



CITY OF ONTARIO DEVELOPMENT ADVISORY BOARD

AGENDA

August 19, 2024

- ▶ **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, Executive Director, Economic Development
James Caro, Building Official
Henry Noh, 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 three 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. The chairperson will open the public hearing. At that time the applicant will be allowed three (3) minutes to make a presentation on the case. Members of the public will then be allowed three (3) 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 August 5, 2024, approved as written.

PUBLIC HEARING ITEMS

B. ENVIRONMENTAL ASSESSMENT AND MINOR SPECIFIC PLAN AMENDMENT

REVIEW FOR FILE NO. PSPA23-002: A public hearing to consider a minor amendment to the California Commerce Center Specific Plan to: a) modify the land use designation on an approximately four-acre Project site from Light Industrial to Rail Industrial; b) create consistency between the Project site and the adjacent properties' land use districts; and c) make text and exhibit modifications throughout the document to accommodate the change. The Project site is located at 301 South Rockefeller, and 4452 and 4462 East Airport Drive. The environmental impacts of this project were previously reviewed in conjunction with File No. PGPA20-002, The Ontario Plan 2050, for which a Supplemental Environmental Impact Report (State Clearinghouse No. 2021070364) was certified by the City Council on August 16, 2022. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan; (APNs: 0238-185-26; 0238-185-55; 0238-185-56) **submitted by ARCO National Construction.**

1. CEQA Determination

No action necessary – use of previous SEIR

2. File No. PSPA23-002 (Minor Specific Plan Amendment)

Motion to Approve / Deny

C. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE

NO. PDEV23-034: A public hearing to consider a Development Plan to demolish two industrial buildings totaling 44,193 square feet on a 4.07-acre Project site (6.68 total acres of land) to facilitate the expansion of one industrial building totaling 109,539 square feet, located at 301 South Rockefeller Avenue and 4452 and 4462 East Airport Drive, within the proposed Rail Industrial land use district of the California Commerce Center Specific Plan. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-Fill Development 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: 0238-185-23, 0238-185-55, and 0238-185-56) **submitted by ARCO National Construction.**

1. CEQA Determination

No action necessary – Exempt: CEQA Guidelines Section § 15332

2. **File No. PDEV23-034** (Development Plan)

Motion to Approve / Deny

- D. **ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV24-006**: A hearing to consider a Development Plan to construct 120 multiple-family residential units on 9.61 gross acres of land located on the northeast corner of Eames Street and Twinkle Avenue, within Planning Area 2B (Medium Density Residential) of the Rich Haven Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with the Rich Haven Specific Plan Amendment (File No. PSPA22-001), for which an Environmental Impact Report (State Clearinghouse No. 2022100425) was certified by the City Council on June 20, 2023. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan; (APN: 0218-161-14) **submitted by Tri Pointe Homes. Planning Commission action is required.**

1. **CEQA Determination**

No action necessary – use of previous EIR

2. **File No. PDEV24-006** (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 **September 4, 2024**.

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 **August 15, 2024**, 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

August 5, 2024

BOARD MEMBERS PRESENT

Henry Noh, Chairman, Planning Department
James Caro, Building Department
Khoi Do, Engineering Department
Michelle Starky, Fire Department
Christy Stevens, Municipal Utilities Company
Heather Lugo, Police Department

BOARD MEMBERS ABSENT

Elda Zavala, Community Improvement
Charity Hernandez, Economic Development Agency

STAFF MEMBERS PRESENT

Gwen Berendsen, Planning Department
Luis Batres, Planning Department
Tom Grahn, Planning Department
Raymond Lee, Engineering Department

David Eoff IV, Planning Department
Rafael Torres, Planning Department
Kim Ruddins, Planning Department
Fred Addison, 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 July 15, 2024, meeting of the Development Advisory Board was made by Mr. Caro; seconded by Mr. Do; and approved unanimously by those present (6-0).

PUBLIC HEARING ITEMS

- B. **ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV23-042:** A public hearing to consider a Development Plan to construct a non-stealth wireless telecommunications facility on an existing Southern California Edison (SCE) tower located at 3791 South Archibald Avenue, within the UC (Utility Corridor) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15301 (Class 1, Existing Facilities) of the CEQA Guidelines. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to

be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan; (APN: 0218-771-63) **submitted by Verizon Wireless.**

Mr. Noh opened the public hearing.

Sarah Balderas, representing Verizon Wireless, was present.

Mr. Noh asked Ms. Balderas if she agreed with the conditions of approval.

Ms. Balderas stated she agreed.

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

Motion to approve **File No. PDEV23-042**, subject to the conditions of approval, was made by Ms. Stevens; seconded by Mr. Do; and approved unanimously by those present (6-0).

- C. **ENVIRONMENTAL ASSESSMENT, VARIANCE AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PVAR22-005 & PDEV23-025**: A public hearing to consider a Variance (File No. PVAR22-005) request to deviate from the required landscape setback along Grove Avenue from 15-feet to 9.5-feet in conjunction with a Development Plan (File No. PDEV23-025) to construct a 25,482 square foot industrial building on 1.34-acres of land located at 1194 E. Holt Boulevard, within the Industrial Park (IP) zoning district. The project is exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15183 of the CEQA Guidelines. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan; (APN: 1049-141-24) **submitted by Adel Batarseh. Planning Commission action is required.**

Mr. Noh opened the public hearing.

Richard Finkel, with Bundy-Finkel Architects, representing the applicant was present.

Mr. Noh asked Mr. Finkel if he agreed with the conditions of approval.

Mr. Finkel stated he wanted clarified the wording of Engineering condition 2.39 Item 3 to reflect that the frontage improvements would only be interim if the other projects had not been constructed yet.

Mr. Do stated these changes could be made before the Planning Commission meeting.

Mr. Noh asked Mr. Finkel if he agreed with the conditions of approval including that wording change.

Mr. Finkel agreed with the conditions of approval.

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

Motion to recommend approval of **File Nos. PVAR22-005 and PDEV23-025**, subject to the revised conditions of approval, was made by Ms. Lugo; seconded by Mr. Do; and approved unanimously by those present (6-0).

Development Advisory Board Minutes
August 5, 2024

There being no further business, the meeting was adjourned to the next meeting on August 19, 2024.

