking lots and other areas, where appropriate; "depressed" planted areas bordered by shrubbery screens will be implemented rather than "mounded" grass and shrubbery planted screens. Neighborhood Edges and parks will be irrigated via reclaimed water.

MM Hydro-6: In order to reduce pollutants in post construction run-off and to implement mitigation measures included in the Final Environmental Impact Report for the NMC, the individual project owners and operators (e.g., homeowner associations, retail center owners, school district, parks department, etc.) shall ensure that all pest control, herbicide, insecticide and other similar substances used as part

of maintenance of project features are handled, stored, applied and disposed of by those conducting facility maintenance in a manner consistent with all applicable federal, state and local regulations. The city Engineer shall monitor and enforce this provision.

MM Hydro-7: To mitigate possible temporary run-off from undeveloped properties located north (up-gradient) of the project site, drainage from properties north of the project site shall be conveyed to appropriate drainage facilities, as approved by the City Engineer.

Noise

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

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

MM Noi-3: A sound wall at least 7 feet high (relative to pad elevation) shall be constructed along the project site boundary for all perimeter lots adjacent to Archibald Avenue. If any residential structures are two-stories high, then windows facing Archibald Avenue would need to have upgraded sound rated glazing products and the rooms would need to have supplemental ventilation. A final acoustical report shall be submitted to address wall heights based on final grading plans. The report shall be reviewed and approved by the Planning Department prior to issuance of building permits.

MM Noi-4: A sound wall at least 6 feet high (relative to pad elevation) shall be constructed along the project site boundary for all perimeter lots adjacent to Edison Avenue/Ontario Rancho Road. If any residential structures are two-stories high, then windows facing Edison Avenue/Ontario Ranch Road would need to have upgraded sound rated glazing products and the rooms would need to have supplemental ventilation. A final acoustical report shall be submitted to address wall heights based on final grading plans. The report shall be reviewed and approved by the Planning Department prior to issuance of building permits.

Note: *Edison Avenue is now Ontario Ranch Road adjacent to the Project site.*

MM Noi-5: A sound wall at least 7 feet high (relative to pad elevation) shall be constructed along the project site boundary for all perimeter lots adjacent to Eucalyptus Avenue. If any residential structures are two-stories high, then windows facing Eucalyptus Avenue would need to have upgraded sound rated glazing products and the rooms would need to have supplemental ventilation. A final acoustical report shall be submitted to address wall heights based on final grading plans. The report shall be reviewed and approved by the Planning Department prior to issuance of building permits.

MM Noi-6: Architectural plans shall be submitted to the City of Ontario for an acoustical plan check prior to the issuance of building permits to assure the proper window and/or doors are upgraded for sound reduction and proper ventilation systems are incorporated in order to meet the interior noise level requirement.

Public Services

MM Serv-1: To reduce fire hazards, wood-shingled and shake-shingled roofs are prohibited.

MM Serv-2: To reduce fire hazards, fire hydrant locations and water main sizes shall meet standards established by the City Fire Department and reviewed and implemented by the Engineering Department.

MM Serv-3: To reduce fire hazards when water is provided to the site, adequate fire flow pressure shall be provided for residential areas and non-residential projects in accordance with currently adopted standards (2001 California Fire Code Appendix III-A).

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

MM Serv-5: To reduce fire hazards, houses located on cul-de-sacs longer than 300 feet shall be constructed with residential fire sprinklers.

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

MM Serv 7: A fire station located within the Specific Plan must be operational prior to the issuance of any certificates of occupancy in the Specific Plan.

Note: the required fire station has been constructed.

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

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

MM Serv-10: The portions of the Great Park (PA 2122) located east of Cucamonga Creek shall be constructed no later than the issuance of the Certificate of Occupancy for the last housing unit in PAs 1 - 4 and PAs 17 - 19. The portion of the Great Park located west of Cucamonga Creek in PA ~~22-21~~ east of Hellman Avenue shall be constructed no later than the issuance of the Certificate of Occupancy for the last housing unit in PAs ~~5-106 and PA 16~~. The remainder of PA ~~212~~ located west of Hellman Avenue shall be constructed no later than the issuance of the Certificate of Occupancy for the last housing unit in PAs ~~7-10 and 11 - 16~~44.

Note: MM Serve-10 has been revised to reflect current PA numbers.

Transportation

As identified in the Transportation section of this Addendum, pursuant to SB 743, VMT has replaced the automobile delay-based level of service (LOS) for the purposes of determining a significant transportation impact under CEQA. Even though the analysis of LOS impacts is no longer required for CEQA analysis, the Parkside Specific Plan Final EIR included an evaluation of potential intersection impacts based on LOS standards and identified mitigation measures for these impacts. Below is a list of transportation-related mitigation measures included in the Parkside Specific Plan Final EIR. Intersection improvement requirements are listed in this Addendum for informational purposes. An "*" identifies the improvements that are identified in the Parkside Specific Plan Final EIR as requiring the Applicant to pay their proportionate share (prior to building permit issuance) or install (prior to occupancy of any structure). The City requires preparation of a current traffic study to identify intersection deficiencies resulting from proposed development and to ensure that necessary roadway improvements are implemented. As identified in the Parkside Specific Plan Final EIR, the determination of whether the payment of proportionate share or installation of the improvements is required shall be made by the City Engineer at the time of Tentative Tract Map approval and will be based on the current traffic study. The method for determining proportionate share is identified in the Traffic Impact Analysis.

MM Trans-1*: Modify the intersection of Archibald Avenue/Edison Avenue to include the following geometrics:

Northbound: Two left-turn lanes. Four through lanes. One right-turn lane.

Southbound: Two left-turn lanes. Four through lanes. One right-turn lane.

Eastbound: Two left-turn lanes. Three through lanes. Two right-turn lanes.

Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.

MM Trans-2*: Modify the intersection of future Carpenter Street/Edison Avenue to include the following geometrics:

Northbound: One shared left-turn, through and right-turn lane.

Southbound: N/A

Eastbound: Two through lanes. One shared through and right-turn lane.

Westbound: One left-turn lane. Three through lanes.

Intersection: Control: Install Signal.

MM Trans-3*: Modify the intersection of future Carpenter Street/Merrill/Avenue to include the following geometrics:

Northbound: N/A

Southbound: One shared left-turn, through and right-turn lane.

Eastbound: One shared left-turn and through lane. One through lane.

Westbound: One through lane. One shared through and right-turn lane.

Intersection: Control: TWSC.

MM Trans-4: Construction of full width of internal roadways and part width of the following roadways shall comply with City of Ontario Standards:

- Construct partial width improvements on the westerly side of Archibald Avenue at its ultimate cross-section as a divided arterial parkway 1A with bikeway (165' right-of-way) adjacent to project boundary line. **Note: this improvement has been completed by others.**
- Construct partial width improvements on the southerly side of Edison Avenue at its ultimate cross-section as divided arterial parkway 1A (160' right-of-way) adjacent to project boundary line.
- Construct partial width improvements on the northerly side of Merrill Avenue at its ultimate cross-section as a standard arterial (108' right-of-way) adjacent to project boundary line.

MM Trans-4a: Intersection, median opening, and traffic signal spacing shall be in accordance with the City of Ontario New Model Colony Access Guidelines.

MM Trans-5: Sight distance at the project entrance roadways should be reviewed with respect to standard City of Ontario sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

MM Trans-6: Signing/stripping should be implemented in conjunction with detailed construction plans for the project site.

MM Trans-7: The City should work with Omnitrans to develop additional routes and service for both local and regional service to the project area.

MM Trans-8: The City should establish a Transportation System Management (TSM) Program with the goal of reducing vehicle trips to and from land uses within the City, and particularly focusing on the reduction of drive-alone vehicle use in work commuting. The program should set the overall policy and goals for trip reduction measures within the City, and require new developments to implement programs and measures to ensure compliance with those goals, such as preferential parking for carpools and vanpools, flex-time work hours, compressed work week, and distribute on of information about ridesharing and transit services.

MM Trans-9: The project will participate in the cost of off-site improvements through fair-share payment of the Development Impact fee as established by the City of Ontario. These fees should be collected and utilized as needed by the City to construct the improvements necessary to maintain the required level of service.

MM Trans-10*: Modify the intersection of Euclid Avenue/Riverside Drive to include the following geometrics:

Northbound: Two left-turn lanes. Four through lanes. One shared right-turn/ through lane.
Southbound: One left-turn lane. Four through lanes. One right-turn lane.
Eastbound: Two left-turn lanes. Three through lanes. One right-turn lane.
Westbound: One left-turn lane. Three through lanes. One shared right-turn/through lane.

MM Trans-11*: Modify the intersection of Euclid Avenue/Chino Avenue to include the following geometrics:

Northbound: Two left-turn lanes. Four through lanes. One share right-turn/through lane.
Southbound: One left-turn lane. Four through lanes. One right-turn lane.
Eastbound: Two left-turn lanes. Three through lanes. One right-turn lane.
Westbound: Two left-turn lanes. One through lane. One right-turn lane.

MM Trans-12*: Modify the intersection of Euclid Avenue/ Schaefer Avenue to include the following geometrics:

Northbound: Two left-turn lanes. Four through lanes. One right-turn lane.
Southbound: One left-turn lane. Four through lanes. One shared right-turn/ through lane.
Eastbound: One left-turn lane. Two through lanes. One right-turn lane.
Westbound: One left-turn lane. Two through lanes. One shared right-turn/through lane.

MM Trans-13*: Modify the intersection of Euclid Avenue/Edison Avenue to include the following geometrics:

Northbound: Two left-turn lanes. Four through lanes. One right-turn lane.
Southbound: Two left-turn lanes. Four through lanes. One right-turn lane.
Eastbound: One left-turn lane. Three through lanes. Two right-turn lanes.
Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.

MM Trans-14*: Modify the intersection of Euclid Avenue/Merrill Avenue to include the following geometrics:

Northbound: One left-turn lane. Four through lanes. Two right-turn lanes.
Southbound: Two left-turn lanes. Four through lanes.
Eastbound: N/A
Westbound: Two left-turn lanes. One right-turn lane.

MM Trans-15*: Modify the intersection of Grove Avenue/ Riverside Drive to include the following geometrics:

Northbound: One left-turn lane. Three through lanes. One shared right-turn/through lane.
Southbound: One left-turn lane. Three through lanes. One right-turn lane.
Eastbound: One left-turn lane. Two through lanes. One shared right-turn/ through lane.
Westbound: One left-turn lane. Two through lanes. One right-turn lane.

MM Trans-16*: Add traffic signal and modify the intersection of Grove Avenue/ Chino Avenue to include the following geometrics:

Northbound: One left-turn lane. Three through lanes. One right-turn lane.
Southbound: One left-turn lane. Three through lanes. One right-turn lane.
Eastbound: One left-turn lane. Two through lanes. One right-turn lane.
Westbound: One left-turn lane. Two through lanes. One shared right-turn/ through lane.

MM Trans-17*: Add traffic signal and modify the intersection of Grove Avenue/Edison Avenue to include the following geometrics:

Northbound: Two left-turn lanes. Two through lanes. One right-turn lane.
Southbound: Two left-turn lanes. Three through lanes. One right-turn lane.
Eastbound: Two left-turn lanes. Two through lanes. One right-turn lane.
Westbound: Two left-turn lanes. Two through lanes. One right-turn lane.

MM Trans-18*: Add traffic signal and modify the intersection of Grove Avenue/ Merrill Avenue to include the following geometrics:

Northbound: N/A
Southbound: One shared left-turn and right-turn lane. One right-turn lane.
Eastbound: One left-turn lane. Two through lanes.
Westbound: Two through lanes. One shared right-turn/through lane.

MM Trans-19*: Modify the intersection of Vineyard Avenue/Riverside Drive to include the following geometrics:

Northbound: Two left-turn lanes. Three through lanes. One right-turn lane.
Southbound: Two left-turn lanes. Three through lanes. One right-turn lane.
Eastbound: One left-turn lane. Two through lanes. One right-turn lane.
Westbound: One left-turn lane. Two through lanes. One right-turn lane.

MM Trans-20*: Modify the intersection of Archibald Avenue/SR-60 WB Ramps to include the following geometrics:

Northbound: One left-turn lane. Three through lanes.
Southbound: Three through lanes. One right-turn lane.
Eastbound: N/A
Westbound: One left-turn lane. One right-turn lane.

MM Trans-21*: Modify the intersection of Archibald Avenue/SR-60 EB Ramps to include the following geometrics:

Northbound: Three through lanes. One right-turn lane.
Southbound: One left-turn lane. Three through lanes.
Eastbound: One left-turn lane. One right-turn lane.
Westbound: N/A

MM Trans-22*: Modify the intersection of Archibald Avenue/Riverside Drive to include the following geometrics:

Northbound: One left-turn lane. Three through lanes. One shared right-turn/ through lane.
Southbound: One left-turn lane. Three through lanes. One right-turn lane.
Eastbound: One left-turn lane. Three through lanes. One shared right-turn/ through lane.
Westbound: One left-turn lane. Three through lanes. One shard right-turn/ through lane.

Note: the identified improvements have been completed.

MM Trans-23*: Modify the intersection of Archibald Avenue/Chino Avenue to include the following geometrics:

Northbound: One left-turn lane. Three through lanes. One right-turn lane.
Southbound: One left-turn lane. Three through lanes. One right-turn lane.
Eastbound: One left-turn lane. Three through lanes. One right-turn lane.
Westbound: Two left-turn lanes. Two through lanes. One right-turn lane.

Note: the identified improvements have been completed.

MM Trans-24*: Add traffic signal and modify the intersection of Archibald Avenue/Schaefer Avenue to include the following geometrics:

Northbound: Two left-turn lanes. Three through lanes. One shared right-turn/ through lane.
Southbound: One left-turn lane. Three through lanes. One right-turn lane.
Eastbound: Two left-turn lanes. One through lane. Two right-turn lanes.
Westbound: One left-turn lane. One through lane. One right-turn lane.

Note: the identified improvements have been completed.

MM Trans-25*: Modify the intersection of Archibald Avenue/Edison Avenue to include the following geometrics:

Northbound: Two left-turn lanes. Four through lanes. One right-turn lane.
Southbound: Two left-turn lanes. Four through lanes. One right-turn lane.
Eastbound: Two left-turn lanes. Three through lanes. Two shared right-turn/ through lanes.
Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.

Note: the identified improvements have been completed.

MM Trans-26*: Add traffic signal and modify the intersection of Archibald Avenue/Merrill Avenue to include the following geometrics:

Northbound: Two left-turn lanes. Four through lanes. One right-turn lane.
Southbound: Two left-turn lanes. Four through lanes. One right-turn lane.
Eastbound: Two left-turn lanes. Three through lanes. One right-turn lane.
Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.

Note: the identified improvements have been completed.

MM Trans-27*: Modify the intersection of Archibald Avenue/Cloverdale Road to include the following geometrics:

Northbound: Four through lanes. One right-turn lane.
Southbound: Two left-turn lanes. Four through lanes.
Eastbound: N/A
Westbound: Two left-turn lanes. One right-turn lane.

MM Trans-28*: Modify the intersection of Haven Avenue/Riverside Drive to include the following geometrics:

Northbound: One left-turn lane. Two through lanes. Two right-turn lanes.
Southbound: One left-turn lane. Two through lanes. One right-turn lane.
Eastbound: One left-turn lane. Three through lanes. One right-turn lane.
Westbound: One left-turn lane. Two through lanes. One right-turn lane.

MM Trans-29*: Add traffic signal and modify the intersection of Haven Avenue/Edison Avenue to include the following geometrics:

Northbound: One left-turn lane. Two through lanes. One shared right-turn/through lane.
Southbound: One left-turn lane. Two through lanes. One right-turn lane.
Eastbound: Two left-turn lanes. One through lane. One shared right-turn/through lane.
Westbound: One left-turn lane. One through lane. One right-turn lane.

Note: the identified improvements have been completed.

MM Trans-30*: Add traffic signal and modify the intersection of Hamner Avenue/ Eucalyptus Avenue to include the following geometrics:

Northbound: Two left-turn lanes. Three through lanes.
Southbound: Three through lanes. Two right-turn lanes.
Eastbound: Two left-turn lanes. One right-turn lane.
Westbound: N/A

Note: the identified improvements have been completed.

MM Trans-31*: Modify the intersection of Hamner Avenue/Bellegrave Avenue to include the following geometrics:

Northbound: One left-turn lane. Two through lanes. One right-turn lane.
Southbound: Two left-turn lanes. Three through lanes. One right-turn lane.
Eastbound: One left-turn lane. Two through lanes. One right-turn lane.
Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.

Note: the identified improvements have been completed.

Utilities and Service Systems

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

MM Util-2: The Archibald trunk sewer line off-site connection to the IEUA Kimball Avenue interceptor shall be complete and operational prior to issuance of first certificate of occupancy for development located east of the Cucamonga Creek Channel. The applicant shall participate on a fair share basis in the development of the necessary sewer facilities.

MM Util-3: The planning areas located west of Cucamonga Creek Channel shall have sewer lines in place to connect, via master planned lines with the western area trunk sewer system in Euclid Avenue, or via the Carpenter Street interim connection to the eastern area trunk sewer system. The interim condition that may exist for the Specific Plan where the wastewater generated may be tied into the Eastern Trunk System (ETS) will be via a 36-inch line located in Vineyard Avenue, north of Merrill Avenue, a 15-inch line in Merrill Avenue from Vineyard Avenue to Carpenter Avenue, and a 15-inch line in Carpenter Avenue from Merrill Avenue to the ETS. This interim connection shall be constructed per the approved sewer master plan. Thus, should the approved master plan require larger size pipelines, the developer will be required to construct them. Installation of one of these connections shall be in place and operable prior to issuance of building permits for the development located west of Cucamonga Creek to the satisfaction of the City and IEUA.

MM Util-4: Off-site water lines, tanks, interconnectors and other facilities required in the Water Master Plan to provide water to the site shall be in place and operational prior to issuance of the first certificate of occupancy. The applicant shall participate on a fair share basis in the development of these off-site facilities.

MM Util-5: Prior to obtaining grading permit(s), the project proponent shall coordinate with the applicable natural gas, electrical, and telephone utility providers for the project site to ensure that all existing underground and overhead lines are not damaged during project construction.

MM Util-6: To reduce the quantity of energy used and to conserve water resources, the project developer and City of Ontario should work to include sustainable systems for use of water and energy within the project design. One source of assistance in this regard is Southern California Gas Company Commercial/Industrial Support Center at 1-800-GAS-2000, which should be contacted at the time of development of the commercial center located within the project.

MM Util-7: The project applicant shall plan and construct a dual pipe system to supply reclaimed water when available in the future (GP Policy 5.1.4). An Engineer's Report approved by the City and the Department of Health Services is required prior to the use of recycled water.

MM Util-8: All existing agricultural wells on the project site will be destroyed and abandoned per the California Department of Health Services guidelines. A well use/destruction plan and schedule for all existing agricultural wells on the project site shall be prepared and submitted for approval, prior to the issuance of grading permits. This plan shall also include a temporary water supply plan, as applicable, in order to avoid potential significant temporary impacts resulting from the disruption of current water supply through the abandonment of on-site wells, the developer of any parcel located within the Specific Plan which contains a well that services one or more adjacent parcels that are not proposed to be developed in the current phase, shall provide the City Engineer with a temporary water supply plan for approval. Construction of any temporary pipes or facilities needed to provide water to the existing uses which are to temporarily remain shall be installed per City requirements at the developer's expense.