Respectfully submitted,



Gwen Berendsen
Recording Secretary

August 19, 2024

303 East B Street, Ontario, California 91764 Phone: 909.395.2036 / Email: PlanningDirector@OntarioCA.gov

FILE NO: PSPA23-002

SUBJECT: A public hearing to consider a minor amendment to the California Commerce Center Specific Plan to a) modify the land use designation on an approximately four-acre Project site from Light Industrial to Rail Industrial; b) create consistency between the Project site and the adjacent properties' land use districts; and c) make text and exhibit modifications throughout the document to accommodate the change. **Submitted by ARCO National Construction.**

PROPERTY OWNER: Pure Development

RECOMMENDED ACTION: That the Development Advisory Board approve File No. PSPA23-002, pursuant to the facts and reasons contained in the staff report and attached Decision, and subject to the conditions of approval appended to the attached Decision as "Attachment B."

BACKGROUND: On November 14, 2023, the Applicant submitted an application for a minor amendment to the California Commerce Center Specific Plan to do the following: modify the land use designation on an approximately four-acre Project site from Light Industrial to Rail Industrial; create consistency between the Project site and adjacent properties' land use districts; and make text and exhibit modifications throughout the document to accommodate the change (see Exhibit B: Existing Specific Plan Land Use Plan and Exhibit C: Proposed Specific Plan Land Use Plan). The amendments to the Specific Plan document are appended to the attached Decision as "Attachment A."

PROJECT SETTING: The two-parcel Project site consists of approximately four acres of land located within the Light Industrial land use district of the California Commerce Center Specific Plan, at 4452 and 4462 East Airport Drive (see Exhibit A: Project Location Map). The overall Project site is currently developed with one vacant industrial building per parcel, constructed between 1985 and 1986.

The Project site is surrounded by other industrial businesses, including light manufacturing and warehousing, within the Light Industrial and Rail Industrial land use districts of the California Commerce Center Specific Plan. The Rail Industrial land use district is the dominating district south of Airport Drive and immediately adjacent to the Project site. The existing surrounding land uses, zoning, and Policy Plan (General Plan) and Specific Plan land use designations are summarized in Table 1: Surrounding Zoning & Land Uses.

PROJECT ANALYSIS:

The Applicant proposes to modify the Project site's land use designation from Light Industrial to Rail Industrial to be consistent with the adjacent properties to the west, south, and east, which are all in the Rail Industrial land use district. The Light Industrial land use corridor is located north of Airport Drive; as such, the two Light Industrial parcels on the Project site are outliers within the surrounding Rail Industrial district south of Airport Drive.

The minor Specific Plan Amendment will facilitate a Development Plan (File No. PDEV23-034) and lot line adjustment to expand the footprint of the industrial building located on an adjacent property, south of the Project site.

Chapter IX of the California Commerce Center Specific Plan states that Development Advisory Board approval is required for minor revisions to the Specific Plan, subject to the conditions that the rearrangement does not create adverse impacts on a) traffic volumes and circulation adjacent to areas of the land use category exchange, and or on b) sewer, water, and other infrastructure capacities in the areas of the exchange. The proposed land use district exchange, which includes changing one land use to another land use, is modest in nature and affects only four acres out of the 1,400 total acres within the Specific Plan (less than 1 percent). The modification will not result in any substantial impacts on traffic, circulation, sewer, water, or other infrastructure. Future development must continue to abide by the established development standards and the maximum 0.55 FAR (Floor Area Ratio) of the Specific Plan and The Ontario Plan 2050. Lastly, the amendment will create greater consistency and uniformity with surrounding land uses, which will yield developments of similar size and intensity.

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

CORRESPONDENCE: As of the preparation of this Agenda Report, Planning Department staff has not received any written or verbal communications from the owners or occupants 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 appended to the attached Decision as "Attachment B."

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

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

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

(1) City Council Goals.

- Invest in the Growth and Evolution of the City's Economy
- Operate in a Businesslike Manner

(2) Policy Plan (General Plan)

Community Economics Element:

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

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

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

- CE-2.5 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-2.9 Landscape Design. We encourage durable, sustainable, and drought-tolerant landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.

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

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

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

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

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

HOUSING ELEMENT COMPLIANCE: The Project is consistent with the Housing Element of the Policy Plan (general plan) component of The Ontario Plan 2050, 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.

TECHNICAL APPENDIX:

Table 1: Surrounding Zoning and Land Uses

	Existing Land Use	Policy Plan Designation	Zoning Designation	Specific Plan Land Use
<i>Site</i>	Industrial	Industrial (IND, 0.55 FAR)	California Commerce Center Specific Plan	Existing: Light Industrial Proposed: Rail Industrial
<i>North</i>	Industrial	Industrial (IND, 0.55 FAR)	California Commerce Center Specific Plan	Light Industrial
<i>South</i>	Industrial	Industrial (IND, 0.55 FAR)	California Commerce Center Specific Plan	Rail Industrial
<i>East</i>	Industrial	Industrial (IND, 0.55 FAR)	California Commerce Center Specific Plan	Rail Industrial
<i>West</i>	Industrial	Industrial (IND, 0.55 FAR)	California Commerce Center Specific Plan	Rail Industrial