Note: MM Util-8 has been completed.

MM Util-9: Prior to approval of the Specific Plan and EIR, a hydraulic analysis of the area served by the interim sewer main to be located in Carpenter Avenue shall be submitted to the City Engineer.

Note: MM Util-9 has been completed.

REFERENCES

<u>Cited As</u>	<u>Reference</u>
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(CDC, 2018)	California Department of Conservation. 2018. <i>California Important Farmland Finder</i> . Web. Accessed March 22, 2023. Available at: https://maps.conservation.ca.gov/dlrp/ciff/
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(LD King, 2023)	LD King 2023 (February). <i>Parkside Specific Plan Amendment – Impact of Increased Dwelling Units to the proposed and existing Master Plan Sewer Systems</i> .
(OBC, 2022)	Osborne Biological Consulting (OBC). 2022 (September 26). <i>Habitat conditions for Delhi Sands Flower-loving Fly on portion of the Parkside Specific Plan Ontario, California</i> .
(Ontario, 2018)	City of Ontario (Ontario). 2018 (July). <i>Ontario International Airport Land Use Compatibility Plan</i> . Web. Accessed July 17, 2023. Available at: https://www.ont-iac.com/airport-land-use-compatibility-plan/
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(Urban Crossroads, 2023b)	Urban Crossroads, 2023. (July 13) <i>Parkside Specific Plan Amendment Vehicle Miles Traveled (VMT) Analysis</i> .
(Urban Crossroads, 2023c)	Urban Crossroads, 2023 (July 13). <i>Parkside Specific Plan Traffic Analysis</i> .
(VCS, 2023a)	VCS Environmental, 2023 (February 28). <i>Burrowing Owl Breeding Season Survey Report and Biological Update for Parkside Specific Plan Amendment Project (Planning Areas 1 and 3); City of Ontario, County of San Bernardino, California</i> .
(VCS, 2023b)	VCS Environmental, 2023 (July). <i>Cultural Resources Assessment Parkside Specific Plan Project, Ontario California</i> .
(Webb, 2022)	Webb, 2022 (June 15). <i>Water Supply Assessment and Written Verification of Sufficient Water Supply</i> .



DEVELOPMENT ADVISORY BOARD DECISION

October 16, 2023

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

DECISION NO.: [insert #]

DECISION NO.: [insert #]

FILE NOS.: PMTT22-024 and PDEV22-037

DESCRIPTION: Tentative Tract Map No. 20487 (File No. PMTT22-024) to subdivide approximately 32-acres of land into 5 numbered lots for condominium purposes in conjunction with a Development Plan (File No. PDEV22-037) to construct 508 unit apartment complex, located at the southwest corner of Archibald Avenue and Ontario Ranch Road, within Planning Areas 17, 18 and 19 of the Parkside Specific Plan. APNs: 0218-231-10, 0218-231-11, 0218-231-15, 0218-231-16, 0218-231-31, 0218-231-13, 0218-231-23, 0218-231-24, 0218-231-32, 0218-231-34, 0218-231-36, 0218-231-42, 0218-231-47, 0218-231-48 and a portion of 0218-073-06; **submitted by SC Ontario Development Company, LLC. Planning Commission action is required.**

PART 1: BACKGROUND & ANALYSIS

SC ONTARIO DEVELOPMENT COMPANY, LLC, (herein after referred to as "Applicant") has filed an application requesting approval of a Tentative Tract Map, File No. PMTT22-024, and Development Plan, File No. PDEV22-037, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

PROJECT SETTING: The project site is comprised of 31.70 acres of land located at the southwest corner of Archibald Avenue and Ontario Ranch Road, within Planning Areas 17, 18 and 19 of the proposed Parkside Specific Plan amendment and is depicted in Exhibit A: Project Location Map, attached. Existing land uses, Policy Plan (general plan) and zoning designations, and specific plan land uses on and surrounding the project site are as follows:

	<i>Existing Land Use</i>	<i>Policy Plan Land Use Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use Designation</i>
Site:	Vacant	Medium Density Residential (11.1-25 DU/Ac) and Mixed Use-Parkside	Parkside Specific Plan	Medium Density Residential (PAs 17 and 18) and Neighborhood Commercial (PA 19)
North:	Vacant	Medium Density Residential (11.1-25 DU/Ac)	Avenue Specific Plan	Low Density Residential (PA 5)

	<i>Existing Land Use</i>	<i>Policy Plan Land Use Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use Designation</i>
South:	Vacant	Recreational Open Space	Parkside Specific Plan	Great Park (PA 21)
East:	Vacant	Medium Density Residential (11.1-25 DU/Ac)	Grand Park Specific Plan	High Density Residential (18-25 DU/Ac)
West:	Cucamonga Flood Control Channel	Open Space- Non-Recreation	Parkside Specific Plan	Public Facility

PROJECT ANALYSIS:

(1) Background —The Parkside Specific Plan was approved by the City Council in September 5, 2006. The Parkside Specific Plan established the land use designations, development standards, design guidelines and development capacity of 1,947 residential units and 115,000 square feet of commercial uses for the Specific Plan area. The Specific Plan is comprised of 26 land use districts (“Planning Areas”), incorporating 19 distinctive neighborhoods and offering a variety of residential products. On June 16, 2020, City Council approved an amendment to the Parkside Specific Plan (File No. PSPA19-007) to reconfigure the boundaries of Planning Areas 1 thru 4, 17 thru 19, and 21, revise internal circulation and design guidelines adding new housing types and architectural styles.

On July 25, 2006, the Planning Commission approved Tentative Tract Map No.18048 (“A” Map) to facilitate the backbone infrastructure improvements (major streets, sewer, water and storm drain facilities) and the creation of a parcel lot for City Fire Station 9, recreational facility, parks and residential neighborhoods within the eastern portion of the Specific Plan area. Subsequently, on December 15, 2014, the Planning Commission approved Tentative Tract Map No. 18998 (File No. PMTT14-021), that revised the original approved Tentative Tract Map No. 18048 (“A” Map) to allow for the phasing of the map into two phases, reconfigure the previous loop street into two separate streets (Parkside Drive and Park Vista Drive), and merging various lots into single lots. The phasing of the Tentative Tract Map provided for the orderly build-out of the backbone infrastructure, neighborhood edge, Cucamonga Creek Channel Trail and laid the groundwork for the future “B” maps, further subdividing the parcels into residential neighborhoods.

On May 26, 2020, the Planning Commission approved Tentative Tract Map No. 20316 (File No. PMTT19-020 to subdivide 56.99 acres of land, located at the northwest corner of Archibald Avenue and Eucalyptus Avenue, within Planning Areas 1 thru 4 into 4 numbered residential lots and 12 lettered lots for common areas, portions of the Great Park, private streets, public utility easements and neighborhood landscape edges. Additionally, Development Plan (File No. PDEV19-064) was approved to construct 540 detached conventional-lane loaded and green-court cluster single family homes. Planning Areas 2 thru 4 development is currently under construction.

In addition, the proposed Tentative Tract Map No. 20487 (PMTT22-024) and Development Plan (File No. PDEV22-037), the Applicant submitted a request to amend the Parkside

Specific Plan (File No. PSPA21-006) to reconfigure certain Planning Areas, increase the residential capacity from 1,947 to 2,851 residential units to be consistent with The Ontario Plan (TOP) 2050, decrease the Great Park from 58.86 acres to 37.38 acres and commercial development from 15.66 acres to 2.68 acres, and revise design and development standards. Planning Commission approval of the subject Applications are contingent upon City Council approval of the proposed amendment to the Parkside Specific Plan, which will be schedule at a later date.

(2) Tentative Tract Map No. 20487, File No. PMTT22-024 — The Project would subdivide Lots A, B and N of Tract Map No. 18048 consisting of 31.70 acres of land into 5 numbered lots for condominium purposes located at the southwest corner of Archibald Avenue and Ontario Ranch Road, within Planning Areas 17, 18 and 19 of the proposed Parkside Specific Plan amendment. Lots 1 thru 4 would facilitate the construction of 508 townhomes as proposed in Development Plan (File No. PDEV22-037) and Lot 5 would accommodate the future development of neighborhood commercial consistent with the TOP 2050.

Tentative Tract Map No. 20487 proposes to extend the existing public street, South McCaren Place, north to the intersection of Ontario Ranch Road dividing Lots 2 and 5 from Lots 1, 3 and 4. The subdivision is designed with one west-east running 40-foot wide private (main) street and a series of private alleys, ranging in width from 28 feet to 30 feet throughout, that will provide direct access to each residential unit or common alleyways, and is depicted in Exhibit B: Tentative Tract Map No. 20487.

(3) Development Plan, File No. PDEV22-037

(a) Site Design/Building Layout — The Project proposes to develop Planning Areas 17 and 18 with the construction of 508 apartment units, a 12,136 square foot recreation center/clubhouse with pool, and 2 dog parks within a gated community, as depicted in Exhibit C: Site and Landscape Plan. The proposed north-south running public street, South McCaren Place, divides the 30-acre project site into a “West Lot” and an “East Lot.” The West Lot is 20.14-acres and proposes construction of 121 duplexes and 13 townhome buildings for a total of 347 residential units at a density of 17.2 dwelling units per acre of land, a recreation center/clubhouse, and a 1,308 square foot maintenance building. The East Lot is 8.17-acres and proposes construction of 21 townhomes buildings consisting of 161 residential units at a density of 19.7 dwelling units per acre of land. Two and 3-bedroom duplex buildings range in size from 1,326 square feet to 1,603 square feet, have 2-stories at a height of approximately 29-feet and attached garages with direct access to each unit. Townhome units offering 1, 2, 3, and 4-bedrooms will range in size from 1,008 square-feet to 2,316 square feet. Townhomes will have 3-stories at a height of 42-feet, attached garages with direct access to units, and upper level living areas.

Four, 5, and 7-unit attached row style townhomes (Buildings A, B, and D) will be situated along the perimeter of the East Lot with alley loaded access. Building A will have conventional front entrances located along the private drives and one entrance located on the side elevation. All other townhomes will have primary entrances to units from a

garden courtyard or landscaped paseo. There are six 14-unit townhomes (Buildings U1 and U2) arranged in a U-shape around a landscaped courtyard located in the center of the site. Additionally, there are 3 clusters of 4-unit and 7-unit townhomes that are orientated towards a green court (landscaped paseo). U-shaped townhomes will have direct access to units from the garages.

The primary recreation center is located on the northeast portion of the West Lot adjacent to the main entrance. Alley-loaded duplexes (Buildings “Small Paired” and “Large Paired”) will be located along the perimeter of the West Lot. Six clusters of 8 duplexes (Large Paired) are concentrated on the southern portion of the site and at the center are 29 duplex (Small Paired) buildings arranged in rows that front onto a landscape paseo and have alley loaded garages. To the north are five 14-unit, U-shaped townhomes with central courtyards and 3 clusters of 8 4-unit and 7-unit row style townhomes (Buildings A and D) that front onto a landscaped paseo. One 6-unit row style townhome (Building C) is located south of the community main entrance gate. The Project proposes 15 varying floor plans within 6 building types, as depicted in Exhibit D: Floor Plans, and summarized below:

- Small Duplex (SDA): 62 buildings, 2 units, 1,326-1,424 SF, 2 bedroom, 2 and 2.5 bath, 164-374 SF private open space, and 2-car garage;
- Large Duplex (LDB): 59 buildings, 2 units, 1,603 SF, 3 bedroom, 2.5 bath, 170 SF private open space, and 2-car garage;
- Building A (Row Townhome): 10 buildings, 4 units, 1,008-1,302 SF, 1 and 2 bedroom, 1.5 and 2 bath, 83-108 SF private open space, and one-car garage;
- Building B (Row Townhome): 2 buildings, 5 units, 1,505-1,994 SF, one, 3, and 4 bedroom, 2.5 and 3.5 bath, 81-110 SF private open space and, one and 2-car garage;
- Building C (Row Townhome): 1 building, 6 units, 1,505-2,029 SF, one, 3, and 4 bedroom, 2.5, 3, and 3.5 bath, 81-110 SF private open space and, one and 2-car garage;
- Building D (Row Townhome): 9 buildings, 7 units, 1,505-2,029 SF, one, 3, and 4 bedroom, 2.5, 3, and 3.5 bath, 81-110 SF private open space and, one and 2-car garage; and
- Buildings U1 and U2 (U-shaped Townhomes): 11 buildings, 14 units, 1,505-2,316 SF, one, 3, and 4 bedroom, 2.5, 3, and 3.5 bath, 81-170 SF private open space and, one and 2-car garage;

(b) Site Access/Circulation —The East and West Lots will have a major community gateway with access from Main Street and a secondary community gateway with access from South McCaren Place Drive. Additional pedestrian access gates will be located on the south end of the properties connecting the neighborhoods to the Great Park and the neighborhood commercial lot (Lot 5 of Tentative Tract Map No. 20487). The West Lot will have pedestrian gates for access to the Cucamonga Creek Channel Trail system. Vehicular circulation through the Project is provided by a west-east running, 36-foot wide private street that connects to a series of 26-foot wide main loop streets and provides access to 24-foot wide private alleys. The Project will also have a network of

landscaped paseos and walkways providing east-west and north-south pedestrian connectivity throughout the site.

(c) Parking — The Project has provided off-street parking pursuant to the multiple-family residential parking standards specified in the Development Code. The number of off-street parking spaces provided is 1,398 which exceeds the minimum parking requirement of 1,213 for the Project. The off-street parking calculations for the Project are summarized in the table below:

Parking Summary

<i>Type of Use</i>	<i>No. of Units</i>	<i>Parking Ratio</i>	<i>Spaces Required</i>	<i>Spaces Provided</i>
<i>1 Bed</i>	30	1.75 spaces per unit	53	---
<i>2 Bed</i>	259	2.00 spaces per unit	518	---
<i>3 Bed</i>	164	2.50 spaces per unit	410	---
<i>4 Bed</i>	55	2.50 spaces per unit	138	---
RESIDENTIAL TOTAL	508	---	1,119	Total 1,140 (884 garage spaces/256 driveway spaces)
<i>Guest: Less than 50 dwelling units</i>	49	0.25 spaces per unit	13	---
<i>Guest: 50 to 100 dwelling units</i>	51	0.20 spaces per unit	11	---
<i>Guest: More than 100 dwelling units</i>	408	0.17 spaces per unit	70	---
GUEST TOTAL	---	---	94	Total 258 (239 on private street/19 on public street)
PROJECT TOTAL	508	---	1,213	1,398

(d) Architecture — Design criteria of the Parkside Specific Plan requires a high quality of architecture and reasonable level of authenticity of styles through the use of appropriate elements. Although detail elements may be used to further convey the character of a style, the overall massing and appropriate roof forms should be used to establish a recognizable style. Proper scale and proportion of architectural elements and appropriate choice of details are all factors in achieving authenticity.

The Mediterranean heritage style series, as listed in the Parkside Specific Plan, defines a category of styles that were developed in a climate zone similar to the climate found in California. The Mediterranean styles are not strictly European, but rather American stylization of European landmarks and residences that were popular in the late nineteenth century. Primarily stemming from Italian, French and Spanish influences, these styles are principally based on simpler and informal residential living styles of country

settlements or old-world villages. Their appeal is in their informal, rustic character expressed in warm colors, textures and materials. Although residential adaptations were less formal, sometimes traditional classical elements are included.

The Project design is inspired by the "Santa Barbara" theme that is derived from the Spanish Colonial Revival style of architecture and is often characterized by white stucco exterior walls, contrasting red tile roof, metal work, tile embellishments, and buildings with arcades that are organized around courtyards. The Project offers architectural elements and design features that are traditionally found on this style, such as white colored smooth sand finish stucco exterior, expansive uninterrupted exterior walls, red tile roofs, recessed, arched, and rectangular shaped recessed windows, and decorative metal work used on balcony railings, under awnings, and over windows. Duplexes feature cantilevered second stories over the garages, balconies, patio areas that lead to front entries, a combination of hipped, cross gable and front facing gable roofs. Townhome details include second and third level balconies, metal awnings over entries and windows, decorative inset tiles, window shutters, arch shaped windows, and varying roof planes. Distinctive to the U-shaped Townhome is a tiled arcade that encloses the central landscaped courtyard area creating a semi-private "outdoor" room. The Project proposes 4 schemes with subtle variations in details and accent colors for each product type.

(e) Amenities and Landscaping — Landscaping is provided for the full length of the Project recreation areas, pedestrian walkways, parking lots planter islands, residential courtyards, and at the gated entryways. A variety of accent and shade trees in 24-inch, 36-inch, and 48-inch box and 15-gallon sizes have been provided, as well as, 1, 5, and 15- gallon size shrubs, groundcover, and turf. Decorative paving and lighting will be provided at entries, pedestrian walkways, and other key locations throughout the Project, as depicted in Exhibit C: Site and Landscape Plan.

Also designed in the Santa Barbara theme is the primary recreation center for private use by the residents and their guests. The center will be constructed on 1.32 acres of land, which includes a 12,136 square foot clubhouse, pool lounge building, pool and spa area, outdoor kitchen, and garden lounge areas. The clubhouse floor plan dedicates space to game, theater, and entertainment rooms, business center and conference room, a fitness room, yoga room, and mail room. Attached to the clubhouse is the welcome center and leasing offices. The pool lounge building is located on the north side of the recreation center and has a covered seating area open to pool view, and attached restrooms, showers and equipment room. The outdoor recreation area features a resort style swimming pool with beach entry, spa with a mural backdrop wall, lounge chairs and cabanas, fireplaces, barbeque grills, gaming tables, and an outdoor exercise area. Date palms, ranging size from 15 to 20 feet, will be planted around the pool area and a large Canary Island Date Palm will serve as the central focal point. California Oaks, California Sycamore, Saratoga Laurel, Brisbane Box will be planted in 24-inch and 36-inch box sizes. The pool deck and lounging areas will be treated with enhanced decorative paving throughout. Other recreation amenities include, a small "tot lot" equipped with covered play structures and seating, and pocket parks for small and large dogs covered by a

central shade structure and equipped with a dog wash. Residential courtyards and paseos will feature a combination of active and passive open space activities such as seating, barbeque grilling, and lawn games.

TOP Policy PR1-1 requires new developments to provide a minimum of 2 acres of Private Park per 1,000 residents. The proposed Project is required to provide 3.43 acres parkland to meet the minimum TOP private park requirement. To satisfy the park requirement, as part of the Development Agreement, the Applicant will be required to construct and transfer the portions of the Great Park identified the Parkside Specific Plan in 4 phases, to the City. In addition, the Applicant (Owner) will enter a Development Impact Fee (DIF) credit and Reimbursement Agreement with the City for the design and construction of the Great Park areas.

(f) Signage — All project signage is required to comply with sign regulations provided in Ontario Development Code Division 8.1 and the Parkside 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 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 the Regional Natural Treatment System, Mill Creek Wetland BMP, as planned in the NMC Builders, LLC, Stormwater Treatment Allocation Distribution Table and will connect to the storm drain located on Archibald Avenue and to the southside of the project. Any overflow drainage will be conveyed to the public street by way of parkway drains and culverts.

PUBLIC NOTIFICATION: Public notification is not required, as the Development Advisory Board is acting in its capacity as an advisory body to the Planning Commission. Public notification is required prior to the Planning Commission hearing on the Project.