Exhibit A: PROJECT LOCATION MAP

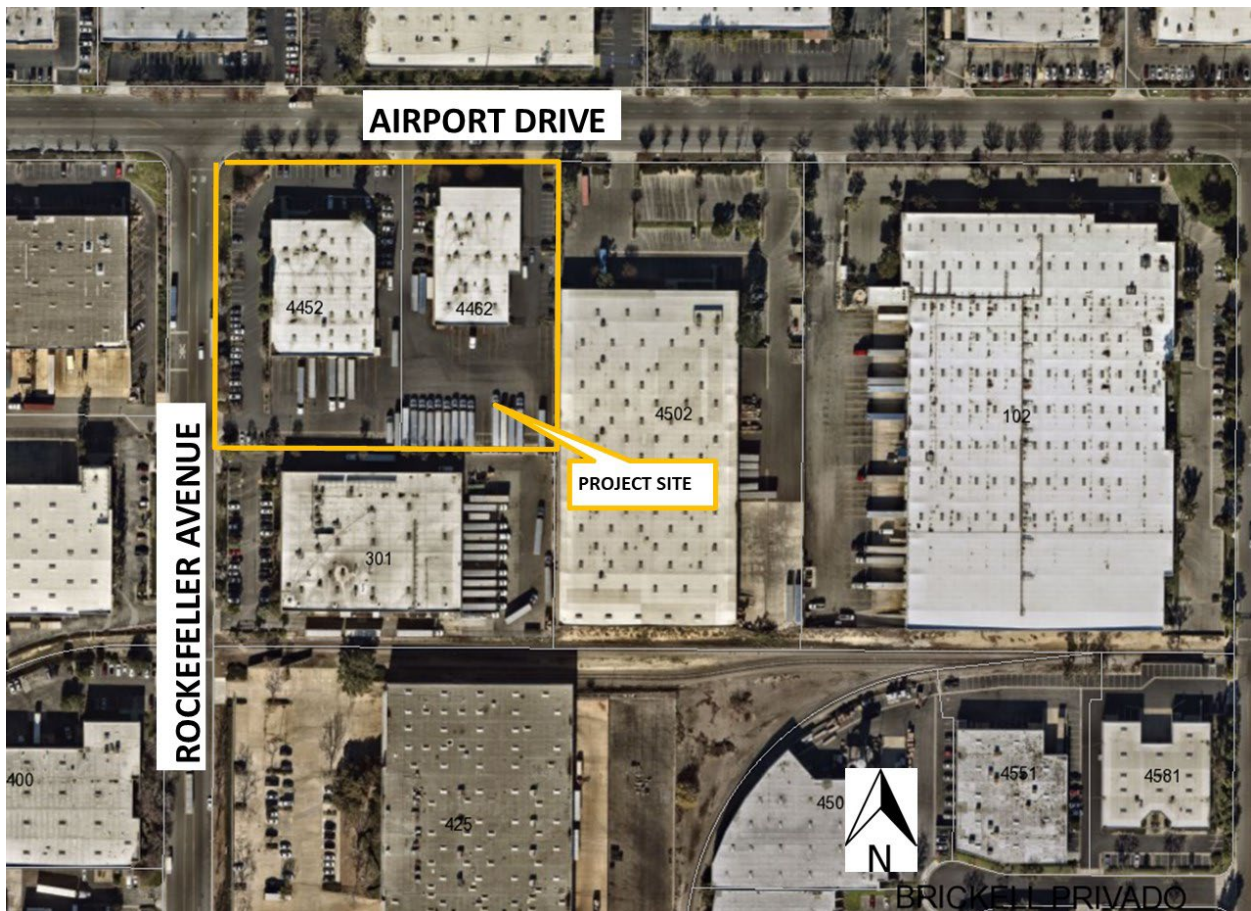
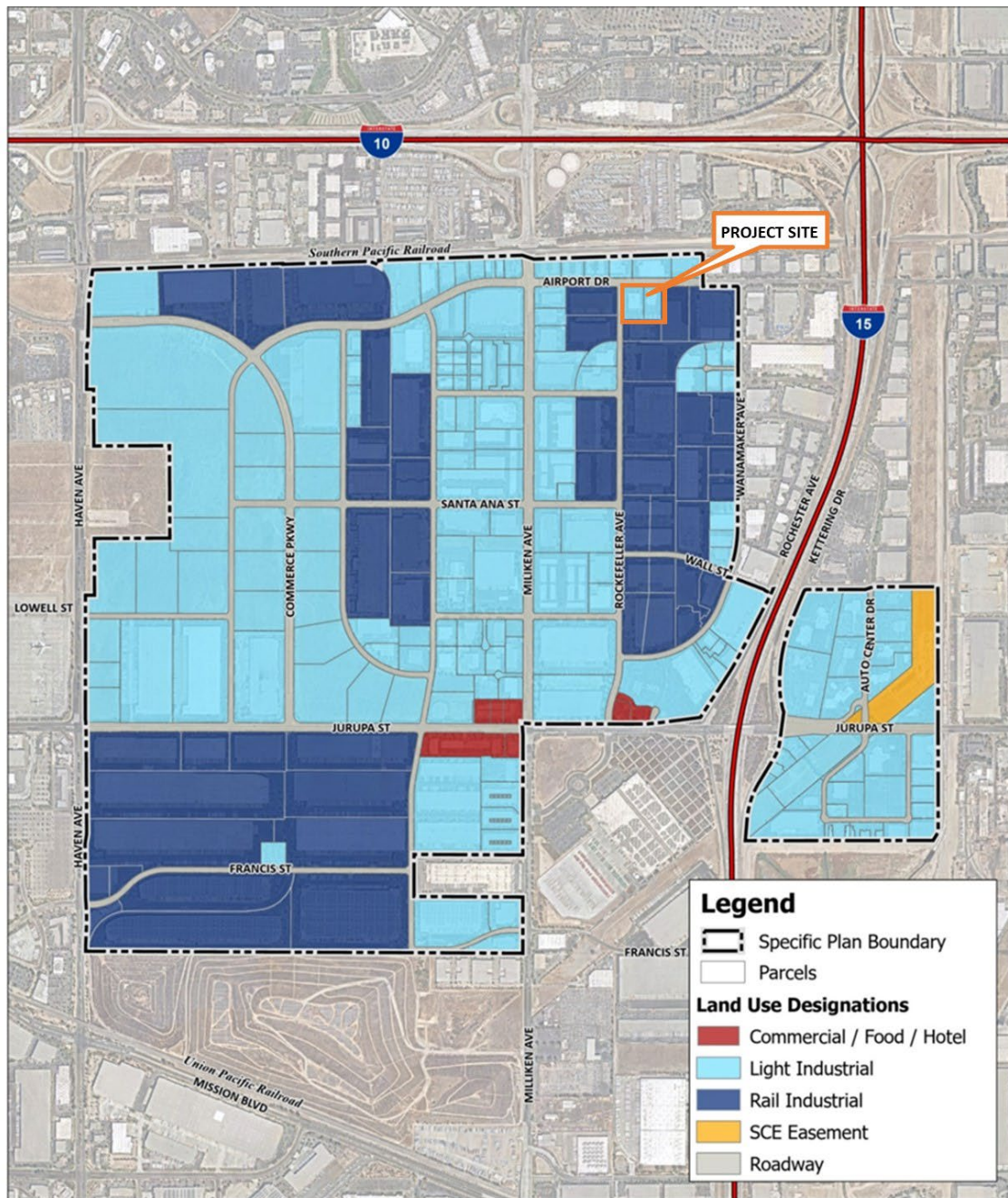


Exhibit B: EXISTING SPECIFIC PLAN LAND USE PLAN



Source(s): Esri, Nearmap Imagery (September 2022)

Exhibit 17

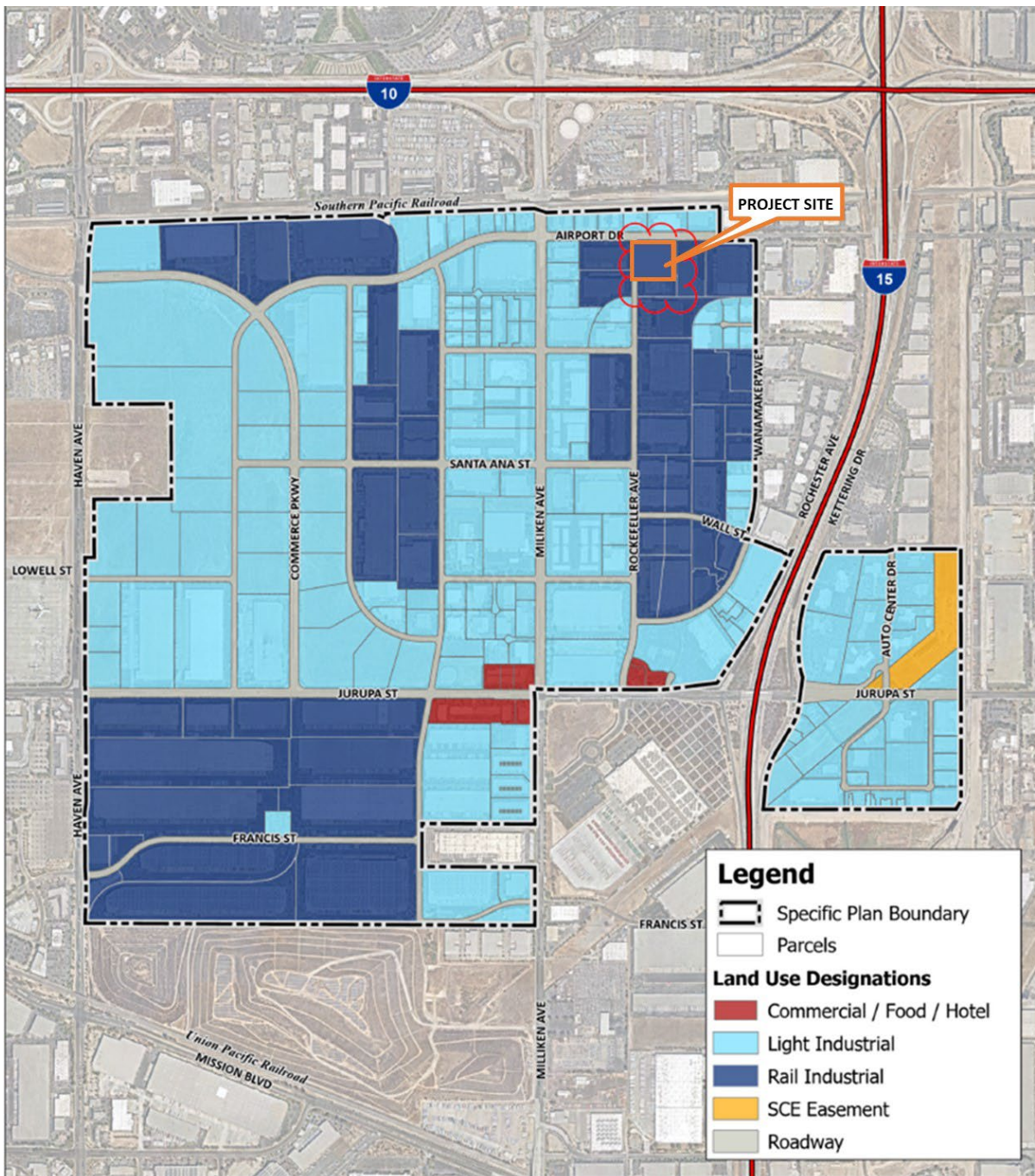


Land Use Plan

California Commerce Center Specific Plan

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Exhibit C: PROPOSED SPECIFIC PLAN LAND USE PLAN



Source(s): Esri, Nearmap Imagery (September 2022)

Exhibit 17



Land Use Plan

DECISION NO.:

FILE NO.: PSPA23-002

DAB Hearing Date: August 19, 2024

SUBJECT: A minor amendment to the California Commerce Center Specific Plan to a) modify the land use designation on an approximately four-acre Project site from Light Industrial to Rail Industrial; b) create consistency between the Project site and the adjacent properties' land use districts; and c) make text and exhibit modifications throughout the document to accommodate the change; (APNs: 0238-185-55; 0238-185-56).

PART 1: RECITALS

WHEREAS, ARCO NATIONAL CONSTRUCTION ("Applicant") has filed an application for the approval of a minor Specific Plan Amendment, File No. PSPA23-002, as described in the title of this Decision (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the two-parcel Project site is approximately four acres in size, generally located at the southeast corner of Rockefeller Avenue and Airport Drive, at 4452 and 4462 East Airport Drive; and

WHEREAS, the Project site is developed with and surrounded by industrial warehouses; and

WHEREAS, the Project site is currently located within the Light Industrial land use districts of the California Commerce Center Specific Plan and is bounded by properties in the Rail Industrial land use district to the west, south, and east, and by properties in the Light Industrial land use district to the north; and

WHEREAS, the Applicant proposes to modify the Project site's land use designation from Light Industrial to Rail Industrial to be consistent with the adjacent properties to the west, south, and east, which are all in the Rail Industrial land use district (see Attachment A: Redlined Specific Plan Document); and

WHEREAS, the Light Industrial land use corridor is located north of Airport Drive, making the Light Industrial land use designation on the Project site (south of Airport Drive) an outlier within the surrounding Rail Industrial district; and