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

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

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

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

On August 2, 2022, the City Council of the City of Ontario approved and adopted a Development Code Amendment to establish the Chino Airport ("CNO") Overlay Zoning District ("OZD") and Reference I, Chino Airport Land Use Compatibility Plan ("CNO ALUCP"). The CNO OZD and CNO ALUCP established the Airport Influence Area for Chino Airport, solely within the City of Ontario, and limits future land uses and development within the Airport Influence Area, as they relate to safety, airspace protection, and overflight impacts of current and future airport activity. The CNO ALUCP is consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook. The proposed Project is located within the Airport Influence Area of Chino Airport and was evaluated and found to be consistent with the California Airport Land Use Planning Handbook and the CNO ALUCP. As the 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 CNO ALUCP compatibility factors, including Safety, Airspace Protection, Overflight. As a result, the Development Advisory Board, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the California Airport Land Use Planning Handbook and the Chino ALUCP.

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

(1) City Council Goals.

- Invest in the Growth and Evolution of the City's Economy
- Maintain the Current High Level of Public Safety
- Operate in a Businesslike Manner
- Focus Resources in Ontario's Commercial and Residential Neighborhoods
- 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.

Housing Element:

- Goal H-2 Housing Supply & Diversity: Diversity of types of quality housing that are affordable to a range of household income levels, accommodate changing demographics, and support and reinforce the economic sustainability of Ontario.

➤ H-2.4 Ontario Ranch. We support a premier lifestyle community in the Ontario Ranch, distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.

➤ H-2.5 Housing Design. We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices, and other best practices.

➤ H-5.2 Family Housing. We support the development of larger rental apartments that are appropriate for families with children, including, as feasible, the provision of services, recreation, and other amenities.

Community Economics Element:

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

➤ CE-1.6 Diversity of Housing. We collaborate with residents, housing providers, and the development community to provide housing opportunities for every stage of life; we plan for a variety of housing types and price points to encourage the development of housing supportive of our efforts to attract business in growing sectors of the community while being respectful of existing viable uses.

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

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

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

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

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

Community Design Element:

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

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

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

- CD-2.2 Neighborhood Design. We create distinct residential neighborhoods that promote a sense of community and identity by emphasizing access, connectivity, livability, and social interaction through such elements as:

- A pattern of smaller, walkable blocks that promote activity, safety, and access to nearby amenities and services;
- Varied parcel sizes and lot configurations to accommodate a diversity of housing types;
- Traffic calming measures to slow traffic and promote walkability while maintaining acceptable traffic flows and emergency evacuation access;
- Floor plans that encourage views onto the street and de-emphasize the visual and physical dominance of garages (introducing the front porch as the "outdoor living room"), as appropriate; and
- Landscaped parkways, with sidewalks separated from the curb and designed to maximize safety, comfort, and aesthetics for all users.

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

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

- CD-2.9 Landscape Design. We encourage durable, sustainable, and drought-tolerant landscaping materials and designs that enhance the aesthetics of

structures, create and define public and private spaces, and provide shade and environmental benefits.

➤ CD-2.11 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.

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 Parkside Specific Plan Environmental Impact Report (State Clearinghouse No. 2004011008 was certified on September 5, 2006 (hereinafter referred to as "Certified EIR"), in which development and use of the Project site was discussed; and

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

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

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

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Development Advisory Board (hereinafter referred to as "DAB") the responsibility and authority to review and make 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, the Project is located within the Chino Airport ("CNO") Overlay Zoning District ("OZD") and the Airport Influence Area of Chino Airport, as established solely within the City of Ontario, and is subject to, and must be consistent with, the policies and criteria set forth in the Chino Airport Land Use Compatibility Plan ("CNO ALUCP"), and addresses the 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 October 16, 2023, the DAB issued a Decision recommending the Planning Commission adopt the EIR Addendum, finding that the proposed Project introduces no new significant environmental impacts and applying all previously adopted mitigation measures to the Project, which were incorporated by reference; and

WHEREAS, on October 16, 2023, the DAB of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

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

PART 3: THE DECISION

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

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

- (1) The environmental impacts of the Project were reviewed in conjunction with an Addendum to Parkside Specific Plan Environmental Impact Report (State Clearinghouse No. 2004011008, certified by the Ontario City Council on September 5, 2006 in conjunction with File No. PSP03-002; and
- (2) The EIR Addendum and administrative record have been completed in compliance with CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines; and
- (3) The City's "Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" provide for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed. This Application introduces no new significant environmental impacts; and
- (4) All previously adopted mitigation measures shall be a condition of project approval, as they are applicable to the Project, and are incorporated herein by this reference; and
- (5) The EIR Addendum contains a complete and accurate reporting of the environmental impacts associated with the Project, and reflects the independent judgment of the Development Advisory Board; and
- (6) There is no substantial evidence in the administrative record supporting a fair argument that the Project may result in significant environmental impacts.

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

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

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

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

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

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

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

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

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

SECTION 4: Concluding Facts and Reasons. Based upon the substantial evidence presented to the DAB during the above-referenced hearing and upon the facts and information set forth in Parts I (Background and Analysis) and II (Recitals), above, and the determinations set forth in Sections 1 through 3, above, the DAB hereby concludes as follows:

Development Plan

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

(3) *The proposed development will complement and/or improve upon the quality of existing development in the vicinity of the Project and the minimum safeguards necessary to protect the public health, safety and general welfare have been required of the proposed Project.* The Development Advisory Board has required certain safeguards, and imposed certain conditions of approval, which have been established to ensure that: [i] the purposes of the Parkside 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 Parkside 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 Parkside 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 (residential). As a result of this review, the Development Advisory Board has determined that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the development standards and guidelines described in the Parkside Specific Plan.

Tentative Parcel or Tract Maps

(1) *The proposed Tentative Tract/Parcel Map is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, and applicable area and specific plans, and planned unit developments.* The proposed Tentative Tract/Parcel Map is located within the Medium Density Residential and Mixed Use- Parkside land use districts of the Policy Plan Land Use Map, and the Parkside Specific Plan. The proposed subdivision is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City

Council Priorities components of The Ontario Plan, as the Project will contribute to providing "a spectrum of housing types and price ranges that match the jobs in the City, and that make it possible for people to live and work in Ontario and maintain a quality of life" (Goal LU-1). Furthermore, the Project will promote the City's policy to "incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers, and visitors have a wide spectrum of choices of where they can live, work, shop, and recreate within Ontario" (Policy LU-1.6 *Complete Community*); and 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

(2) *The design or improvement of the proposed Tentative Tract/Parcel Map is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, and applicable specific plans and planned unit developments.* The proposed Tentative Tract/Parcel Map is located within the Medium Density Residential and Mixed Use- Parkside land use districts of the Policy Plan Land Use Map, and the Parkside Specific Plan. The proposed design or improvement of the subdivision is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as the Project will contribute to providing "[a] high level of design quality resulting in neighborhoods, commercial areas, public spaces, parks, and streetscapes that are attractive, safe, functional, human-scale, and distinct" (Goal CD-2). Furthermore, the Project will promote the City's policy to "create distinct residential neighborhoods that promote a sense of community and identity by emphasizing access, connectivity, livability, and social interaction through such elements as:

- A pattern of smaller, walkable blocks that promote activity, safety, and access to nearby amenities and services;
- Varied parcel sizes and lot configurations to accommodate a diversity of housing types;
- Traffic calming measures to slow traffic and promote walkability while maintaining acceptable traffic flows and emergency evacuation access;
- Floor plans that encourage views onto the street and de-emphasize the visual and physical dominance of garages (introducing the front porch as the "outdoor living room"), as appropriate; and
- Landscaped parkways, with sidewalks separated from the curb and designed to maximize safety, comfort, and aesthetics for all users." (Policy CD-2.2 *Neighborhood Design*); and 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

(3) *The site is physically suitable for the type of development proposed.* The Project site meets the minimum lot area and dimensions of the Parkside Specific Plan zoning district, and is physically suitable for the type of residential and commercial developments proposed in terms of zoning, land use and development activity proposed, and existing and proposed site conditions; and

(4) *The site is physically suitable for the density/intensity of development proposed.* The Project site is proposed for residential and commercial development at [a density of 11.1-25 DUs/acre / a floor area ratio of 1.0 for commercial]. The Project site meets the minimum lot area and dimensions of the Parkside Specific Plan zoning district and is physically suitable for this proposed density / intensity of development; and

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

(6) *The design of the subdivision, or the type of improvements thereon, are not likely to cause serious public health problems.* The design of the proposed subdivision, and the common areas, private streets, public utility easements and neighborhood landscape edge improvements proposed on the Project site, are not likely to cause serious public health problems, as the Project is not anticipated to involve the transport, use, or disposal of hazardous materials during either construction or Project implementation, include the use of hazardous materials or volatile fuels, nor are there any known stationary commercial or industrial land uses within close proximity to the subject site that use/store hazardous materials to the extent that they would pose a significant hazard to visitors or occupants to the Project site; and

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

applicable master plans and design guidelines of the City; and (e) applicable Standard Drawings of the City.

SECTION 5: Development Advisory Board Action. Based on the findings and conclusions set forth in Sections 1 through 4, above, the DAB hereby recommends the Planning Commission APPROVES the Application subject to each and every condition set forth in the Conditions of Approval included as Attachment A of this Decision, and incorporated herein by this reference.

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

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

APPROVED AND ADOPTED this 16th day of October 2023.

Development Advisory Board Chairman

Exhibit A: PROJECT LOCATION MAP

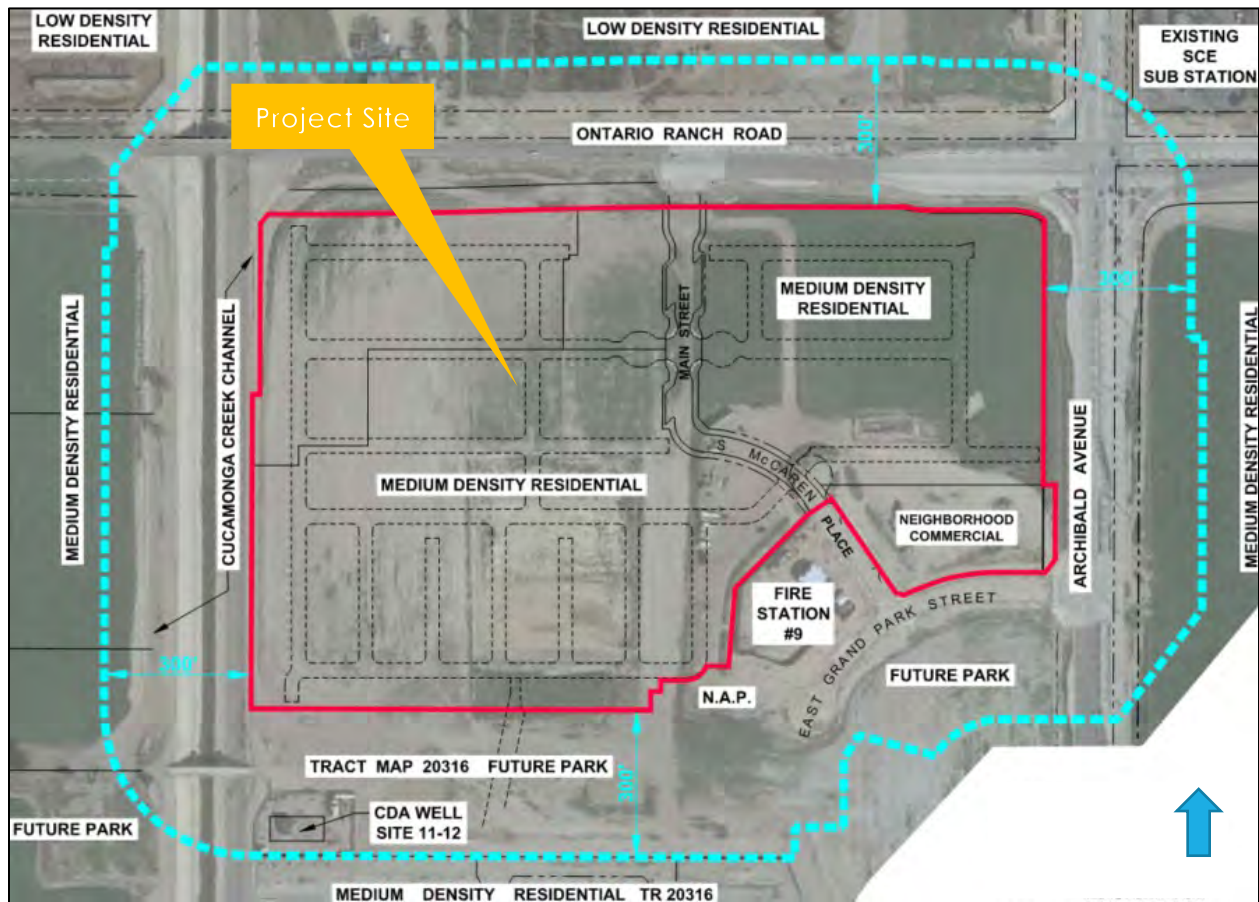


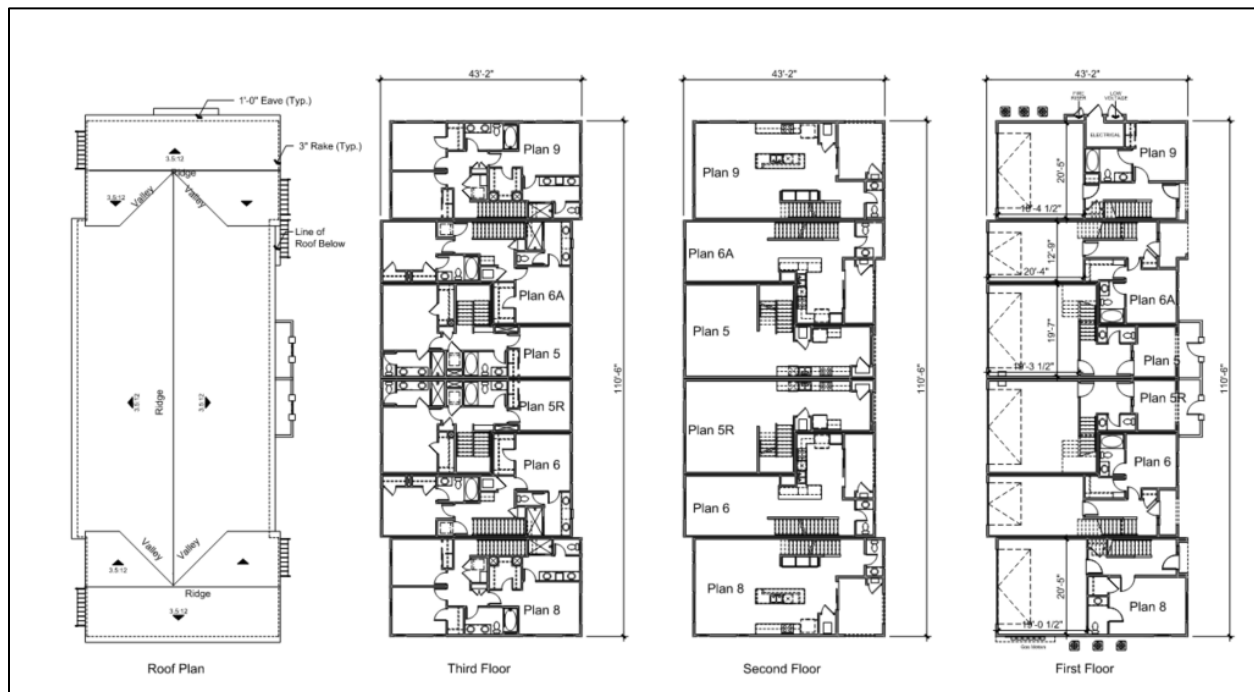
Exhibit C: SITE AND LANDSCAPE PLAN



Exhibit D: FLOOR PLANS

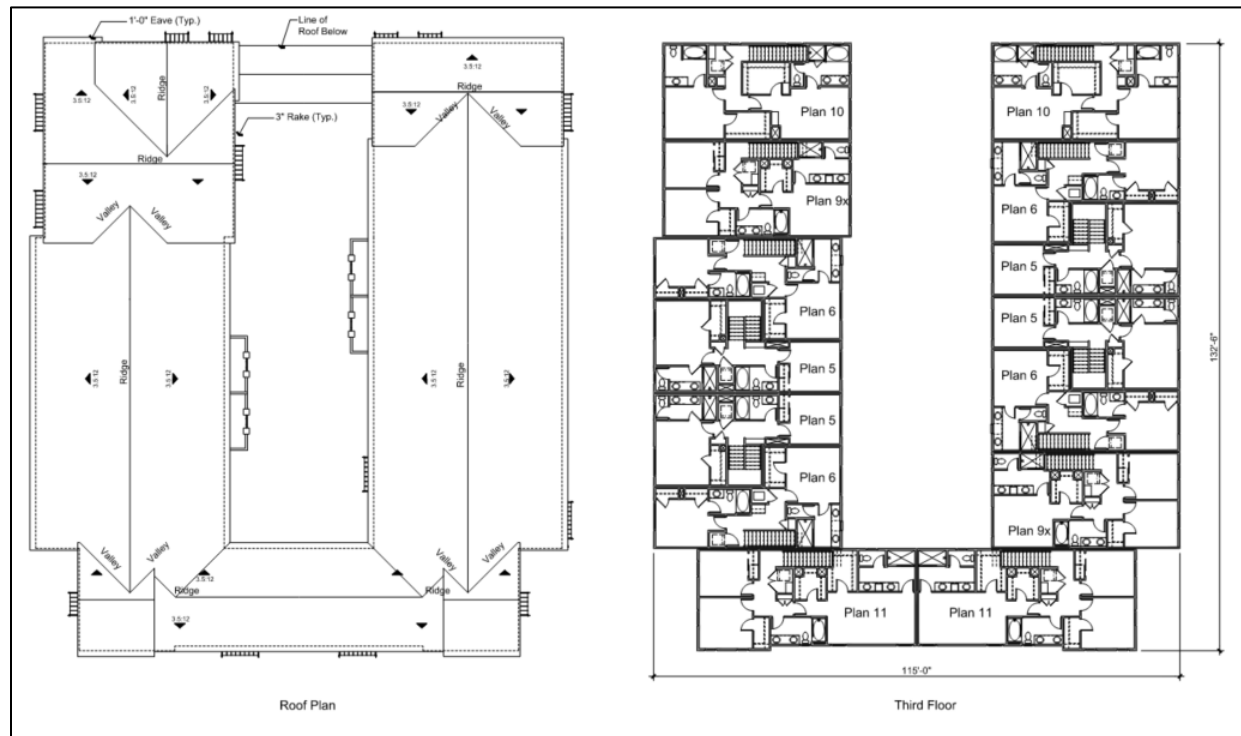
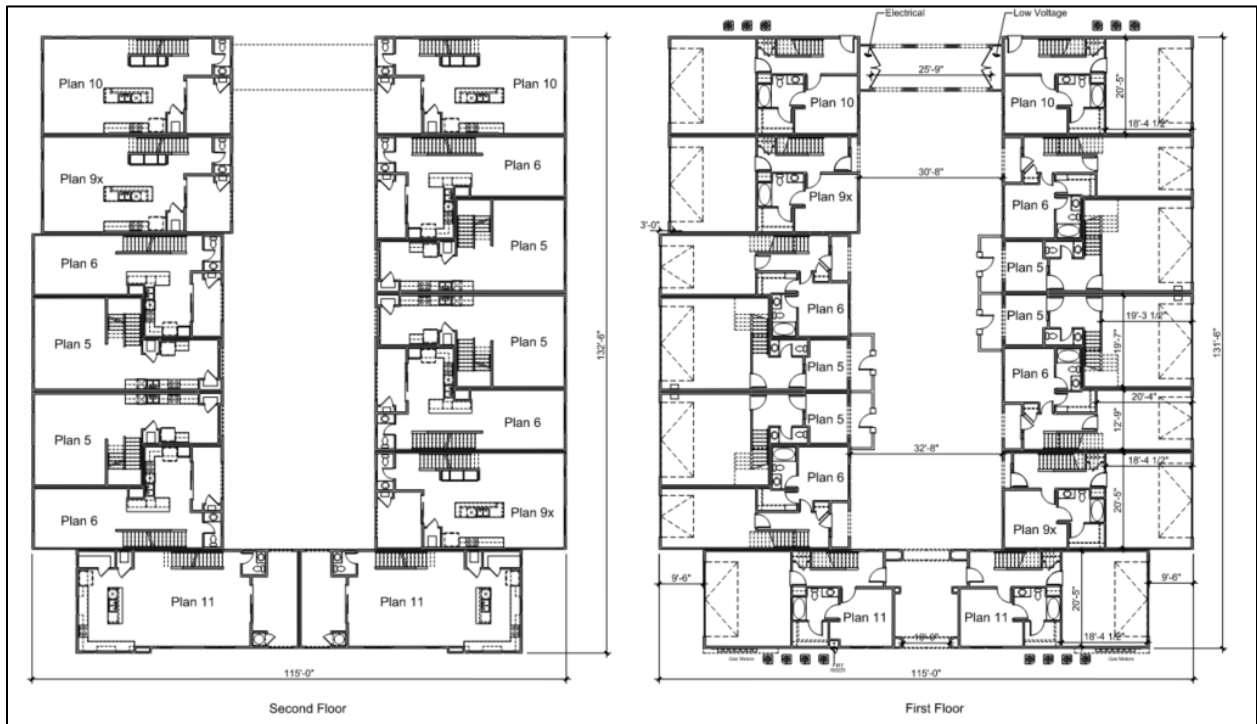