WHEREAS, Chapter IX of the California Commerce Center Specific Plan states that Development Advisory Board approval is required for minor revisions to the Specific Plan, subject to the conditions that the rearrangement does not create adverse impacts on a)

traffic volumes and circulation adjacent to areas of the land use category exchange, or b) sewer, water, and other infrastructure capacities in the areas of the exchange; and

WHEREAS, the proposed land use district exchange, which includes changing one land use to another, is modest in nature and affects only four acres out of the 1,400 total acres within the Specific Plan (less than 1 percent); and

WHEREAS, the modification will not result in any substantial impacts on traffic, circulation, sewer, water, or other infrastructure as future development must continue to abide by the established development standards and the maximum 0.55 FAR (Floor Area Ratio) of the Specific Plan and The Ontario Plan 2050; and

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

WHEREAS, the environmental impacts of this Project were previously reviewed in conjunction with File No. PGPA20-002, The Ontario Plan 2050, for which a Supplemental Environmental Impact Report (State Clearinghouse No. 2021070364) was certified on August 16, 2022 (hereinafter referred to as "Certified EIR"), and this Application introduces no new significant environmental impacts; and

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

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

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

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

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside,

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

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

WHEREAS, on August 19, 2024, 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 2: THE DECISION

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

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

(1) The environmental impacts of this Project were previously reviewed in conjunction with File No. PGPA20-002, The Ontario Plan 2050, for which a Certified SEIR was adopted by the City Council on August 16, 2022; and

(2) The previous Certified SEIR contains a complete and accurate reporting of the environmental impacts associated with the Project; and

(3) The previous Certified SEIR was completed in compliance with CEQA and the Guidelines promulgated thereunder; and

(4) The previous Certified SEIR reflects the independent judgment of the Planning Commission; and

(5) The proposed Project will introduce no new significant environmental impacts beyond those previously analyzed in the previous Certified SEIR, and all

mitigation measures previously adopted with the Certified SEIR, are incorporated herein by this reference.

SECTION 2: *Subsequent or Supplemental Environmental Review Not Required.*

Based on the information presented to the DAB, and the specific findings set forth in Section 1, above, the DAB finds that the preparation of a subsequent or supplemental Certified EIR is not required for the Project, as the Project:

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

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

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

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

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

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

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

SECTION 3: *Housing Element Compliance.* Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the decision-making body for the Project, the 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 Inventory contained in Tables B-1 and B-2 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.

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

SECTION 5: **Concluding Facts and Reasons.** Based upon the substantial evidence presented to the DAB during the above-referenced hearing and upon the specific finding set forth in the Sections above, the DAB hereby concludes as follows:

(1) **The proposed Specific Plan amendment 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 minor Specific Plan amendment 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 site is currently developed with industrial land uses, and the proposed modification from Light Industrial to Rail Industrial remains in alignment with the TOP 2050 Land Use Designation of Industrial (IND, 0.55 FAR). The modification is appropriate for the industrial area and any future redevelopment will be in harmony in terms of access, size, and compatibility with existing land uses in the surrounding area. The Project site is located within a large industrial neighborhood located east of the Ontario International Airport and is subject to the policies and criteria of the Ontario International Airport Land Use Compatibility Plan. The proposed amendment is therefore consistent with, and will serve to implement, the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.

(2) ***The proposed Specific Plan amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.*** The proposed minor amendment to the California Commerce Center Specific Plan would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City. The Specific Plan requires that the amendment cannot create adverse impacts on a) traffic volumes and circulation adjacent to areas of the land use category exchange, or on b) sewer, water, and other infrastructure capacities in the areas of the exchange. The Project proposes to modify the land use designation on approximately four acres of land, less than 1 percent of the Specific Plan's 1,400 total acres, from Light Industrial to Rail Industrial. The site and its surroundings are currently developed with industrial warehouses and the Project will serve to make the site's zoning consistent with the surrounding Rail Industrial district to the west, south, and east of the Project site. Any future redevelopment will be required to abide by all Specific Plan, Development Code, and The Ontario Plan 2050 requirements. Therefore, the proposed amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.

(3) ***In the case of an application affecting specific properties, the proposed Specific Plan amendment will not adversely affect the harmonious relationship with adjacent properties and land uses.*** The proposed minor amendment to the California Commerce Center Specific Plan will create compatibility and harmony with the Rail Industrial corridor located south of Airport Drive. The four-acre Project site with its current land use of Light Industrial is an outlier, as the Light Industrial land use district in this area is generally located north of Airport Drive. As the existing and proposed land use districts are both industrial, the Project site and its surroundings are developed with industrial warehouse buildings, and with the modification being modest in nature (accounting for less than 1 percent of the total acreage of the Specific Plan), the proposed amendment will not adversely affect the harmonious relationship with adjacent properties and land uses.

(4) ***In the case of an application affecting specific properties, the subject site is physically suitable, including, but not limited to, parcel size, shape, access, and availability of utilities, for the request and anticipated development.*** The affected properties are currently developed with industrial warehouses and redevelopment of the site will be required to meet all development standards and requirements of the California Commerce Center Specific Plan, Development Code, and The Ontario Plan 2050. The proposed minor modification, which changes the land use district from Light Industrial to Rail Industrial, is appropriate for the subject site. The site is currently developed with and will continue to be physically suitable for anticipated industrial redevelopment.

SECTION 6: ***Development Advisory Board Action.*** Based upon the findings and conclusions set forth in Sections 1 through 5, above, the Development Advisory Board hereby APPROVES the herein described Application, subject to each and every

condition set forth in the Department reports attached hereto as "Attachment B," and incorporated herein by this reference.

SECTION 7: **Indemnification.** The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void, or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action, or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 8: **Custodian of Records.** The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario. The records are available for inspection by any interested person, upon request.

APPROVED AND ADOPTED this 19th day of August 2024.

Development Advisory Board Chairman

Development Advisory Board Decision
File No. PSPA23-002
August 19, 2024
Page 8

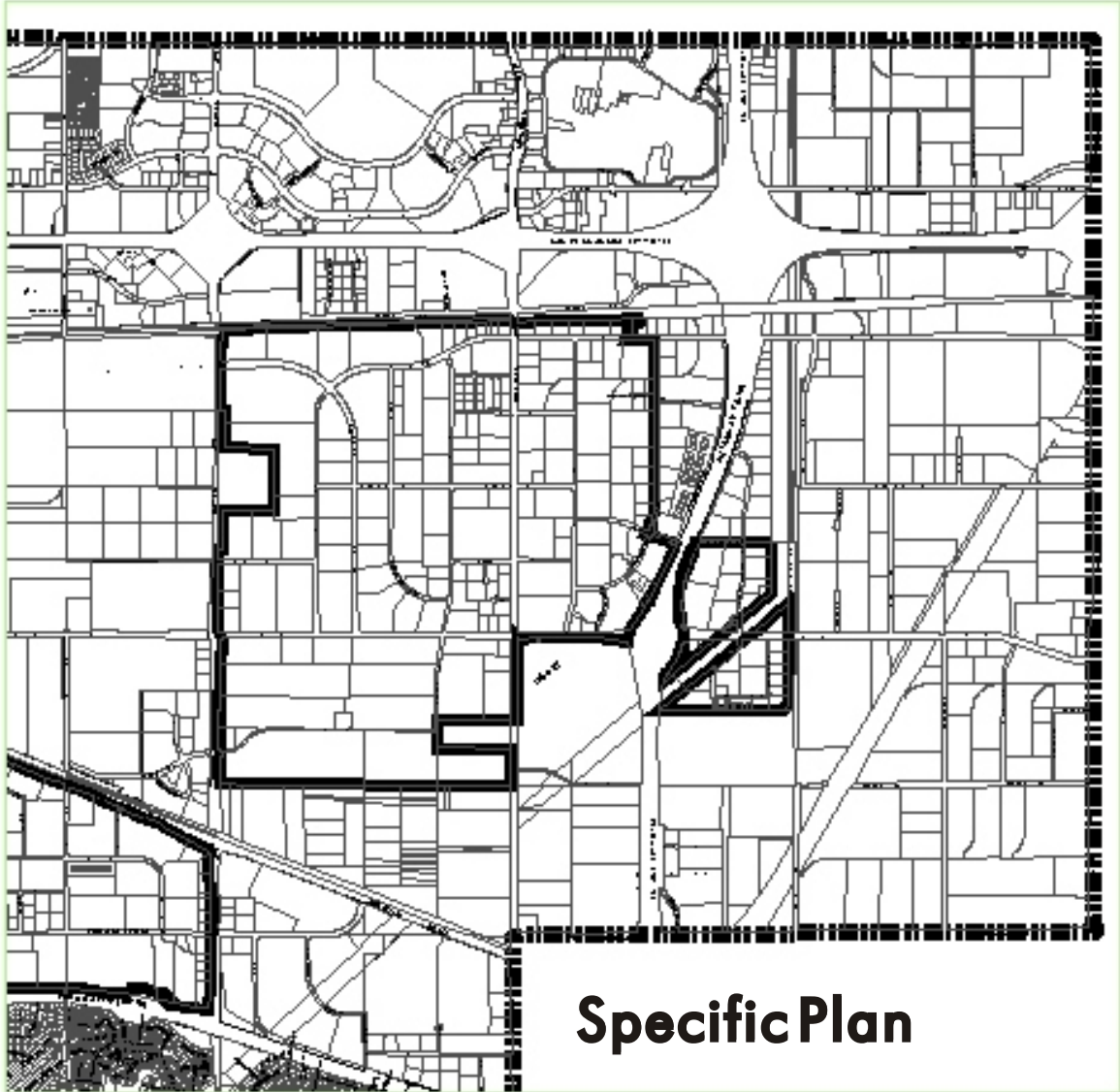
ATTACHMENT A:

**File No. PSPA23-002
Redlined Specific Plan Document**

(Document to follow this page)

CALIFORNIA COMMERCE CENTER

Ontario, California



Specific Plan

ORIGINALLY APPROVED MAY 17, 1983
FILE NO. 2591-SP

AS AMENDED THROUGH
NOVEMBER 21, 2023

CALIFORNIA COMMERCE CENTER

Ontario, California

Specific Plan

ADOPTION

CALIFORNIA COMMERCE CENTER

FILE NUMBER: 2591-SP

City Council Resolution Number: 9778 – *Adopted May 17, 1983*

AMENDMENTS

File No. 2788-SPA

City Council Resolution NO. 9968 – *Adopted May 15, 1984*

File No. 2766-SPA

City Council Resolution No. 9969 – *Adopted May 15, 1984*

File No. 3067-SPA

City Council Resolution No. 10044 – *Adopted October 16, 1984*

File No. 3104-SPA

City Council Resolution No. 10081 – *Adopted December 18, 1984*

File No. 3155-SPA

City Council Resolution No. 85-74 – *Adopted May 21, 1985*

File No. 3272-SPA

City Council Resolution No. 85-154 – *Adopted October 15, 1985*

File No. 3386-SPA

City Council Resolution No. 86-66 – *Adopted May 20, 1986*

File No. 3466-SPA

City Council Resolution No. 86-161 – *Adopted September 16, 1986*

File No. 3616-SPA

City Council Resolution No. 87-182 – *Adopted November 17, 1987*

File No. 3936-SPA

Planning Commission resolution No. 3292 – *Adopted December 27, 1988*
(Minor Amendment, no Council action)

File No. 4103-SPA

City Council Resolution No. 89-188 – *Adopted November 21, 1989*

File No. 4322-SPA

City Council Resolution No. 90-173 – *Adopted August 21, 1990*

File No. 4267-SPA

City Council Resolution No. 90-196 – *Adopted October 16, 1990*

AMENDMENTS

File No. 4390-SPA
City Council Resolution No. 92-129 – *Adopted October 6, 1992*

File No. 4689-SPA
City Council Resolution No. 94-2 – *Adopted January 4, 1994*

File No. 4804-SPA
City Council Resolution No. 95-44 – *Adopted May 16, 1995*

File No. 4834-SPA
City Council Resolution No. 95-93 – *Adopted August 15, 1995*

File No. 4928-SPA
No City Council Resolution (PC denied/appeal 4995 – A approved)
Adopted November 19, 1996

File No. 4958-SPA
No City Council Resolution (PC denied/appeal 4996 – A approved)
Adopted November 19, 1996