Building A (4-unit with additional garages)



Typical Townhome (Building C 6-unit shown)

Exhibit D: FLOOR PLANS



Typical U-shaped Townhome (Building U1 shown)

Exhibit D: ELEVATIONS



Exhibit D: ELEVATIONS (CONTINUED)



Building A (4 Unit Townhome with additional garages)

Exhibit D: ELEVATIONS (CONTINUED)



Typical 5 and 6 Unit Townhome (Building C- 6 Units shown)



Building D (7 Unit Townhome)

Exhibit D: ELEVATIONS (CONTINUED)



Building U1 Townhome (14 Unit)



Building U2 Townhome (14 Unit)

Exhibit D: ELEVATIONS (CONTINUED)



Clubhouse

Exhibit E: RECREATION CENTER



Exhibit F: RENDERINGS



LARGE DUPLEX - VIEW 3



LARGE DUPLEX - VIEW 4

Exhibit F: RENDERINGS (CONTINUED)



FRONT VIEW



REAR VIEW

Exhibit F: RENDERINGS (CONTINUED)



FRONT VIEW



REAR VIEW

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: 10/6/2023

File Nos: PMTT22-024 (TTM 20487) and PDEV22-037

Related Files: PSPA21-006

Project Description: Tentative Tract Map No. 20487 (File No. PMTT22-024) to subdivide approximately 32-acres of land into 5 numbered lots for condominium purposes in conjunction with a Development Plan (File No. PDEV22-037) to construct 508 apartment located at the southwest corner of Archibald Avenue and Ontario Ranch Road, within Planning Areas 17, 18 and 19 of the Parkside Specific Plan. APNs: 0218-231-10, 0218-231-11, 0218-231-15, 0218-231-16, 0218-231-31, 0218-231-13, 0218-231-23, 0218-231-24, 0218-231-32, 0218-231-34, 0218-231-36, 0218-231-42, 0218-231-47, 0218-231-48 and a portion of 0218-073-06; **submitted by SC Ontario Development Company, LLC.**

Prepared By: Diane Ayala
Phone: 909.395.2428 (direct)
Email: Dayala@ontarioca.gov

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

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

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

2.1 Time Limits.

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

(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 Tract/Parcel Map shall be in conformance with the approved Tentative Tract/Parcel Map on file with the City. Variations from the approved Tentative Tract/Parcel Map may be reviewed and approved by the Planning Department. A substantial variation from the approved Tentative Tract/Parcel Map may require review and approval by the Planning Commission, as determined by the Planning Director.

(b) Tentative Tract/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 Tract/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) and the Parkside Specific Plan. Final design, placement, and materials shall consider the design and placement of the secondary monument located at the corner of Ontario Ranch Road and “Main Street” as required by the Parkside SP.

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) and the Parkside SP.

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

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, water heater, vents, heating and air conditioning equipment, and all appurtenances thereto, shall be completely screened from public view by parapet walls or roof screens that are architecturally treated so as to be consistent with the building architecture.

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

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

2.10 Signs.

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

(b) On-site posting of public noticing shall be provided pursuant to Code Section 2.03.010.C.4, which consists of one or more large, 6-foot-tall, freestanding public notification signs. The sign face shall measure 4 feet tall by 8 feet wide, in a format approved by the Planning Director. The sign shall be posted no later than ten calendar days prior to the Planning Commission hearing date and removed no later than fourteen calendar days following the City Council hearing date, unless otherwise required by the Planning Director. The format is available on the City's website.

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

2.12 Covenants, Conditions and Restrictions (CC&Rs)/Mutual Access and Maintenance Agreements/Development Agreement.

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

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

(c) CC&Rs shall ensure reciprocal parking and access between parcels

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

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

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

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

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

(h) Recordation of the 5th Amendment to the Development Agreement, updating the parkland acres to satisfy private park requirement, shall be completed and delivered to the Planning Department prior to the issuance of a building permit.

2.13 Disclosure Statements.

(a) A copy of the Public Report from the Department of Real Estate, prepared for the subdivision pursuant to Business and Professions Code Section 11000 et seq., shall be provided to each prospective buyer of the residential units and shall include a statement to the effect that:

- (i) This tract is subject to noise from the Ontario International Airport and may be more severely impacted in the future.
- (ii) Some of the property adjacent to this tract is zoned for agricultural uses and there could be fly, odor, or related problems due to the proximity of animals.
- (iii) The area south of Riverside Drive lies within the San Bernardino County Agricultural Preserve. Dairies currently existing in that area are likely to remain for the foreseeable future.

2.14 Environmental 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.

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

2.16 Additional Fees.

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

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

2.17 Related Applications. Project approval shall not be final and complete until such time that related File No. PSPA21-006, an Amendment to the Parkside Specific Plan, has been approved by the City Council.

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

2.19 Additional Requirements.

(a) All windows shall be recessed a minimum of 2 inches from building wall face to provide a relief.

(b) Door and window surrounds located on the clubhouse building shall be finished with a smooth trowel plaster to accentuate architectural detail.



**ENGINEERING DEPARTMENT
CONDITIONS OF APPROVAL**

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

<input checked="" type="checkbox"/> DEVELOPMENT PLAN <input type="checkbox"/> OTHER	<input type="checkbox"/> PARCEL MAP	<input checked="" type="checkbox"/> TRACT MAP <input checked="" type="checkbox"/> FOR CONDOMINIUM PURPOSES
PROJECT FILE NO. TM-20487 (PMTT22-024) RELATED FILE NO(S). PDEV22-037		
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: ___/___/___		

CITY PROJECT ENGINEER & PHONE NO: Raymond Lee, P.E., (909) 395-2104 *RL*

CITY PROJECT PLANNER & PHONE NO: Diane Ayala, (909) 395-2428

DAB MEETING DATE: October 16, 2023

PROJECT NAME / DESCRIPTION: TM-20487, a Tentative Tract Map for condominium purposes, subdividing about 33.05 acres of land into five (5) lots, within Planning Areas 17, 18, 19, 21 and 23 of the Parkside Specific Plan and PDEV22-037, a development plan to construct 508 multi-family dwellings in these areas

LOCATION: Southwest corner of Archibald Avenue and Ontario Ranch Road

APPLICANT: SC Ontario Development Company, LLC

REVIEWED BY: *[Signature]* 10/2/23
 Bryan Lirley, P.E. Date
 Assistant City Engineer

APPROVED BY: *[Signature]* 10-4-23
 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:**
 - Ontario Ranch Road to the ultimate ½ right-of-way of 80' from centerline south along the tract frontage
 - Main Street to the ultimate full right-of-way, varies between 60' to 88' along the tract frontage
 - South McCarren Place to the ultimate full right-of-way of 60' of right-of-way along the tract frontage

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

 - Ontario Ranch Road and Main Street
 - Archibald Avenue and Ontario Ranch Road

- 1.02 Dedicate to the City of Ontario, the following easement(s):**
 - 35' wide easement for neighborhood edge purpose along the tract frontage on Ontario Ranch Road.
 - 30' wide easement for neighborhood edge purpose along the tract frontage on Archibald Avenue.
 - 40' wide easement on "A" Street for public utility, landscape, emergency access, public service vehicular ingress/egress and pedestrian access.
 - 30' wide easement on Alleys "A" to "F" and "L" to "P" for public utility, landscape, emergency access, public service vehicular ingress/egress and pedestrian access.
 - 28' wide easement on Alleys "G" to "K" for public utility, landscape, emergency access, public service vehicular ingress/egress and pedestrian access.
 - 20' wide easement for public utility purpose south of Alley "D" between Alleys "I" and "J".

- 1.03 Restrict vehicular access to the site as follows: Only approved access points per the latest approved Parkside Specific Plan**

- 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. Existing right-of-way and easements as identified in the approved tentative tract map.
 - C. Quitclaim all neighborhood edge areas within the project that were dedicated to the City in fee simple and re-dedicated those areas to the City as easements
 - D. Excess right-of-way due to the removal of the existing cul-de-sac at South McCarren Place and the southerly tract boundary.

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



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

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

- 1.08 File an application for Reapportionment of Assessment, together with payment of a reapportionment processing fee, for each existing assessment district listed below. Contact the Financial Services Department at (909) 395-2124 regarding this requirement.**
 - (1) _____
 - (2) _____

- 1.09 Prepare a fully executed Subdivision Agreement (on City approved format and forms) with accompanying security as required, or complete all public improvements.**

- 1.10 Provide a monument bond (i.e. cash deposit) in an amount calculated by the City's approved cost estimate spreadsheet (available for download on the City's website: www.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:
- Public and private improvements shall be maintained in accordance with the Maintenance Responsibility matrix in the latest approved Parkside Specific Plan.
 - The Applicant/Developer shall obtain all right-of-way necessary to construct the required public improvements identified in Section 2 of these conditions.

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

A. GENERAL

(Permits includes Grading, Building, Demolition and Encroachment)

- 2.01 Record Tract Map No.20487 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.
- 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) – for trail purposes, see condition No. 2.18. The applicant/developer shall obtain approval from SBCFCD for constructing improvements on the Cucamonga Creek Channel bridge and for using the



Cucamonga Creek Channel bridge for trail purposes.

- Federal Emergency Management Agency (FEMA)
- Cucamonga Valley Water District (CVWD) for sewer/water service
- United States Army Corps of Engineers (USACE)
- California Department of Fish & Game
- Inland Empire Utilities Agency (IEUA)
- Other: _____

- 2.10 Dedicate to the City of Ontario the right-of-way described below:
 _____ feet on _____
 Property line corner 'cut-back' required at the intersection of _____
 and _____
- 2.11 Dedicate to the City of Ontario the following easement(s): _____

- 2.12 Vacate the following street(s) and/or easement(s):
 A. All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company.
- 2.13 **Ontario Ranch Developments:**
 - 1) Submit a copy of the permit from the San Bernardino County Health Department to the Engineering Department and the Ontario Municipal Utilities Company (OMUC) for the destruction/abandonment of the on-site water well. The well shall be destroyed/abandoned in accordance with the San Bernardino County Health Department guidelines.
 - 2) Make a formal request to the City of Ontario Engineering Department for the proposed temporary use of an existing agricultural water well for purposes other than agriculture, such as grading, dust control, etc. Upon approval, the Applicant shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by said agreement.
 - 3) **Design proposed retaining walls to retain up to a maximum of three (3) feet of earth. In no case shall a wall exceed an overall height of nine (9) feet (i.e. maximum 6-foot high wall on top of a maximum 3-foot high retaining wall.**
- 2.14 Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein valued at 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 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:**
 - **All required improvements for this project shall be subject to completion of the required public improvements including public utilities and improvements beyond the tract limits as identified in the Parkside Specific Plan (PSP03-002) and approved Specific Plan Amendments, the Development Agreement (PDA05-002) and its amendments, and the Conditions of Approval for TM-18408.**



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	Ontario Ranch Rd (ORR)	Archibald Av	Main St and S. McCarren PI (within tract boundary) ¹	E. Grand Park St
Curb and Gutter	<input checked="" type="checkbox"/> New; 52' from the existing and proposed concrete barriers <input checked="" type="checkbox"/> Replace damaged <input checked="" type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input checked="" type="checkbox"/> Replace Damaged ² <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New; varies (18' to 37') from C/L on both sides ³ <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input checked="" type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace
AC Pavement	<input checked="" type="checkbox"/> New ⁴ <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input checked="" type="checkbox"/> New ⁵ <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions
PCC Pavement (Truck Route Only)	<input checked="" type="checkbox"/> New, at Main St. on ORR <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Drive Approach	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Sidewalk	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Replace damaged	<input checked="" type="checkbox"/> New <input type="checkbox"/> Replace damaged	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace
ADA Access Ramp	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input checked="" type="checkbox"/> Replace damaged	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Parkway	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation) <input checked="" type="checkbox"/> Neighborhood Edge	<input checked="" type="checkbox"/> Trees ⁶ <input checked="" type="checkbox"/> Landscaping (w/irrigation) ⁶ <input checked="" type="checkbox"/> Neighborhood Edge ⁶	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation) <input checked="" type="checkbox"/> Replace damaged



	<input checked="" type="checkbox"/> Multi-purpose trail	<input checked="" type="checkbox"/> Multi-purpose trail		
Raised Landscaped Median	<input checked="" type="checkbox"/> New ⁷ <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Fire Hydrant	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation
Sewer (see Sec. 2.C)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input checked="" type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
Water (see Sec. 2.D)	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
Recycled Water (see Sec. 2.E)	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
Traffic Signal System (see Sec. 2.F)	<input checked="" type="checkbox"/> New at ORR and Main (see 2.39.5) <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input checked="" type="checkbox"/> Modify Existing at ORR and Archibald (see 2.39.4)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Traffic Signing and Striping (see Sec. 2.F)	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Modify existing	<input type="checkbox"/> New <input checked="" type="checkbox"/> Modify existing	<input checked="" type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Street Light (see Sec. 2.F)	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation
Bus Stop Pad or Turn-out (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Storm Drain (see Sec. 2G)	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
Fiber Optics (see Sec. 2K)	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input checked="" type="checkbox"/> Conduit / Appurtenances
Overhead Utilities	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate



Removal of Improvements				
Other Improvements	<input checked="" type="checkbox"/> ORR Bridge ⁸			

Improvement	Private Streets/Alleys	Cucamonga Creek Channel		
Curb and Gutter	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace
AC Pavement	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions
PCC Pavement (Truck Route Only)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Drive Approach	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Sidewalk	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
ADA Access Ramp	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Parkway	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)
Raised Landscaped Median	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Fire Hydrant	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation



Sewer (see Sec. 2.C)	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
Water (see Sec. 2.D)	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
Recycled Water (see Sec. 2.E)	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
Traffic Signal System (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Traffic Signing and Striping (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Street Light (see Sec. 2.F)	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation
Bus Stop Pad or Turn-out (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Storm Drain (see Sec. 2G)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
Fiber Optics (see Sec. 2K)	<input checked="" type="checkbox"/> Conduit / Appurtenances (except Private Alley "F")	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances
Overhead Utilities	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate
Removal of Improvements	_____	_____	_____	_____
Other Improvements	_____	<input checked="" type="checkbox"/> Cucamonga Creek Channel Trail ⁹	_____	_____

Specific notes for improvements listed in item no. 2.18, above:

1. The improvements on Main Street shall include curb and gutter, sidewalk, parkway landscape with irrigation, street light, fire hydrant, signing and striping, etc. on both sides of Main Street from Ontario Ranch road to the southerly tract limit of TM-20487. This should include the connection (sidewalk, curb and gutter, parkway, pavement, etc) to South McCarren Place and the removal of the existing cul-de-sac at South



McCarren Place. Any excess right-of-way due to the removal of the cul-de-sac shall be vacated.

2. **Replace curb and gutter on Archibald Ave between ORR and East Griffith Court.**
3. **Construct curb and gutter on both Main St. and S. McCarren Pl.**
4. **52' of new AC pavement from proposed concrete barrier south between Cucamonga Creek Channel and existing pavement on ORR, based on approved street improvement plans for ORR (M-1189, R20259-20271)**
5. **Full width (varies between 36' to 74') of new AC pavement for both Main St. and S. McCarren Pl.**
6. **Install parkway, neighborhood edge, and multi-purpose trail improvements on Archibald Ave between ORR and East Griffith Court.**
7. **Construct raised landscaped median on ORR between Archibald Avenue and Main Street.**
8. **Construct Ontario Ranch Road Bridge, which include all utilities and the transition west and east of the bridge, based on approved ORR bridge and street improvement plans (M-1189, B10407-10439, R20259-20271). The transition includes, but does not limited to, curb and gutter, sidewalk, parkway, pavement, striping and signage, street lights, etc.**
9. **Construct Cucamonga Creek Trail improvements on the east side of the channel along the tract boundary and connect to the trail to the south if the trail south of the tract is already complete.**

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

C. SEWER

- 2.24 A _____ inch sewer main is available for connection by this project in _____ (Ref: Sewer Drawing Number: _____)
- 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 attached OMUC Utilities Engineering Division Conditions of Approval.**

D. WATER

- 2.28 A _____ inch water main is available for connection by this project in _____ (Ref: Water Drawing Number: _____)



- 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 attached OMUC Utilities Engineering Division Conditions of Approval.**

E. RECYCLED WATER

- 2.31 A _____ inch recycled water main is available for connection by this project in _____ (Ref: Recycled Water Drawing Number: _____)
- 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 one (1) electronic copy, in PDF format, of the Engineering Report (ER), for the use of recycled water to OMUC's Water Quality Programs at OMUCWQPlanCheck@ontarioca.gov for review and subsequent submittal to the California State Water Board (Division of Drinking Water) for final approval.

Note: Review and approval process may take up to three (3) months. Contact the OMUC's Water Quality Programs at (909) 395-2678 or email OMUCWQPlanCheck@ontarioca.gov regarding this requirement.
- 2.35 Submit one (1) electronic copy, in PDF format, of the Landscape Plans (on-site & off-site) to OMUC's Water Quality Programs at OMUCWQPlanCheck@ontarioca.gov for review and approval.
- 2.36 **Other conditions:**
 - **See attached OMUC Utilities Engineering Division Conditions of Approval.**

F. TRAFFIC / TRANSPORTATION

- 2.37 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
- 2.38 **New traffic signal installations shall be added to Southern California Edison (SCE) customer account number # 2-20-044-3877.**
- 2.39 **Other conditions:**
 1. **The Applicant/Developer shall be responsible to design and construct street improvements along property frontages of Archibald Avenue, Ontario Ranch Road, and Main Street/South McCarren 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.**
 2. **The Applicant/Developer shall be responsible to design and construct the necessary pavement and striping transitions from the Cucamonga Creek Channel bridge to the widened roadway portions along Ontario Ranch Road, to the intersection of Main Street. Striping improvements shall include the removal existing interim signing and striping beyond the project frontage limits and the installation of ultimate signing and striping necessary to accommodate fully widened street improvements, from the Cucamonga Creek Channel bridge to east of Archibald Avenue. Provide conceptual**



layout with lane widths for the signalized intersection on Ontario Ranch Road and Main Street to determine lane alignment between widened and existing roadways, potential interim designs, and additional intersection pavement and pavement transitions.

3. The Applicant/Developer shall be responsible to design and construct the necessary striping transitions from existing roadway conditions to the widened roadway portions along Archibald Avenue. Striping improvements shall include the removal existing interim signing and striping beyond the project frontage limits and the installation of ultimate signing and striping necessary to accommodate fully widened street improvements, from Ontario Ranch Road to Eucalyptus Avenue.
4. The Applicant/Developer shall be responsible to design and construct modifications to the existing traffic signal on Archibald Avenue at Ontario Ranch Road. The traffic signal modification shall address relocation of any equipment including video detection, CCTV cameras, fiber optic communication conduit, cable and 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.
5. The Applicant/Developer shall be responsible to design and construct traffic signal at the following intersection:
 - a. Main Street at Ontario Ranch Road. This signalized access point must align with the future development on the northside of Ontario Ranch Road.

The new traffic signal shall include video detection, fiber optic communication conduit, CCTV cameras, cable and 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.

6. Label all project intersection curb return radii on plans to verify consistency with City Standard Drawing No. 1106. Curb return radii shall be designed and constructed in accordance with City Standard Drawing No. 1106.
7. The Applicant/Developer shall be responsible to design and construct in-fill public street lights and potential new service pedestals along Main Street/South McCarren, and its project frontage on Archibald Avenue and Ontario Ranch Road. Street lighting shall be LED-type and in accordance with City's Approved Material List LED Luminaires. The Applicant/Developer shall also install smart nodes on all new street light fixtures along project frontage.
8. Property frontage along Ontario Ranch Road, Archibald Avenue and Main Street/South McCarren (to Grand Park Street) shall be signed "No Parking Any Time" or "No Stopping Any Time" as applicable.
9. All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.
10. The Applicant/Developer's engineer-of-record shall meet with City Engineering staff prior to start of signing and striping, traffic signal, and street lighting design, and develop an interim striping plan that includes any necessary pavement transitions in preparation for the plan check stage.

G. DRAINAGE / HYDROLOGY

- | | | | |
|-------------------------------------|------|---|--------------------------|
| <input checked="" type="checkbox"/> | 2.40 | A 48" storm drain main is available to accept flows from this project at the southerly tract boundary between Alley "I" and Alley "J".
(Ref: Storm Drain Drawing Number: D14292) | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | 2.41 | 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 | <input type="checkbox"/> |



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.

- 2.42 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.
- 2.43 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.
- 2.44 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.
- 2.45 Other conditions: _____

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

- 2.46 401 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.
- 2.47 **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>.**
- 2.48 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.
- 2.49 **Other conditions:**
 1. **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>**
 2. **Part of this project is located within the Priority Land Use (PLU) area, which is an area consisting of high-density residential (10 dwelling units per acre or higher), industrial, commercial, mixed urban, and public transportation station land uses and shall comply with the statewide Trash Provisions adopted by the State Water Resources Control Board (SWRCB) and trash requirements in the most current San Bernardino County Area-Wide MS4 Permit. Certified Trash Treatment/Pretreatment Devices shall be included in the BMP Design and Construction.**



J. SPECIAL DISTRICTS

- 2.50 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.
- 2.51 Other conditions: _____

K. FIBER OPTIC

- 2.52 A _____ fiber optic line is available for connection by this project in _____. (Ref: Fiber Optic Drawing Number: _____)
- 2.53 Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole.
- 2.54 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.
- 2.55 Other conditions:
 - See attached Broadband Operations Section Conditions of Approval.

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

Project Number: PDEV22-037, and Tract Map No. 20487 (PMTT22-024)

All plan check submittals are to be done digitally through the City Of Ontario Citizen Portal Access. The following items are to be included with the first plan check submittal:

1. A copy of this check list
2. Payment of fee for Plan Checking
3. Engineering Cost Estimate (on City form) with engineer's wet signature and stamp.
4. Project Conditions of Approval
5. Potable and Recycled Water demand calculations (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size).
6. Public Street improvement plan with street cross-sections
7. 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)
8. 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)
9. Public Sewer improvement plan
10. Public Storm Drain improvement plan
11. Public Street Light improvement plan
12. Signing and Striping improvement plan
13. Fiber Optic plan (include Auto CAD electronic submittal)
14. HOA Landscape improvement plans. Show corner sight line distance per engineering standard drawing 1309.
15. CFD Landscape improvement plans. Show corner sight line distance per engineering standard drawing 1309.
16. Dry Utility plans within public right-of-way (at a minimum the plans must show existing and ultimate right-of-way, curb and gutter, proposed utility location including centerline dimensions, wall to wall clearances between proposed utility and adjacent public line, street work repaired per Standard Drawing No. 1306. Include Auto CAD electronic submittal)
17. Traffic Signal improvement plan and One (1) copy of Traffic Signal Specifications with modified Special Provisions. Please contact the Traffic Division at (909) 395-2154 to obtain Traffic Signal Specifications.
18. Water Quality Management Plan (WQMP), including one (1) copy of the approved Preliminary WQMP (PWQMP).
19. Hydrology/Drainage study



- 20. **Soils/Geology report**
- 21. **Payment for Final Map/Parcel Map processing fee**
- 22. **Final Map/Parcel Map**
- 23. **Approved Tentative Map**
- 24. **Preliminary Title Report (current within 30 days)**
- 25. **Traverse Closure Calculations**
- 26. **Set of supporting documents and maps (legible copies): referenced improvement plans (full size), referenced record final maps/parcel maps (full size, 18"x26"), Assessor's Parcel map (full size, 11"x17"), recorded documents such as deeds, lot line adjustments, easements, etc.**
- 27. **Engineering Report and an electronic file (include PDF format electronic submittal) for recycled water use.**
- 28. **Other:** _____



CITY OF ONTARIO MEMORANDUM



DATE: October 2, 2023
TO: Raymond Lee, Engineering Department
CC: Diane Ayala, Planning Department
FROM: Eric Woosley, Utilities Engineering
SUBJECT: DPR #4 - Utilities Engineering Conditions of Approval (#9414 & 9415)
PROJECT NO.: TM-20487(PMTT22-024)/PDEV22-037

BRIEF DESCRIPTION

A Tentative Tract Map (20487) for condominium purposes, subdividing approximately 33.05 acres of land into five (5) lots on property and a Development Plan to construct 508 multi-family dwellings located at the southwest corner of Archibald Avenue and Ontario Ranch Road, within the Planning Areas 17, 18, 19, 21, and 23 of the Parkside Specific Plan Zoning District (APNs: 0218-231-09, 10, 11, 13, 15, 16, 31, 32, 34, 38, & a portion of 0218-073-06).

UTILITIES ENGINEERING CONDITIONS OF APPROVAL

CONDITIONS OF APPROVAL: *The Ontario Municipal Utilities Company (OMUC) recommends this application for approval subject to the conditions outlined below and compliance with the 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; as well as project-specific conditions/requirements as outlined below.

Prior to Final Map or Parcel Map Approval, the Applicant shall:

Section 1.02: The Applicant shall comply with the following:

2. Dedicate to the City of Ontario, the following easement(s): A Public Utility Easement (PUE) for sewer purposes and incidental purposes in all the applicable on-site private streets and alleys and continuing south for sewer purposes to connect to the existing PUE dedicated and recorded under Tract Map 20316. See Section 2.A for PUE requirements and restrictions.

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:

3. Inherited Requirements: This project is subject to all the requirements set forth in the Conditions of Approval from the Parkside Specific Plan (PSPA21-006) and the requirements approved in the Development Agreement (PDA05-002) as amended and shall be shown on the Utilities Systems Map. Any conflict in Conditions of Approval, the Conditions for this Project will supersede.
4. Final Utilities Systems Map (USM): Submit a Final Utilities Systems Map (USM) as part of the precise grading plan submittal that meets all the City's USM requirements. These requirements include to show and label all existing and proposed utilities (including all appurtenances such as backflow devices, DCDAs, etc.), sizes, points of connection, and any easements. The final utility design shall comply with all Division of Drinking Water (CCR §64572) Separation Requirements. See *Utility Systems Map (USM) Requirements document* for details.
 - a. The proposed utilities, utility alignments, and Public Rights-of-Way (ROW)/Public Utility Easements (PUE) shown on the Conceptual Utilities Systems Map (CUSM) and other Entitlement documents are not considered final and shall be revised during Final Design to meet all City Design Guidelines, Standards, City Requirements, and all the Conditions of Approval contained in this document.
5. 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.
6. Public Utility Easements: Any City of Ontario Public Utilities that will not be installed within the public Right-of-Way (ROW), shall be installed within a Public Utility Easement (PUE) and shall comply with the following requirements (as applicable, these requirements also apply to utilities in Public ROW and Public ROW/PUE combinations):
- a. The PUE shall be a minimum of 20 feet wide, centered on the utility main contained within it with 10 feet of PUE on each side of each main;
 - b. The PUE shall be a minimum of 10 feet wide, centered on the utility services/laterals contained within it with 5 feet of PUE on each side of each service/lateral;
 - c. The PUE shall be a minimum of 5 feet behind and 5 feet on each side of a water meter box, and 5 feet on each side of water appurtenances (fire hydrants, blowoffs, airvacs, etc.);
 - d. The PUE shall not contain any storm water improvements (infiltration, detention, retention, bioswale, etc.), landscaping with thick or intrusive root structures, or any permanent structures or overhangs of permanent structures;
 - e. The PUE surface shall be designed to allow vehicle access over and along the full length and width of the utility main by any City maintenance vehicle.

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

7. Sewer Improvements: Changes have been made to the required public sewer infrastructure. Sewer infrastructure conditions superseding previous conditions inherited by this project are as follows:
- a. N/A
8. Public Sewer Improvements: Design and construct the following required public sewer mains in accordance with City of Ontario Standards and Design Guidelines and Specifications:
- A minimum 8-inch sewer main in the following:
- a. Alley "A" between east of Alley "E" and east of Alley "F".
 - b. Alley "E".
 - c. Alley "F" between Alley "A" and east of Alley "C."
 - d. Street "A" (separating Lot 3 and Lot 4) as need for sewer purposes connected to the sewer main in Alley "F".
 - e. Alley "B" as need for sewer purposes connected to the sewer main in Alley "F".
 - f. Alley "C" between east of Alley "E" and west of South McCarren Place.
 - g. Alley "I" between Alley "C" and Alley "D".
 - h. Alley "G" between south of Alley "C" and Alley "D".
 - i. Alley "H" between south of Alley "C" and Alley "D".
 - j. Alley "J" between south of Alley "C" and Alley "D".

- k. Alley "K" between south of Alley "C" and Alley "D".
 - l. Alley "L" between south of Alley "C" and Alley "D".
 - m. Alley "D" between Alley "E" and Alley "L" connected to the existing 8-inch sewer main (S16495) in the southerly parcel (APN: 0218-073-06). The sewer shall be accessible with an opening and/or a gate in the fence/wall to allow vehicular access for maintenance.
 - n. Alley "M".
 - o. Alley "O" between south of Alley "M" and Street "A".
 - p. Street "A" of Lot 2 between Alley "O" and Alley "P".
 - q. Alley "P" between Alley "M" and Alley "N".
 - r. Alley "N" connected to the new 8-inch sewer main in South McCarren Place.
 - s. South McCarren Place connected to the new 8-inch sewer main in Alley "N" and continuing south and connecting to the existing sewer main (S16368) in Grand Park Street.
9. Sewer Laterals: Per City of Ontario Standard Drawing No. 2003.

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

10. Public Water Improvements: Changes have been made to the required public potable water infrastructure. Potable water infrastructure conditions superseding previous conditions inherited by this project are as follows:
- a. N/A
11. Fire Hydrants: Install fire hydrants along all frontages connected to the new respective potable water main per City of Ontario Standards. Fire hydrants connected to potable water mains shall be spaced a maximum of 300 feet apart or per Fire Department Standards/Requirements.
12. Fire Service with Fire System Double Check Detector Assembly (DCDA): Per City of Ontario Standard Drawing No. 4208:
- a. Install two (2) fire services each equipped with a DCDA for the residential development east of Main Street/South McCarren Place. The on-site fire system downstream of the DCDA shall be designed as a looped fire system.
 - b. Install two (2) fire services each equipped with a DCDA for the residential development west of Main Street/South McCarren Place. The on-site fire system downstream of the DCDA shall be designed as a looped fire system.
13. Water Service with Master Meter and Backflow Prevention Assembly Reduced Pressure Device: Install water services and master meters connected to the respective potable water main per City of Ontario Standards. The water services shall be equipped with a backflow prevention device. The water master meters shall be located within the ROW:
- a. Easterly residential development, east of Main Street/South McCarren Place shall connect separately to the new 12-inch potable water main in Main Street with two (2) water services and master meters, each equipped with a backflow device. The on-site water system downstream of the backflow device shall be designed as a looped system.
 - b. Westerly residential development, west of Main Street/South McCarren Place shall connect separately to the new 12-inch potable water main in Main Street with two (2) water services and master meters, each equipped with a backflow device. The on-site water system downstream of the backflow device shall be designed as a looped system.

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

14. Public Recycled Water Improvements: Changes have been made to the required public recycled water infrastructure. Recycled water infrastructure conditions superseding previous conditions inherited by this project are as follows:
- a. N/A
15. City Ordinance 2689: This development shall comply with City Ordinance 2689 and make use of recycled water for all approved uses, including but not limited to landscaping irrigation. This includes:
- a. Separate recycled water irrigation service and meter for each private landscape area.
 - b. Separate recycled water irrigation services for the City maintained neighborhood edges and medians.

16. Recycled Water Irrigation Service and Meter: Install a separate recycled water irrigation service with a meter for each building connected to the respective recycled water main per City of Ontario Standards. The irrigation meter shall be located within the ROW:
 - a. Easterly residential development, east of Main Street shall connect to the new 8-inch recycled water main in Main Street.
 - b. Westerly residential development, west of Main Street shall connect to the new 8-inch recycled water main in Main Street.
 - c. The City maintained area along the frontage of Ontario Ranch Road shall have a service connection to the new 8-inch recycled water main in Main Street.
17. Engineering Report: Submit one (1) electronic copy, in PDF format, of the Engineering Report (ER), for the use of recycled water to OMUC's Water Quality Programs at OMUCWQPlanCheck@ontarioca.gov for review and subsequent submittal to the California State Water Board (Division of Drinking Water) for final approval. Note: Review and approval process may take up to three (3) months. Contact the OMUC's Water Quality Programs at (909) 395-2678 or email OMUCWQPlanCheck@ontarioca.gov regarding this requirement.

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

18. Recycled Water Requirements: Complete all requirements for recycled water usage.
 - a. Procure from the OMUC a copy of the letter of confirmation from the California Department of Public Health (CDPH) that the Engineering Report (ER) has been reviewed and the subject site is approved for the use of recycled water.
 - b. Obtain clearance from the OMUC confirming completion of recycled water improvements and passing of shutdown tests and cross connection inspection, upon availability/usage of recycled water.
 - c. Complete education training of on-site personnel in the use of recycled water, in accordance with the ER, upon availability/usage of recycled water.



UTILITIES SYSTEMS MAP (USM) REQUIREMENTS:

The USM shall meet, at a minimum, the following requirements:

1. **USM Content and Format:** The Utilities Systems Maps shall show all existing and proposed Utilities (Potable Water, Recycled Water, Sewer, Storm Drain, and other utilities) including each of the City's public utilities' points of connection to the existing systems. This plan should include:
 - a. **Format:** The Utilities Systems plan at a minimum 1:100 scale (or large engineering scale as appropriate to show needed details) that clearly shows each existing and proposed utility and its relative location. This includes property lines, right-of-way, public utility easements, but should not include underlying existing topography, just proposed general grades. Use appropriate colors for each Utility type: blue for Potable Water; purple for Recycled Water; green for Sanitary Sewer; yellow-brown for storm Drain.
 - b. **Services and Laterals:** All Proposed Utility Service laterals for each parcel (potable water domestic, recycled water irrigation, potable/recycled water for process water, and sewer) and any associated appurtenances.
 - i. **Meter and Backflow Device Locations:** Show all proposed meters and required backflow devices located per City Standards (Water Services and Meters; Backflow Devices). Meters should be located in public rights-of-way or PUEs; either at the R/W (or PUE) line for curb adjacent sidewalks or at back of curb for all other cases. All water connections that serve more than one residential unit are required to have a backflow device installed behind the meter.
 - c. **Cross Sections (if applicable, for project construction new public mains):** Scaled cross sections showing the utility layout on the Utility Systems Map (Utility Plan) for each public street, private street and Public Utility Easement (PUE). The cross sections shall show the location and size of each utility and annotate the property/ROW lines, the type of finished surface material, the distance of each utility from centerline, the depth from finished surface to top of pipe, and the distance between utilities (outside wall to outside wall).
 - d. **Points of Connections:** The locations of the points of connections to the existing utility systems, which can include breaks between the map area and the connection points with descriptions of the pipe size, type, use (pressure zone for water), and distance. An inset map can be used in addition to this to help provide clarity.
 - e. **Water Demand Table (if applicable, for projects within Ontario Ranch/NMC):** Add a Water Demand Table to the Utility Systems Map (Utility Plan) that calculates the project's domestic water use based on land use category (residential, commercial, and OS-R/Parks) and the number of units. The table shall state demand in terms of Average Daily Demand (ADD from Table 4-8 of the Water Master Plan) and Water Demand Equivalents (WDE / Net MDD from Exhibit C-2R of the NMC Construction Agreement; WDEs only if NMC). It should also identify the quantity of units in each category and the specific lots that are included in that category. Please Note that master planned lines are designed using gross acreage densities for all projected water use from residential categories.
 - i. See Attached Sheet for WDT Example.
 - f. **Phasing Plan (if applicable):** As separate exhibits, provide a proposed phasing plan showing the phasing of the infrastructure and the number and type (TOP land use category) of units in each phase.
 - i. All phases must have: a connection to public sewer; a two separate looped connections to the potable water system, where no one closing of a main segment results in any part of any of any phase being without potable water.