File No. 5007-SPA
City Council Resolution NO. 96-115 – *Adopted December 3, 1996*

File No. 5041-SPA
City Council Resolution No. 97-012 – *Adopted March 18, 1997*

File No. 5036-SPA
City Council Resolution No. 97-021 – *Adopted April 15, 1997*

File No. 5073-SPA
City Council Resolution 97-51 – *Adopted July 1, 1997*

File No. 98-001-SPA
City Council Resolution No. 98-108 – *Adopted August 18, 1998*

File No. PSPA02-003
City Council Resolution No. 2002-074 – *Adopted July 16, 2002*

File No PSPA05-004
City Council Resolution No. 2006-067 – *Adopted August 15, 2006*

File No. PSPA06-006
City Council Resolution No. 2007-054 – *Adopted May 1, 2007*

AMENDMENTS

File No. PSPA18-002

City Council Resolution No. 2018-098 – *Adopted June 19, 2018*

File No. PSPA18-005

City Council Resolution No. 2018-126 – *Adopted August 21, 2018*

File No. **PSPA20-003**

City Council Resolution No. 2021-132 – *Adopted July 20, 2021*

File No. **PSPA21-007**

Zoning Administrator Decision No. ZA21-028 – *Adopted December 14, 2021*

File No. PSPA22-006

City Council Resolution No. R2023-152 - *Adopted November 21, 2023*

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**CALIFORNIA
COMMERCE
CENTER**

AT ONTARIO

I. INTRODUCTION

I. INTRODUCTION

A. PURPOSE OF SPECIFIC PLAN

The purpose for filing this Specific Plan document is to insure an integrated, well planned, high quality environment for the development of industrial, office, and service commercial uses. This document fulfills the Specific Plan requirements of the City of Ontario Municipal Code and of the State of California relating to the adoption and implementation of Specific Plans.

B. AUTHORITY

The Specific Plan for the California Commerce Center has been prepared in accordance with the California Government Code Section 65450 et.al. and applicable ordinances of the City of Ontario, and will constitute the zoning for the project site. Land use standards and regulations contained within this document shall govern all areas within the project. A legal description of the project boundaries is included in the Appendix of this report.

C. DEFINITIONS

For purposes of clarity, the following words, terms, and phrases have been defined as they are used in this document. All other definitions shall be per the Ontario Municipal Code. Terms not defined in the Municipal Code shall have the meaning ascribed to them in Webster's Collegiate Dictionary.

1. Applicant: person or entity applying for a Site Plan, Subdivision Map or other land use, or development approval submitted pursuant to this Specific Plan .
2. Approving Agent: in order of precedence and succession: (a) California Commerce Center (C.C.C.) as long as it owns any interest in the Property or a portion thereof or thereafter; (b) a Successor to California Commerce Center, which may include (i) any corporation, association or trust controlled by California Commerce Center, or with which C.C.C. has been merged and consolidated, or by which C.C.C. has been acquired, so long as it owns any interest in the Property or a portion thereof; or (ii) any Successor Owner of the interest of C.C.C. in the Property or a portion thereof, provided any such successor has been designated by C.C.C. the status as "Approving Agent" with the exclusive right to approve plans and grant variances as hereinafter set forth or thereafter; (c) the Property Owners' Association, provide C.C.C. or C.C.C.'s Successor has granted to such Association the status as "Approving Agent" with the exclusive right to approve plans and grant variances as hereinafter set forth. C.C.C. covenants that such a designation will be made by C.C.C. or by C.C.C.'s Successor before C.C.C. or C.C.C.'s Successor ceases to own any interest in the Property if a written request for such designation is received from the Owners' Association. Any designation of a new "Approving Agent" shall be effected by a signed, acknowledged and recorded Certificate to such effect.

3. Arterial: a through road or street constructed as part of the California Commerce Center's project, which has the minimum design characteristics established herein and which conforms to the City of Ontario's standards.
4. City: shall refer to the City of Ontario.
5. Food Park: two or more restaurant establishments grouped together around an amenity with shared, clustered parking.
6. Hometels: time share hotels offering extended rental periods.
7. Local Industrial Streets: local streets serving internal circulation needs of the project.
8. Low-Rise Buildings: buildings one to two stories in height.
9. Mid-Rise Buildings: buildings three to eight stories in height.
10. Permitted: without the requirement of further discretionary permits, but subject to all other applicable regulations.
11. Project: shall refer to the California Commerce Center.
12. Project Site: shall refer to the area within the designated legal boundaries of the California Commerce Center.
13. Project Sponsor: shall refer to California Commerce Center.
14. Service Commercial: retail establishments that cater primarily to the needs of employees and tenants, with direct sales to the public of personal and professional services.
15. Chino Basin Municipal Water District (CBMWD): Agency name has now changed to Inland Empire Utilities Agency (IEUA).

**CALIFORNIA
COMMERCE
CENTER**

AT ONTARIO

II. PLANNING CONCEPTS

II. PLANNING CONCEPTS

A. GOALS AND OBJECTIVES

The California Commerce Center is a 1400± acre master planned, highly controlled, heavily landscaped complex that will accommodate the needs of a full range of industrial/office and commercial users. The Specific Plan provides site specific development standards and criteria within which detailed phased development can occur.

Specifically, the plan is designed to achieve the following objectives:

1. create a high quality, landscaped setting within which industrial/office and related retail facilities can locate;
2. establish design and development standards that will insure a high quality, integrated development that will endure over time;
3. provide a land use and phasing program that will allow development to occur in an orderly, integrated manner, and yet will have the flexibility to respond to changes in market demand;
4. respond to the growing pressures of industrial/office expansion in the Ontario region;
5. provide an expanding industrial economic base for the City of Ontario;
6. provide employment opportunities for those people seeking to relocate to the Ontario area because of the availability and affordability of housing, and for those living in the Ontario area and commuting to outlying employment centers;
7. create a landscape and streetscape that will enhance the aesthetic and visual quality of the area;
8. provide a planned infrastructure, utility, and service program that can meet the expanding needs of the project as they evolve, in an efficient and cost effective manner;
9. utilize landscape buffers to minimize disturbance from the adjacent airport, contiguous railroad lines, and nearby freeways.