- ii. For public water mains in all phases, dead-end water lines (temporary or permanent) are limited to serving 28 dwelling units or a maximum of 600 linear feet, whichever comes first. Otherwise a looped water system with at least two (2) points of connection to the primary public system is required.
- g. Private Onsite Systems versus Public Systems within PUEs for Residential Tract Map Project(*if applicable*): the following requirements apply when to delineating between Private and Public Systems:
- i. Current Standard Drawing No. 1304 remains applicable and minimum health separation must be met.
 - ii. Public water mains will be accepted in longer alleys when it serves more than 6 meters.
 - iii. Public sewer mains will be accepted in alleys where the water is public.
 - iv. Public dead-end water mains will require a blow-off at the end and the alley should be designed to accommodate runoff from required water main flushing operations.
 - v. Public sewer mains in alleys will require a manhole at both ends of the main.
 - vi. Public meters serving more than one single family residential unit are considered as multifamily service with master meter and require: a backflow device after the meter, private HOA sub-metering for each unit, and a separate Fire Service with DCDA to provide private onsite fire service.



CITY OF ONTARIO MEMORANDUM

DEVELOPMENT PLAN REVIEW CONDITIONS OF APPROVAL Broadband Operations Section

DATE: 10/04/2023

PROJECT: PDEV22-037

LOCATION: Archibald Ave. and Ontario Ranch Rd.

PROJECT ENGINEER:

BROADBAND PLAN CHECKER: Cameron Chadwick - CChadwick@ontarioca.gov

The following Conditions of Approval requirements must be incorporated prior to the Development Advisory Board and/or Zoning Administrator Hearing.

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.
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.
3. Where a joint telecom 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
4. The City requires a public utility easement for fiber optics on all private aisles/alley ways.
5. Hand holes - Design and install OntarioNet fiber optic hand hole HH-FP (10x00x10), HH-1 (13x24x18), HH-2 (17x30x24), HH-2A (24x36x30), HH-3 (30x48x36) and/or HH-4 (36x60x36) as needed. Respectively, Newbasis Part # PLA100010T-00002, PCA132418-00006, PCA-173024-90116, PCA-243630-90064, PCA-304836-90244 and PCA-366036-90146 or equivalent as specified 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.
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.
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.
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

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"
10. A minimum 13/16 millimeter microduct joint use telecommunications conduit with pull-rope from the single-family, multi-family or commercial building communal telecom/electrical room/closet to each multi-family or commercial building unit shall be installed. See Structured Wiring Checklist on City's website for additional details.
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.
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.
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.
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.
15. Multi-family dwellings are considered commercial property.
16. Refer to the In-tract Fiber Network Design guideline on the City's website for additional in-tract conduit guidelines.



CITY OF ONTARIO

MEMORANDUM

TO: Diane Ayala, Senior Planner
Planning Department

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

DATE: August 23, 2022

SUBJECT: PDEV22-037 - A Development Plan approval to construct 508 multi-family dwellings on approximately 33.05-acres of land located at [insert project address or general location], located at the southwest corner of Haven Avenue and Ontario Ranch Road, within Planning Areas 17, 18, 19, 21 and 23 of the Parkside Specific Plan Zoning District (APN: 0218-231-09, -10, -11, -13, -15, -16, -31, -32, -34, -38 & a portion of 0218-073-06). Related File(s): PMTT22-024 (TT 20487).

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

SITE AND BUILDING FEATURES:

- A. 2019 CBC Type of Construction: Type V-B
- B. Type of Roof Materials: Ordinary
- C. Ground Floor Area(s): Various, Multiple Plans
- D. Number of Stories: 2
- E. Total Square Footage: Varies. 1,008 Sq. Ft. to 2,202 Sq. Ft.
- F. 2019 CBC Occupancy Classification(s): R3/R2

CONDITIONS OF APPROVAL:

1.0 GENERAL

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

2.0 FIRE DEPARTMENT ACCESS

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

3.0 WATER SUPPLY

- ☒ 3.1 The required fire flow per Fire Department standards, based on the 2019 California Fire Code, Appendix B, is 2500 gallons per minute (g.p.m.) for 4 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.
- ☒ 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.
- ☒ 3.4 The water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

4.0 FIRE PROTECTION SYSTEMS

- ☒ 4.1 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.
- ☒ 4.9 Hose valves with one and one half inch (1 ½”) connections will be required on the roof, in locations acceptable to the Fire Department. These hose valves shall take their water supply from the automatic fire sprinkler systems, and shall be included in the design submitted for these systems. Identification shall be provided for all hose valves per Standard #D-004.
- ☒ 4.10 Due to inaccessible rail spur areas, two and one half inch 2-1/2” fire hose connections shall be provided in these areas. These hose valves shall take the water supply from the automatic fire sprinkler systems and shall be included in the design submitted for these systems. Identification shall be provided for all hose valves per Standard #D-004.

5.0 BUILDING CONSTRUCTION FEATURES

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



CITY OF ONTARIO

MEMORANDUM

TO: Diane Ayala, Senior Planner

FROM: Officer Tony Galban, Police Department

DATE: September 12, 2022

SUBJECT: PDEV22-037: A DEVELOPMENT PLAN APPROVAL TO CONSTRUCT 508 MULTI-FAMILY DWELLINGS LOCATED AT THE SOUTHWEST CORNER OF HAVEN AVENUE AND ONTARIO RANCH ROAD.
RELATED FILE(S): PMTT22-024 (TT 20487).

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 at the prescribed foot-candle levels. This includes but is not limited to areas such as parks, community centers, recreation centers/play areas and paseos. LED lighting will be required for all lighting fixtures. Optimal lighting for visibility and video color rendering is approximately 3000 degrees Kelvin. The lighting shall be as close to 3000 degrees Kelvin as possible. 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.
- During hours of darkness, all parking lots and carports shall be provided with minimum one foot-candle of light, measured on the parking surface. Lighting devices shall be fully protected with weather and vandalism resistant covers.
- Parking garages, stairwells, blind spots and any hidden areas shall have convex mirrors to allow for visibility to the areas.
- The Applicant shall comply with all construction site security requirements as stated in the Standard Conditions. This includes the provisions for perimeter lighting, site lighting, fencing and/or uniformed security.
- Trash Enclosures shall prohibit public access. Trash enclosures shall remain locked and require code, key, fob or remote access.

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

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

CONDITIONS OF APPROVAL

Sign Off

	4/14/2023
Jamie Richardson, Sr. Landscape Architect	Date

Reviewer's Name: Jamie Richardson, Sr. Landscape Architect	Phone: (909) 395-2615
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D.A.B. File No.: PDEV22-037, PMTT22-024	Case Planner: Diane Ayala
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Project Name and Location:
 508 Multi-Family Dwellings – Parkside Specific Plan
 Southwest corner of Haven Avenue and Ontario Ranch Road

Applicant/Representative:
 Lewis Management Corp. Attn. James Kim james.kim@lewismc.com (909) 579-1244
 1156 North Mountain Ave.
 Upland, CA 91786

- | | |
|-------------------------------------|---|
| <input checked="" type="checkbox"/> | Preliminary Plans (dated 3/20/2023) 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. |
| <input type="checkbox"/> | Preliminary Plans (dated) have not been approved. Corrections noted below are required before Preliminary Landscape Plan approval. |

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

Civil/ Site Plans

- 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.
- Show transformers set back 5' from paving all sides. Coordinate with landscape plans.
- Show backflow devices set back 4' from paving on all sides. Locate on level grade
- Locate utilities, including light standards, fire hydrants, water, drain, and sewer lines, to not conflict with required tree locations—coordinate civil plans with landscape plans.
- Provide a utility clear space 8' wide in parkways and 30' apart for street trees. Move water meters, drain lines, and light standards to the utility minimum spacing and show utility lines at the edges of the parkway, toward the driveway apron, to allow space for street trees.
- Finished grades shall be no more than 8" from the finished floor elevation of the building wall.
- AC units shall be sized and located in planter areas that allow screening.

Landscape Plans

- Landscape improvement plans for parkways along Archibald Avenue and Ontario Ranch Road parkways, neighborhood edge, and median. During plan check, CFD plans shall be submitted to the Engineering Department.
- Coordinate with Ontario Municipal Utilities Company (OMUC) to submit irrigation plans for recycled water systems to 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.
- Provide an overall exhibit showing water meter locations, including POC and controllers.



CITY OF ONTARIO MEMORANDUM



DATE: September 12, 20212
TO: Diane Ayala, Planning Department

FROM: Blaine Ishii, Integrated Waste Department
SUBJECT: DPR #1 – Integrated Waste Comments
PROJECT NO.: PDEV22-037_PMTT22-024 –
ATTACHMENTS:

BRIEF DESCRIPTION

Santa Barbara at Parkside.

THIS SUBMITTAL IS COMPLETE.

CORRECTION ITEMS: *In order to be considered for approval by the Integrated Waste Department the applicant shall address all the correction items below and resubmit the application for further review. Please note that all design shall meet the City's Design Development Guidelines, Specifications Design Criteria, and City Standards.*

Integrated Waste Comments:

No comments.

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV22-037 & PMTT22-024

Address: SWC Archibald Avenue & Ontario Ranch Road

APN: 0218-231-09 -11, 13, 15, 16, 31, 32, 34, 38 & 0218-073-09

Existing Land Use: Vacant

Proposed Land Use: Development Plan to construct 508 multiple family units and Tentative Tract Map for condominium purposes to subdivide 33.05 acres into 5 lots

Site Acreage: 33.05 Proposed Structure Height: 41 FT

ONT-IAC Project Review: n/a

Airport Influence Area: ONT and Chino

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Diane Ayala

Date: 3/27/2023

CD No.: 2022-075

PALU No.: n/a

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

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

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

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

Allowable Height: 150 FT +

CONSISTENCY DETERMINATION

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

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

Real Estate Transaction Disclosure Required

Airport Planner Signature: _____



DEVELOPMENT ADVISORY BOARD DECISION

October 16, 2023

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

DECISION NO.: [insert #]

FILE NO.: PDEV22-029

DESCRIPTION: A Development Plan to construct Phase 2 of the Grand Park on 16.34 acres of land generally located east of the Cucamonga Creek Channel, west of Archibald Avenue and adjacent to East Grand Park Street/East Griffith Court, within Planning Area 21 of the Parkside Specific Plan. APNs: 218-063-06 and 218-073-06; **submitted by SC Ontario Development Company, LLC. Planning Commission action is required.**

PART 1: BACKGROUND & ANALYSIS

SC ONTARIO DEVELOPMENT COMPANY, LLC (herein after referred to as "Applicant") has filed an application requesting approval of a Development Plan, File No. PDEV22-029, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

PROJECT SETTING: The project site is comprised of 16.34 acres of land located east of the Cucamonga Creek Channel, west of Archibald Avenue and adjacent to East Grand Park Street and East Griffith Court, within Planning Area 21 of the Parkside Specific Plan and is depicted in Exhibit A: Project Location Map, attached. Existing land uses, Policy Plan (general plan) and zoning designations, and specific plan land uses on and surrounding the project site are as follows:

	<i>Existing Land Use</i>	<i>Policy Plan Land Use Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use Designation</i>
Site:	Undeveloped	Open Space - Parkland	<u>Parkside Specific Plan</u>	Planning Area 22 Park area III
North:	Undeveloped and Fire Station	Medium Density Residential (11.1–25 DU/Ac)	<u>Parkside Specific Plan</u>	<u>Parkside SP</u> – Commercial, Park, Single-Family Detached & Single-Family Detached
South:	Single-family residential	Medium Density Residential (11.1–25 DU/Ac)	<u>Parkside Specific Plan</u>	<u>Parkside SP</u> – Commercial, Park, Single-Family Detached & Single-Family Detached
East:	Undeveloped	Medium Density Residential (11.1–25 DU/Ac) & Open Space - Parkland	<u>Grand Park Specific Plan</u>	<u>Grand Park SP</u> –Park, Single-Family Detached & Single-Family Attached

	<i>Existing Land Use</i>	<i>Policy Plan Land Use Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use Designation</i>
West:	Cucamonga Flood Control Channel	Open Space - Non-Recreational	<u>Parkside Specific Plan</u>	Non-Recreational Open Space

PROJECT ANALYSIS:

(1) Background — On December 21, 2021, the City Council approved the Ontario Conceptual Grand Park Master Plan (CGPMP) and the preliminary plan for Phase 1 of the Park. The CGPMP, depicted in Exhibit A, establishes a framework around 5 main elements to guide the strategic multiple-phased development of the 370-acres, which include:

- **Water** will be used as a key element to highlight its importance. A central Arroyo will create a focal piece and become the drainage backbone of the Grand Park to capture and infiltrate stormwater and create a unifying landscape feature from east to west.
- **Circulation** will incorporate a hierarchy of trail systems through the Grand Park. Primary and secondary trail systems will integrate the Park with adjacent neighborhoods, uses, and the greater City. The primary trail will be the central spine, generally following the Arroyo. Secondary trails will lead to more private spaces. Vehicular access and parking will be strategically integrated into the park landscape. Within the Circulation Framework, is a system of signage and wayfinding that will connect and be specific to the heritage of Ontario.
- **Landscape** will define the Park through distinct landscape typologies. A tall, canopied forest will define the Park's edges to provide shade and protection from the wind and allow visual permeability for safety. Meadows will be incorporated for both passive and active use areas. A distinct landscape will follow the trail system from naturalistic to stylized, depending on adjacent programs along the Arroyo.
- **Interface** of the Grand Park will create a permeable boundary between the Park and the surrounding community by keeping eyes on the street and eyes on the Park. Concepts include allowing for parking along the park edge, no block walls against the Park, and enhancing the neighborhood interface with monumentation, gateways, and wayfinding.
- **Programming** will drive the flow to the Park and will be related to the adjacent uses. Programming will offer expansion as the Park grows to facilitate active lifestyles, athletic fields, educational opportunities, spaces for play, and activities and spaces to celebrate history and culture. Cultural centers, museums, community facilities and areas for social gatherings, performance venues, pavilions, retail plazas, farmers markets, pop-up dining, and town greens are some of the various programs identified in the CGPMP serve the Park as the community grows and needs are identified over time.

The preliminary plan of Phase 1, shown in Exhibit B, builds on the foundation developed in the CGPMP and includes a central arroyo as drainage, meadows, fields as dual-use areas, and a hierarchy of trail systems. The primary trail highlights the Arroyo and provides a main linkage that runs east and west through the Park. Secondary trails connect

throughout the Park, while smaller paths discover hidden gems and gardens. Day one core park amenities are proposed in the center of Phase I, which includes a Market Alley where farmer's markets, food trucks, and community events can be organized. There are plans for a Community Barn and Farm Hub, Kid's Corral (a children's playground), and an amphitheater along the central plaza. Phase 1 allows flexibility to grow as the community needs and funding becomes available. A Request for Proposal is currently being prepared by the City for the design and construction of Phase 1.

On June 8, 2022, the Applicant submitted a request to construct Phase 2 of the Grand Park. The Applicant also submitted a request for approval of an amendment to the Parkside Specific Plan, File No. PSPA21-006, modifying the boundary of Planning Area No. 21 and is being processed concurrently.

(2) Site Design — Consistent with the CGPMP, the Project proposes to construct a central arroyo that runs east and west. The Arroyo serves as drainage for the Park to highlight the importance of water. The primary trail runs alongside the Arroyo and provides a main linkage through the Park. Through the center of the Park, adjacent to the primary trail, there are grass meadows that serve as open play areas, passive fields, and exercise lawns for Tai Chi and Yoga. The edges of the Park incorporate a densely canopied tree-forested edge. The northeastern portion of the Park incorporates a Youth Play Area with climbing walls, spinners, see-saws, and climbing rocks. This active space spills over across the Arroyo and continues into the Adventure Play Area. Activities include a zip line, Parkour, and climbing features such as logs and structures; referenced in Exhibits D – F. Additional features found within the Park are small and large dog parks, picnic shelters, bocce ball courts, outdoor exercise stations, and restrooms. A hierarchy of trail systems links the Park's spaces; secondary trails connect throughout the Park, while smaller paths connect to neighborhood entry, picnic areas, dog parks, and open lawn areas. Paths that connect to adjacent communities allowing neighborhood access, include security gates and electronic key points of entry. Signage and wayfinding, defined in the CGPMP, will assist users in locating park features and amenities, mile makers, and basic directory assistance.

Approximately 6 acres of land located east of East Grand Park Street/E. Griffith Court will be developed by the City as the community needs and funding becomes available. The future project will be designed and developed to meet the requirements identified in the Parkside Specific Plan and the CGPMP. As an interim condition, the Applicant is responsible for grading and providing accessible access from the pedestrian bridge over Archibald from Phase 1. This area will be hydroseeded and irrigated.

(3) Site Access/Circulation — The Project will have pedestrian access points to the site from East Grand Park Street/East Griffith Court through the public sidewalks. Secure gated access portals will provide neighborhood access from the adjacent communities to the north and south. A pedestrian bridge (constructed as part of the Phase 1 Park Development) will connect Phase 1 to Phase 2. The Cucamonga Flood Control Channel will provide future access and continue to the western portions of the overall Park. The bridge over the Flood Control Channel entrance will be gated on the easternmost side, including removable bollards. The bridge enhancements and future access will be provided during the construction of the future phase of the Park to the west.

Enhancements for the bridge will be consistent with the materials identified in the CGPMP and match the pedestrian bridge over Archibald Avenue. See Exhibit G.

Parking — On-street parking is provided pursuant to the CGPMP and exceeds the minimum parking requirement for the Project as demonstrated in the Parking Summary Table below. The parking for Phase 2 is based on 345,723 square feet of parkland, which excludes the future development of the 6 acres of parkland, located east of East Grand Park Street/East Griffith Court. The future development of the 6 acre parcel, will be required to meet the parking requirements and development regulations identified in the Parkside Specific Plan and the CGPMP.

Parking Summary

<i>Type of Use</i>	<i>Phase 2 Area (in SF)</i>	<i>Parking Ratio</i>	<i>Spaces Required</i>	<i>Spaces Provided</i>
<i>Parkland - Passive Uses</i>	345,723	1/10,000 SF	35	54
TOTAL	345,723	1/10,000 SF	35	54

(4) Landscaping — Landscaping will include sustainable and drought-tolerant plant materials, the meadows will be planted with lower water use mowable native grasses for passive areas while others will be installed with living turfgrass for more active play. The central Arroyo will follow the primary trail and be planted with appropriate materials based on the adjacent programs and uses. Various tree species and sizes will be planted throughout the Park to create a densely forested, canopied edge and ample spaces for shade within the Park. Tree species will provide shade and wind protection while allowing visual permeability. All plant material and trees species and sizes will be consistent with the guidance provided in the CGPMP.

(5) Signage — Signage will be consistent with the CGPMP and provide an interface with the neighborhood gateways. The materials will be selected based on the CGPMP and the adjacent uses.

(6) Utilities (drainage, sewer) — Public utilities (water and sewer) are available to serve the Project. Furthermore, the Applicant has submitted a Preliminary Water Quality Management Plan ("PWQMP"), which establishes the Project's compliance with storm water discharge/water quality requirements. The PWQMP includes site design measures that capture runoff and pollutant transport by minimizing impervious surfaces and maximizes low impact development ("LID") best management practices ("BMPs"), such as retention and infiltration, biotreatment, and evapotranspiration. The PWQMP proposes the use of two infiltration basins onsite. Any overflow drainage will be conveyed to the public street by way of parkway drains and culverts.

ENVIRONMENTAL REVIEW: The environmental review for the Project was analyzed under the Addendum to Parkside Specific Plan Environmental Impact Report ("Certified EIR"), prepared in conjunction with the following related applications:

1) A Tentative Tract Map No. 20487 (File No. PMTT22-024) to subdivide approximately 32 acres of land into 5 numbered lots for condominium purposes located within Planning Areas 17, 18, and 19;

2) A Development Plan (File No. PDEV22-037) to construct 508 apartment units on 30 acres of land located at the southwest corner of Archibald Avenue and Ontario Ranch Road within Planning Areas 17 and 18; and

3) An Amendment to the Parkside Specific Plan (File No. PSPA21-006).

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.

On August 2, 2022, the City Council of the City of Ontario approved and adopted a Development Code Amendment to establish the Chino Airport ("CNO") Overlay Zoning District ("OZD") and Reference I, Chino Airport Land Use Compatibility Plan ("CNO ALUCP"). The CNO OZD and CNO ALUCP established the Airport Influence Area for Chino Airport, solely within the City of Ontario, and limits future land uses and development within the Airport Influence Area, as they relate to safety, airspace protection, and overflight impacts of current and future airport activity. The CNO ALUCP is consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook. The proposed Project is located within the Airport Influence Area of Chino Airport and was evaluated and found to be consistent with the California Airport Land Use Planning Handbook and the CNO ALUCP. As the 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 CNO ALUCP compatibility factors, including Safety, Airspace Protection, Overflight. As a result, the Development Advisory Board, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the California Airport Land Use Planning Handbook and the Chino ALUCP.

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

(1) City Council Goals.

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

(2) Vision.

Distinctive Development:

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

(3) Governance.

Decision Making:

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

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

(4) Policy Plan (General Plan)

Land Use Element:

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

- LU-1.6 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-2.4 Protection of Investment. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.

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-2.2 Neighborhood Design. We create distinct residential neighborhoods that promote a sense of community and identity by emphasizing access, connectivity, livability, and social interaction through such elements as:

- A pattern of smaller, walkable blocks that promote activity, safety, and access to nearby amenities and services;
- Varied parcel sizes and lot configurations to accommodate a diversity

of housing types;

- Traffic calming measures to slow traffic and promote walkability while maintaining acceptable traffic flows and emergency evacuation access;
- Floor plans that encourage views onto the street and de-emphasize the visual and physical dominance of garages (introducing the front porch as the "outdoor living room"), as appropriate; and
- Landscaped parkways, with sidewalks separated from the curb and designed to maximize safety, comfort, and aesthetics for all users.

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

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

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

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

- Surface parking: Shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field;
- Structured parking: facade articulation, screening, appropriate lighting, and landscaping; and
- Garage parking: providing access to single-family residential garages through alley access, recessing garages from the frontage to emphasize front doors or active living spaces.

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

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

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

▪ Goal CD-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.

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 Parkside Specific Plan Environmental Impact Report (State Clearinghouse No. 2004011008) was certified on September 5, 2006 (hereinafter referred to as "Certified EIR"), in which development and use of the Project site was discussed; and

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

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

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

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

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

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

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

WHEREAS, the Project is located within the Chino Airport ("CNO") Overlay Zoning District ("OZD") and the Airport Influence Area of Chino Airport, as established solely within the City of Ontario, and is subject to, and must be consistent with, the policies and criteria set forth in the Chino Airport Land Use Compatibility Plan ("CNO ALUCP"), and addresses the 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 October 16, 2023, the DAB issued a Decision recommending the Planning Commission adopt the EIR Addendum, finding that the proposed Project introduces no new significant environmental impacts and applying all previously adopted mitigation measures to the Project, which were incorporated by reference; and

WHEREAS, on October 16, 2023, the DAB of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

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

PART 3: THE DECISION

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

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

(1) The environmental impacts of the Project were reviewed in conjunction with an Addendum to Parkside Specific Plan Environmental Impact Report (State Clearinghouse

No. 2004011008), certified by the Ontario City Council on September 5, 2006, in conjunction with File No. PSP03-002; and

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SECTION 4: Concluding Facts and Reasons. Based upon the substantial evidence presented to the DAB during the above-referenced hearing and upon the facts and information set forth in Parts I (Background and Analysis) and II (Recitals), above, and the determinations set forth in Sections 1 through 3, 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 Open Space-Parkland land use district of the Policy Plan Land Use Map, and the Parkside Specific Plan and CGPMP. 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, the Parkside Specific Plan and the CGPMP zoning district, including standards relative to the particular land use proposed (Park), 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 imposed certain conditions of approval, which have been established to ensure that: [i] the purposes of the Parkside Specific Plan and the CGPMP 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 Parkside Specific Plan Area 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 Parkside Specific Plan and the CGPMP 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 (park land use). 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 Parkside Specific Plan and CGPMP.

APPROVED AND ADOPTED this 16th day of October 2023.

Development Advisory Board Chairman

Exhibit A: ONTARIO GRAND PARK CONCEPTUAL MASTER PLAN



Exhibit B: OGP PHASE 1



Exhibit C: OGP PHASE 2 PROJECT LOCATION



Exhibit D: SITE PLAN



Exhibit E: CHILDREN'S PLAY AREA PHASE 2



Exhibit F: ADVENTURE PLAY AREA PHASE 2

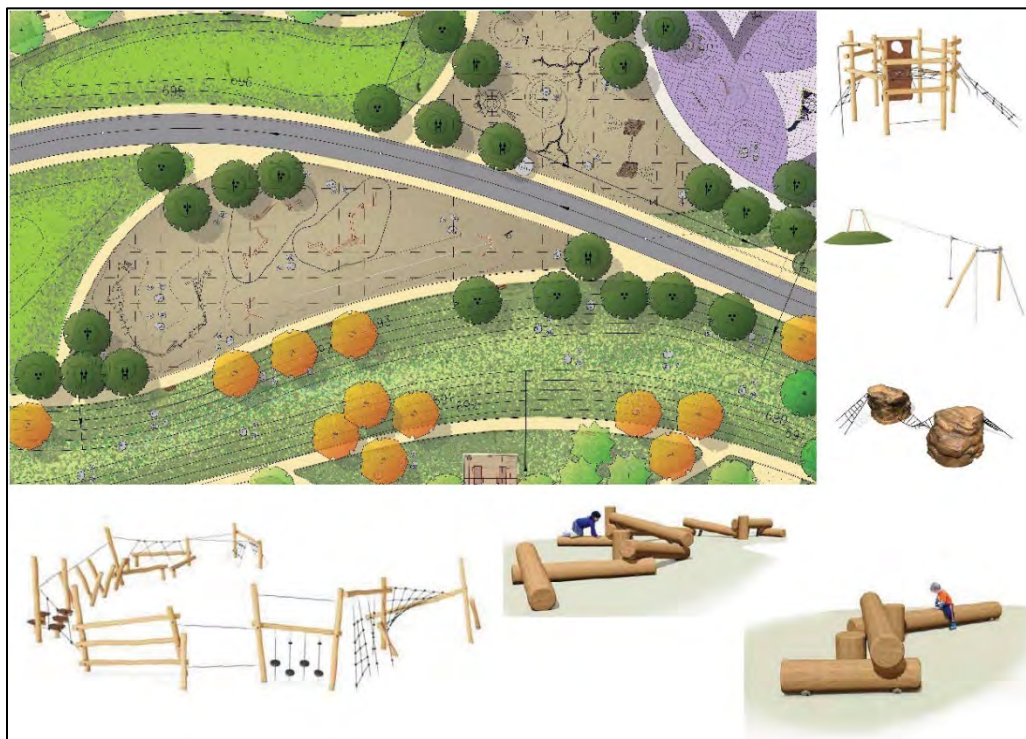


Exhibit G: CUCAMONGA PEDESTRIAN BRIDGE CONCEPT PHASE 2



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: 10/16/2023

File No: PDEV22-029

Related Files:

Project Description: A Development Plan to construct Phase 2 of the Grand Park on 16.34 acres of land generally located east of the Cucamonga Creek Channel, west of Archibald Avenue and adjacent to East Grand Park Street/East Griffith Court, within Planning Area 21 of the Parkside Specific Plan. (APN(s): 218-063-06 and 218-073-06.); **submitted by SC Ontario Development Company, LLC.**

Prepared By: Jamie Richardson, Sr. Landscape Architect
Phone: 909.395.2615 (direct)
Email: jamie@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), the Parkside Specific Plan and the Conceptual Grand Park Master Plan (CGPMP).

(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), the Parkside Specific Plan and the CGPMP.

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), the Parkside Specific Plan and the CGPMP.

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

2.6 Site Lighting.

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

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

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

2.8 Signs.

(a) All Project signage shall comply with the requirements of Ontario Development Code Division 8.1 (Sign Regulations), the Parkside Specific Plan and the CGPMP.

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

2.10 Environmental Requirements.

(a) The environmental impacts of this project were reviewed in conjunction with an **Addendum to the Parkside Specific Plan Environmental Impact Report** (State Clearinghouse No. 2004011008). This application introduces no new significant environmental impacts. The City's "Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" provide for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed. This Application introduces no new significant environmental impacts. All previously adopted mitigation measures are a condition of project approval and are incorporated herein by this reference. All previously adopted mitigation measures shall be a condition of project approval, as they are applicable, and are incorporated herein by this reference.

(b) If human remains are found during project grading/excavation/construction activities, the area shall not be disturbed until any required investigation is completed by the County Coroner and Native American consultation has been completed (if deemed applicable).

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

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

2.12 Additional Fees.

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

2.13 Related Applications. Development Plan, File No. PDEV22-029, approval shall not be final and complete until such time that related File No. Amendment to the Parkside Specific Plan, File No. PSPA21-003, has been approved by the City Council.



**ENGINEERING DEPARTMENT
CONDITIONS OF APPROVAL**

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

<input checked="" type="checkbox"/> DEVELOPMENT PLAN <input type="checkbox"/> OTHER	<input type="checkbox"/> PARCEL MAP <input type="checkbox"/> TRACT MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES
PROJECT FILE NO. PDEV22-029 RELATED FILE NO(S). _____	
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__	

CITY PROJECT ENGINEER & PHONE NO: Raymond Lee, P.E., (909) 395-2104 *RL*

CITY PROJECT PLANNER & PHONE NO: Jamie Richardson, (909) 395-2615

DAB MEETING DATE: 10/16/23

PROJECT NAME / DESCRIPTION: PDEV22-029, A Development Plan to construct a park on approximately 15.9 acres of land generally within the PA-22 land use district of the Parkside Specific Plan

LOCATION: East of the Cucamonga Creek Channel, west of Archibald Avenue

APPLICANT: SC Ontario Development Company, LLC

REVIEWED BY: *[Signature]* 10/5/23
 Bryan Lirley, P.E. Date
 Assistant City Engineer

APPROVED BY: *[Signature]* 10-5-23
 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.
- 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) 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 parcels are recognized parcels (Lots "B" and "C") in the City of Ontario per TM-20316.**
- 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.

- 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) - for trail purposes, see condition No. 2.18. The applicant/developer shall obtain approval from SBCFCD for constructing improvements on the Cucamonga Creek Channel bridge and for using the Cucamonga Creek Channel bridge for trail purposes.**
 - 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)
 - Chino Basin Desalter Authority (CDA) – For any work that encroached into the CDA well site**

- 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.**
 - B. Quitclaim Lots "B" and "C" of Tract Map No. 20316 to the City of Ontario in fee simple for Public Park purposes prior to acceptance of this project.**

- 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 _____, 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:**
 - **All required improvements for this project shall be subject to completion of the required public improvements including public utilities and improvements beyond the tract limits, as identified in the Parkside Specific Plan (PSP03-002) and its amendments, Development Agreement (PDA05-002) and its amendments, and the Conditions of Approval for TM-20316.**



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	E. Grand Park St/ E. Griffith Ct ¹	Archibald Ave ²	Existing 36' PUE ³	
Curb and Gutter	<input type="checkbox"/> New; ___ ft. from C/L <input checked="" type="checkbox"/> Replace Damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input checked="" type="checkbox"/> Replace Damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace
AC Pavement	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions
PCC Pavement (Truck Route Only)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Drive Approach	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Sidewalk	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
ADA Access Ramp	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Parkway	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation) <input checked="" type="checkbox"/> Neighborhood Edge <input checked="" type="checkbox"/> Multi-purpose trail	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)
Raised Landscaped Median	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace



Fire Hydrant	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation
Sewer (see Sec. 2.C)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
Water (see Sec. 2.D)	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
Recycled Water (see Sec. 2.E)	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
Traffic Signal System (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Traffic Signing and Striping (see Sec. 2.F)	<input checked="" type="checkbox"/> New <input type="checkbox"/> Modify existing	<input checked="" type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Street Light (see Sec. 2.F)	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation
Bus Turn-out (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input checked="" type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Storm Drain (see Sec. 2G)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
Fiber Optics (see Sec. 2K)	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances
Overhead Utilities	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate
Removal of Improvements	_____ _____	_____ _____	_____ _____	_____ _____
Other Improvements	<input checked="" type="checkbox"/> Cucamonga Creek Pedestrian Bridge⁴ <input checked="" type="checkbox"/> Modified Chokers/ Enhanced Ped Xing	_____ _____	_____ _____	_____ _____



	(see 2.39.3) <input checked="" type="checkbox"/> Smart Nodes (see 2.39.6)		
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Specific notes for improvements listed in item no. 2.18, above:

1. Improvements on both sides of East Grand Park Street/East Griffith Court.
2. Improvements on the west side of Archibald Ave between East Grand Park Street and East Griffith Court.
3. The existing 36' PUE runs north-south and is located approximately in the middle of the project, which is about 520' from the project boundary.
4. Construct Cucamonga Creek Pedestrian Bridge Improvements or pay 50% of the bridge improvement costs. The applicant/developer shall complete the design of the bridge improvements based on the approved bridge study. The bridge improvement costs shall be based on the approved engineering estimate. At a minimum, the bridge improvement shall include connection to the project, new/upgraded paving and bridge rails, and removable bollards.

- 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 _____ inch sewer main is available for connection by this project in _____ (Ref: Sewer Drawing Number: _____)
- 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 attached OMUC Utilities Engineering Division Conditions of Approval.

D. WATER

- 2.28 A _____ inch water main is available for connection by this project in _____ (Ref: Water Drawing Number: _____)
- 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 attached OMUC Utilities Engineering Division Conditions of Approval.



E. RECYCLED WATER

2.31 A _____ inch recycled water main is available for connection by this project in _____
(Ref: Recycled Water Drawing Number: _____)

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 one (1) electronic copy, in PDF format, of the Engineering Report (ER), for the use of recycled water to OMUC's Water Quality Programs at OMUCWQPlanCheck@ontarioca.gov for review and subsequent submittal to the California State Water Board (Division of Drinking Water) for final approval.

Note: Review and approval process may take up to three (3) months. Contact the OMUC's Water Quality Programs at (909) 395-2678 or email OMUCWQPlanCheck@ontarioca.gov regarding this requirement.

2.35 Submit one (1) electronic copy, in PDF format, of the Landscape Plans (on-site & off-site) to OMUC's Water Quality Programs at OMUCWQPlanCheck@ontarioca.gov for review and approval.

2.36 **Other conditions:**
• **See attached OMUC Utilities Engineering Division Conditions of Approval.**

F. TRAFFIC / TRANSPORTATION

2.37 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

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

2.39 **Other conditions:**
1. **The Applicant/Developer shall be responsible to design and construct all-way stop signing and striping improvements at the following locations per the applicable California MUTCD requirements:**
• **Grand Park Street at McCarren Place**
• **Griffith Court at Forbes Paseo**
2. **The Applicant/Developer shall be responsible to design and construct ADA ramps and crosswalk signing and striping improvements at the following locations per the applicable California MUTCD requirements:**
• **Grand Park Street at McCarren Place**
• **Griffith Court at Forbes Paseo**
3. **The Applicant/Developer shall be responsible to design and construct modified intersection chokers and an enhanced pedestrian crossing with either a rectangular rapid flashing beacon or in-roadway warning light system at the following location per the applicable California MUTCD warrants and the Choker Placement guidelines in the Traffic and Transportation Guidelines and modified Standard Drawing No. 1110:**
• **Griffith Court midway between McCarren Place and Forbes Paseo—Chokers are required along the east side and west side of Griffith Court. The Applicant/Developer shall review the applicable California MUTCD**



warrants to determine whether a rectangular rapid flashing beacon or in-roadway warning light system can be installed at the pedestrian crossing.

4. The Applicant/Developer shall be responsible to design and construct a bus turnout to serve future bus stop on the west side of Archibald Avenue, south of Grand Park Street. The bus turnout shall be designed in accordance with Omnitrans requirements and to the satisfaction of the City Engineer.
5. Design and construct proposed driveways in accordance with City of Ontario Standard Drawing No. 1204 for Commercial Driveway.
6. The Applicant/Developer shall install smart nodes on all existing street light fixtures along project frontages.
7. Archibald Avenue, and portions of Grand Park Street/Griffith Court shall be signed "No Parking Anytime" along the property frontage.
8. All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.
9. The Applicant/Developer's engineer-of-record shall meet with City Engineering staff prior to designing and submitting for plan check the signing/stripping, and street lighting design plans to define limits of improvements.

G. DRAINAGE / HYDROLOGY

- 2.40 A 48" storm drain main is available to accept flows from this project in the public utility easement in lots "B" and "D".
 (Ref: Storm Drain Drawing Number: D14292)
- 2.41 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.
- 2.42 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.
- 2.43 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.
- 2.44 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.
- 2.45 Other conditions: _____

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



- 2.46 401 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.
- 2.47 **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>.**
- 2.48 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.
- 2.49 **Other conditions:**
 - **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

- 2.50 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.
- 2.51 Other conditions: _____

K. FIBER OPTIC

- 2.52 A _____ fiber optic line is available for connection by this project in _____. (Ref: Fiber Optic Drawing Number: _____)
- 2.53 Design and construct fiber optic system to provide access to the City’s conduit and fiber optic system per the City’s Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole. **Generally located _____, see Fiber Optic Exhibit herein**
- 2.54 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.
- 2.55 **Other conditions:**
 - **See attached Broadband Operations Section Conditions of Approval.**



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

Project Number: PDEV 22-029

All plan check submittals are to be done digitally through the City Of Ontario Citizen Portal Access. The following items are to be included with the first plan check submittal:

1. **A copy of this check list**
2. **Payment of fee for Plan Checking**
3. **Engineering Cost Estimate (on City form) with engineer's wet signature and stamp.**
4. **Project Conditions of Approval**
5. Potable and Recycled Water demand calculations (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size).
6. **Public Street improvement plan with street cross-sections**
7. 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)
8. 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)
9. Public Sewer improvement plan
10. Public Storm Drain improvement plan
11. Public Street Light improvement plan
12. **Signing and Striping improvement plan**
13. **Fiber Optic plan (include Auto CAD electronic submittal)**
14. HOA Landscape improvement plans. Show corner sight line distance per engineering standard drawing 1309.
15. CFD Landscape improvement plans. Show corner sight line distance per engineering standard drawing 1309.
16. Dry Utility plans within public right-of-way (at a minimum the plans must show existing and ultimate right-of-way, curb and gutter, proposed utility location including centerline dimensions, wall to wall clearances between proposed utility and adjacent public line, street work repaired per Standard Drawing No. 1306. Include Auto CAD electronic submittal)
17. Traffic Signal improvement plan and One (1) copy of Traffic Signal Specifications with modified Special Provisions. Please contact the Traffic Division at (909) 395-2154 to obtain Traffic Signal Specifications.
18. **Water Quality Management Plan (WQMP), including one (1) copy of the approved Preliminary WQMP (PWQMP).**
19. **Hydrology/Drainage study**
20. **Soils/Geology report**



- 21. Payment for Final Map/Parcel Map processing fee
- 22. Final Map/Parcel Map
- 23. Approved Tentative Map
- 24. Preliminary Title Report (current within 30 days)
- 25. Traverse Closure Calculations
- 26. **Set of supporting documents and maps (legible copies): referenced improvement plans (full size), referenced record final maps/parcel maps (full size, 18"x26"), Assessor's Parcel map (full size, 11"x17"), recorded documents such as deeds, lot line adjustments, easements, etc.**
- 27. Engineering Report and an electronic file (include PDF format electronic submittal) for recycled water use.
- 28. **Final Utilities Systems Map (USM)**
- 29. **Quit Claim Documents for Lots "B" and "C" for TM-20316.**



CITY OF ONTARIO MEMORANDUM



DATE: October 2, 2023
TO: Raymond Lee, Engineering Department
CC: Diane Ayala, Planning Department
FROM: Eric Woosley, Utilities Engineering
SUBJECT: DPR #4 - Utilities Engineering Conditions of Approval (#9541)
PROJECT NO.: PDEV22-029

BRIEF DESCRIPTION

A Development Plan to construct a park on approximately 15.9 acres of land generally located east of the Cucamonga Creek Channel, west of Archibald Avenue, and adjacent to Grand Park Street, within the Planning Area 22 (PA-22) of the Parkside Specific Plan Zoning District (APNs: 0218-063-06 & 07; 0218-073-06).

UTILITIES ENGINEERING CONDITIONS OF APPROVAL

CONDITIONS OF APPROVAL: *The Ontario Municipal Utilities Company (OMUC) recommends this application for approval subject to the conditions outlined below and compliance with the 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; 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:** This project is subject to all the requirements set forth in the Conditions of Approval from the Parkside Specific Plan (PSPA21-006) and the requirements approved in the Development Agreement (PDA05-002) as amended and shall be shown on the Utilities Systems Map. Any conflict in Conditions of Approval, the Conditions 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.
 - a. The proposed utilities, utility alignments, and Public Rights-of-Way (ROW)/Public Utility Easements (PUE) shown on the Conceptual Utilities Systems Map (CUSM) and other Entitlement documents are not considered final and shall be revised during Final Design to meet all City Design Guidelines, Standards, City Requirements, and all the Conditions of Approval contained in this document.
4. **Note the following definitions and concepts for Public Utility Improvements and Private Utility Improvements:** Public Improvements shall be designed per City Public Design Guidelines and City Standards and constructed through a City Encroachment Permit; and Private Onsite Improvements shall be designed per Building Code and Plumbing Code and constructed through a City Building Permit.
 - a. Public Utility Improvements include the following: water main pipelines and sewer main pipelines; sewer laterals connecting to a Public Sewer Main up to the Cleanout (or Manhole) at PL/ROW; water services and connected appurtenances (Meters/Meter Boxes, Fire Hydrants, Airvacs, Blowoffs, etc.) connecting to a Public Water Main per City Standards; and Fire Services connecting to a Public Water Main from the Main up to the DCCA. Public Water Improvements and Public Sewer Improvements are required to be designed and

constructed through Public Improvement Plans with Plan View and Profile View per City Standards, Guidelines, and Requirements.

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

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

6. **Public Sewer Improvements:** Design and construct the following required public sewer mains in accordance with City of Ontario Standards and Design Guidelines and Specifications:
 - a. N/A
7. **Sewer Laterals:** Per City of Ontario Standard Drawing No. 2003:
 - a. A lateral connected to the existing 8-inch sewer main (S16368) in the existing PUE. The lateral shall have a cleanout or manhole located within the property of the park per standard.

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

8. **Potable Water Improvements:** Design and construct the following required public potable water mains in accordance with City of Ontario Standards and Design Guidelines and Specifications:
 - a. N/A
9. **Backflow Prevention Assembly Reduced Pressure Device:** Install a backflow prevention device connected to the existing water meter per City of Ontario Standard Drawing No. 4206.

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

10. **Recycled Water Improvements:** Design and construct the following required public recycled water mains in accordance with City of Ontario Standards and Design Guidelines and Specifications:
 - a. N/A
11. **City Ordinance 2689:** This development shall comply with City Ordinance 2689 and make use of recycled water for all approved uses, including but not limited to landscaping irrigation. There is an existing service and meter box available for connection per P11836.
12. **Engineering Report:** Submit one (1) electronic copy, in PDF format, of the Engineering Report (ER), for the use of recycled water to OMUC's Water Quality Programs at OMUCWQPlanCheck@ontarioca.gov for review and subsequent submittal to the California State Water Board (Division of Drinking Water) for final approval. Note: Review and approval process may take up to three (3) months. Contact the OMUC's Water Quality Programs at (909) 395-2678 or email OMUCWQPlanCheck@ontarioca.gov regarding this requirement.

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

13. Recycled Water Requirements: Complete all requirements for recycled water usage.
 - a. Procure from the OMUC a copy of the letter of confirmation from the California Department of Public Health (CDPH) that the Engineering Report (ER) has been reviewed and the subject site is approved for the use of recycled water.
 - b. Obtain clearance from the OMUC confirming completion of recycled water improvements and passing of shutdown tests and cross connection inspection, upon availability/usage of recycled water.
 - c. Complete education training of on-site personnel in the use of recycled water, in accordance with the ER, upon availability/usage of recycled water.



UTILITIES SYSTEMS MAP (USM) REQUIREMENTS:

The USM shall meet, at a minimum, the following requirements:

1. **USM Content and Format:** The Utilities Systems Maps shall show all existing and proposed Utilities (Potable Water, Recycled Water, Sewer, Storm Drain, and other utilities) including each of the City's public utilities' points of connection to the existing systems. This plan should include:
 - a. **Format:** The Utilities Systems plan at a minimum 1:100 scale (or large engineering scale as appropriate to show needed details) that clearly shows each existing and proposed utility and its relative location. This includes property lines, right-of-way, public utility easements, but should not include underlying existing topography, just proposed general grades. Use appropriate colors for each Utility type: blue for Potable Water; purple for Recycled Water; green for Sanitary Sewer; yellow-brown for storm Drain.
 - b. **Services and Laterals:** All Proposed Utility Service laterals for each parcel (potable water domestic, recycled water irrigation, potable/recycled water for process water, and sewer) and any associated appurtenances.
 - i. **Meter and Backflow Device Locations:** Show all proposed meters and required backflow devices located per City Standards (Water Services and Meters; Backflow Devices). Meters should be located in public rights-of-way or PUEs; either at the R/W (or PUE) line for curb adjacent sidewalks or at back of curb for all other cases. All water connections that serve more than one residential unit are required to have a backflow device installed behind the meter.
 - c. **Cross Sections (if applicable, for project construction new public mains):** Scaled cross sections showing the utility layout on the Utility Systems Map (Utility Plan) for each public street, private street and Public Utility Easement (PUE). The cross sections shall show the location and size of each utility and annotate the property/ROW lines, the type of finished surface material, the distance of each utility from centerline, the depth from finished surface to top of pipe, and the distance between utilities (outside wall to outside wall).
 - d. **Points of Connections:** The locations of the points of connections to the existing utility systems, which can include breaks between the map area and the connection points with descriptions of the pipe size, type, use (pressure zone for water), and distance. An inset map can be used in addition to this to help provide clarity.
 - e. **Water Demand Table (if applicable, for projects within Ontario Ranch/NMC):** Add a Water Demand Table to the Utility Systems Map (Utility Plan) that calculates the project's domestic water use based on land use category (residential, commercial, and OS-R/Parks) and the number of units. The table shall state demand in terms of Average Daily Demand (ADD from Table 4-8 of the Water Master Plan) and Water Demand Equivalents (WDE / Net MDD from Exhibit C-2R of the NMC Construction Agreement; WDEs only if NMC). It should also identify the quantity of units in each category and the specific lots that are included in that category. Please Note that master planned lines are designed using gross acreage densities for all projected water use from residential categories.
 - i. See Attached Sheet for WDT Example.
 - f. **Phasing Plan (if applicable):** As separate exhibits, provide a proposed phasing plan showing the phasing of the infrastructure and the number and type (TOP land use category) of units in each phase.
 - i. All phases must have: a connection to public sewer; a two separate looped connections to the potable water system, where no one closing of a main segment results in any part of any of any phase being without potable water.



- ii. For public water mains in all phases, dead-end water lines (temporary or permanent) are limited to serving 28 dwelling units or a maximum of 600 linear feet, whichever comes first. Otherwise a looped water system with at least two (2) points of connection to the primary public system is required.
- g. Private Onsite Systems versus Public Systems within PUEs for Residential Tract Map Project (***if applicable***): the following requirements apply when delineating between Private and Public Systems:
- i. Current Standard Drawing No. 1304 remains applicable and minimum health separation must be met.
 - ii. Public water mains will be accepted in longer alleys when it serves more than 6 meters.
 - iii. Public sewer mains will be accepted in alleys where the water is public.
 - iv. Public dead-end water mains will require a blow-off at the end and the alley should be designed to accommodate runoff from required water main flushing operations.
 - v. Public sewer mains in alleys will require a manhole at both ends of the main.
 - vi. Public meters serving more than one single family residential unit are considered as multifamily service with master meter and require: a backflow device after the meter, private HOA sub-metering for each unit, and a separate Fire Service with DCDA to provide private onsite fire service.



CITY OF ONTARIO MEMORANDUM

DEVELOPMENT PLAN REVIEW CONDITIONS OF APPROVAL Broadband Operations Section

DATE: 10/04/2023

PROJECT: PDEV22-029

LOCATION: Grand Park and Parkside SP

PROJECT ENGINEER:

BROADBAND PLAN CHECKER: Cameron Chadwick - CChadwick@ontarioca.gov

The following Conditions of Approval requirements must be incorporated prior to the Development Advisory Board and/or Zoning Administrator Hearing.

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.
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.
3. Where a joint telecom 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
4. The City requires a public utility easement for fiber optics on all private aisles/alley ways.
5. Hand holes - Design and install OntarioNet fiber optic hand hole HH-FP (10x00x10), HH-1 (13x24x18), HH-2 (17x30x24), HH-2A (24x36x30), HH-3 (30x48x36) and/or HH-4 (36x60x36) as needed. Respectively, Newbasis Part # PLA100010T-00002, PCA132418-00006, PCA-173024-90116, PCA-243630-90064, PCA-304836-90244 and PCA-366036-90146 or equivalent as specified 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.
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.
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.
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
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"
 10. A minimum 13/16 millimeter microduct joint use telecommunications conduit with pull-rope from the single-family, multi-family or commercial building communal telecom/electrical room/closet to each multi-family or commercial building unit shall be installed. See Structured Wiring Checklist on City's website for additional details.
 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.
 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.
 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.
 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.
 15. Multi-family dwellings are considered commercial property.
 16. Refer to the In-tract Fiber Network Design guideline on the City's website for additional in-tract conduit guidelines.



CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
Rudy Zeledon, Planning Director (Copy of memo only)
Diane Ayala, Advanced Planning Division (Copy of memo only)
Charity Hernandez, Economic Development
James Caro, Building Department
Raymond Lee, Engineering Department
Jamie Richardson, Landscape Planning Division
Dennis Mejia, Municipal Utility Company
Heather Lugo, Police Department
Paul Ehrman, Deputy Fire Chief/Fire Marshal
Jay Bautista, Traffic/Transportation Manager
Lorena Mejia, Airport Planning
Jeff Tang, Engineering/NPDES
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IT Department
Blaine Ishii, Integrated Waste

FROM: Jamie Richardson, Senior Landscape Architect

Revision #3

DATE: August 31, 2023

SUBJECT: FILE #: PDEV22-029

Finance Acct#:

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

PROJECT DESCRIPTION: A Development Plan approval to construct a park on approximately 15.9 acres of land generally located east of the Cucamonga Creek Channel, west of Archibald Avenue and adjacent to Grand Park Street, within the PA-22 land use district of the Parkside Specific Plan (APN(s): 218-063-06 & -07; 218-073-06).

The plan does adequately address the departmental concerns at this time.

- No comments
- See previous report for Conditions
- Report attached (1 copy and email 1 copy)
- Standard Conditions of Approval apply

The plan does not adequately address the departmental concerns.

- The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.

Landscape Planning Division
Department

Sr. Landscape Architect
Signature

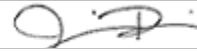
09/29/2023
Title

09/29/2023
Date

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

CONDITIONS OF APPROVAL

Sign Off



09/29/2023

Jamie Richardson, Sr. Landscape Planner

Date

Reviewer's Name:

Jamie Richardson, Sr. Landscape Planner

Phone:

(909) 395-2615

D.A.B. File No.:

PDEV22-029

Case Planner:

Jamie Richardson

Project Name and Location:

Ontario "Great" Park Phase 2 – Parkside SP – 15.9 Acres

East of Cucamonga Creek Channel, west of Archibald Avenue, adj to Grand Park Street

Applicant/Representative:

SC Ontario Development Company, LLC. Sage McCleve

1156 N Mountain Avenue

Upland, CA 91786



Preliminary Plans (dated 08/30/2023) meet the Standard Conditions for New Development and have been approved considering that the following conditions below be met upon submittal of the landscape construction documents.



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

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

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

landscapeplancheck@ontarioca.gov

Civil/ Site Plans

1. The primary trail over the Cucamonga Creek Channel shall not exceed a 20:1 slope, as shown on the conceptual grading plan.
2. 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. Infiltration areas shall be designed and located outside of the PUE.
3. Show transformers set back 5' from paving all sides. Coordinate with landscape plans.
4. Show backflow devices set back 4' from paving on all sides. Locate on level grade.
5. Locate utilities, including light standards, fire hydrants, water, drain, and sewer lines to not conflict with required tree locations—coordinate civil plans with landscape plans.
6. 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.

Landscape Plans

7. The Parkside SPA will need to be approved prior to the approval of the development plan for the park.
8. Planting palette: replace Abelia, Berberis, Calliandra eriophylla (deciduous), Cistus (not performing well in Ontario Ranch), Clivia (sensitive to frost-use in protected areas), Convolvulus (difficult to maintain), Grevillea (not performing well in Ontario Ranch), Nandina (has not been performing well), Pennisetum (invasive and difficult to maintain in masses).
9. Show backflow devices with 36" high strappy leaf shrub screening and trash enclosures and transformers, a 4'-5' high evergreen hedge screening. Do not encircle utility; show as masses and duplicate masses in other locations at regular intervals.

10. Locate light standards, fire hydrants, water, and sewer lines to not conflict with required tree locations. Coordinate civil plans with landscape plans
11. Show all utilities on the landscape plans. Coordinate so utilities are clear of tree locations.
12. Detail irrigation dripline outside of mulched root zone.
13. Overhead spray systems shall be designed for plant material less than the height of the spray head.
14. Designer or developer to provide agronomical soil testing and include a report on landscape construction plans.
15. Show minimum onsite tree sizes per the Landscape Development standards; see the Landscape Planning website. 5% 48" box, 10% 36 box, 30% 24" box, 55% 15 gallon.
16. Show 25% of trees as California native (Platanus racemosa, Quercus agrifolia, Quercus wislizenii, Quercus douglasii, Cercis occidentalis, etc.) in appropriate locations.
17. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
18. After a project's entitlement approval, the applicant shall pay all applicable fees for landscape plan check and inspections at a rate established by resolution of the City Council. Landscape construction plans with building permit number for plan check may be emailed to: landscapeplancheck@ontarioca.gov



CITY OF ONTARIO

MEMORANDUM

TO: Jamie Richardson, Senior Landscape Architect
Planning Department

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

DATE: July 12, 2022

SUBJECT: PDEV22-029 - A Development Plan approval to construct a park on approximately 15.9 acres of land generally located east of the Cucamonga Creek Channel, west of Archibald Avenue and adjacent to Grand Park Street, within the PA-22 land use district of the Parkside Specific Plan (APN(s): 218-063-06 & -07; 218-073-06).

-
- The plan **does** adequately address Fire Department requirements at this time.
- No comments.
-



CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
Rudy Zeledon, Planning Director (Copy of memo only)
Diane Ayala, Advanced Planning Division (Copy of memo only)
Charity Hernandez, Economic Development
James Caro, Building Department
Raymond Lee, Engineering Department
Jamie Richardson, Landscape Planning Division
Dennis Mejia, Municipal Utility Company
Heather Lugo, Police Department
Paul Ehrman, Deputy Fire Chief/Fire Marshal
Jay Bautista, Traffic/Transportation Manager
Lorena Mejia, Airport Planning
Jeff Tang, Engineering/NPDES
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IT Department
Blaine Ishii, Integrated Waste

Revision #1

FROM: ,

DATE: February 02, 2023

SUBJECT: FILE #: PDEV22-029

Finance Acct#:

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

PROJECT DESCRIPTION: A Development Plan approval to construct a park on approximately 15.9 acres of land generally located east of the Cucamonga Creek Channel, west of Archibald Avenue and adjacent to Grand Park Street, within the PA-22 land use district of the Parkside Specific Plan (APN(s): 218-063-06 & -07; 218-073-06).

The plan does adequately address the departmental concerns at this time.

- No comments
- See previous report for Conditions
- Report attached (1 copy and email 1 copy)
- Standard Conditions of Approval apply

The plan does not adequately address the departmental concerns.

- The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.

Police
Department

Heather Lugo
Signature

CSO
Title

2-7-2023
Date



CITY OF ONTARIO

MEMORANDUM

TO: Edmelyne Hutter, Senior Planner

FROM: Heather Lugo, CSO, Police Department

DATE: February 7, 2023

SUBJECT: **PDEV22-029: A Development Plan approved to construct a park on approximately 15.9 acres of land generally located east of the Cucamonga Creek Channel, west of Archibald Avenue and adjacent to Grand Park Street, within the PA-22 land use district of the Parkside Specific Plan (APN(s):218-063-06 & -07; 218-073-06)**

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. LED lighting will be required for all lighting fixtures. Optimal lighting for visibility and video color rendering is approximately 3400 degrees Kelvin. The lighting shall be as close to 3400 degrees Kelvin as possible. 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.
- Any plant materials utilized shall take into consideration the need for the users of the space to easily view their surroundings, as well as police patrols to monitor the area from adjacent streets. Trees shall be positioned to avoid interfering with required lighting levels and take into consideration the height of the tree canopies from the ground level, as it affects surveillance opportunities by users of the space and police patrols. No shrubs higher than 3 feet, and no tree canopy lower than 7 feet, shall be permitted, so as not to obstruct the view of police officers on patrol. Plants next to low-lying windows shall have thorns as a deterrent for suspects hiding and removing glass panes as a point of entry.
- Trash enclosure(s) shall be locked and secured at all times, to prevent transients from living in the enclosure, and prevent the pilfering trash and recyclable items. On the days of trash pickup, the enclosure shall be unlocked to facilitate the emptying of trash receptacles by the solid waste hauler and shall once again be locked.
- The Applicant shall comply with all construction site security requirements as stated in the Standard Conditions.

The Applicant is invited to contact Heather Lugo at (909) 408-1074 with any questions or concerns.