B. VISUAL IMAGE

The visual image that will be created by the California Commerce Center will be one of a high quality, heavily landscaped, integrated industrial/office park. A landscape theme and hierarchy will be established that will lend identity and coherence to the project area. Uniform lighting and a graphic system for signage will be integrated into the design and layout of the project. The California Commerce Center will serve as a visual landmark to people entering the area either by air at the Ontario International Airport or by freeways from the east.

C. COMMUNITY AND REGIONAL PERSPECTIVE

Over the past decade the Southern California region has experienced rapid growth. Much of the region's agricultural land has been converted to urban uses for residential and industrial development. The growth trend is continuing, expanding into new geographic areas. As pressures of expansion increase in the Los Angeles/Orange County area, cities in San Bernardino County also experience pressures to grow and expand.

As a response to these pressures and to changes in regional economies, the City of Ontario is making a strong attempt to attract industry into the area, capitalizing on the City's central location in the growing Southern California region. The General Plan outlines a program for growth within the City, while the efforts of both the Redevelopment Agency and the local Chamber of Commerce are being directed to a large extent toward providing a structure within which this growth can occur.

The expansion of the Ontario International Airport is also a response to region-wide growth trends. The expansion will provide needed air carrier, transportation and passenger facilities. The provision of this large local air carrier facility will also stimulate industrial growth. It will stimulate demand for hotels, commercial facilities, and office space, attracting businesses looking to locate in the Southern California region.

The California Commerce Center is an integral part of this program, providing 1400 ± acres of land for industrial, office, and commercial expansion. It will serve as an employment base for a large number of people who are currently relocating to the Ontario area because of the availability of housing. In doing so, the project will aid in reducing regional energy consumption levels by reducing work related travel, and by providing an employment center within close proximity to growing residential areas.

**CALIFORNIA
COMMERCE
CENTER**

AT ONTARIO

III. GENERAL NOTES

III. GENERAL NOTES

1. The City of Ontario will provide water service to the California Commerce Center. The primary source of this water will be groundwater from wells owned and operated by the City Water Department. Four of the City's wells are located on, or near, the project site.

C.C.C. has prepared a Technical Master Plan under separate cover for water service for the Specific Plan area. Section V.D., Component Plans; Infrastructure, of this report, summarizes the elements and conditions of water service.

2. Wastewater will be discharged into ^{the City of Ontario sewer collection system and then into} a regional system provided by the ~~Chino Basin Municipal Water District~~, in a manner approved by the City of Ontario Engineering Department and the ~~Chino Basin Municipal Water District~~. IEUA

C.C.C. has prepared a Technical Master Plan under separate cover for sewer service of the Specific Plan. Section V.D. of this report, summarizes the elements and conditions of sewer service.

3. Drainage of the Specific Plan area will be provided by storm drain systems tributary to both Lower Deer Creek and the Day Creek Channel System. C.C.C. will prepare a Technical Master Plan of drainage and water conservation approved by the City of Ontario and San Bernardino County Flood Control District, prior to any development west of Milliken Avenue. Refer to Section V.D. of this report for the conceptual drainage plan.
4. Solid waste disposal will be handled by the City of Ontario which maintains and operates its own fleet of refuse pick-up trucks. The City will gradually increase its capacity to service the site as the project develops.
5. Telephone service will be provided by General Telephone Company through the installation of new lines to the project site from General Telephone's existing central facilities.
6. Southern California Edison Company will provide electricity to the site via the existing 12 kV lines that form the system's network.
7. Southern California Gas Company will provide natural gas to the site through the distribution lines currently servicing the project area from the south.
8. Fire protection and paramedic services will be handled by the City of Ontario's Fire Stations Nos. 1, 2, 3, 5, and 6, as well as by a new fire station, located off-site. The California Commerce Center designated a 3.8-acre site at Jurupa Street, east of the Ontario Freeway for the construction of this facility (see Exhibit 32, Fire Station).
9. In the event of an aircraft-related incident on-site, the Los Angeles Department of Airports maintains a fire station at the airport to respond to such occurrences. Through a Mutual Aid Agreement, the Ontario Fire Department acts as an auxiliary back-up team when necessary.

10. Police protection will be provided by the Ontario Police Department, with air surveillance provided daily by the Ontario Police Department's helicopter patrol.
11. The City of Ontario will provide street cleaning services for the streets in the California Commerce Center.

California Commerce Center shall provide the City of Ontario with two (2) sweeper transfer stations within the Specific Plan area. The Public Services Director shall determine the location of these transfer stations.

12. Noise impacts from the Ontario International Airport, the Southern Pacific and Union Pacific Railroads, and the Ontario and San Bernardino Freeways will be mitigated where necessary by landscape buffers and the application of architectural acoustical design standards.
13. Grading permits may be issued for individual developments, provided that the grading plan is in basic conformance with the conceptual grading plan approved as part of this Specific Plan. Soil may be stockpiled on, or borrowed from, locations within the total project site. All grading plans shall be reviewed by the West End Resource Conservation District. Prior to the stockpiling or borrowing of any soil in order to grade separate parcels, the developer shall obtain an approval from the City Building Department and the Engineering Department to assure conformance with appropriate codes and provision for proper drainage.
14. Continued use of portions of the project site for existing agricultural purposes shall be permitted.
15. Development standards and criteria contained herein will replace and supplement those of the City of Ontario's Zoning Ordinance, and are intended to insure the goals and objectives of the California Commerce Center's Specific Plan.
16. California Commerce Center's Approving Agent shall have the authority to interpret and approve minor adjustments to the design guidelines and criteria contained herein in order to achieve superior design solutions. Minor adjustments shall be defined as site specific modifications including, but not limited to, granting of reciprocal side yards, location of parking and loading areas, and the substitution of building materials. Such adjustments will also require approval by the City of Ontario Planning Director and Building Official.
17. Any standards or land use proposals not specifically covered by this plan and supplemental text shall be subject to the regulations of the City of Ontario Zoning Ordinance. If any provisions of this document conflict with the regulations of the Ontario Zoning Ordinance, the provisions in this document shall take precedence.
18. A Property Owners' Association shall be formed. This association will maintain all landscaped areas including median landscaping and maintenance, and energy costs of street lighting throughout the Specific Plan area. The Property Owners' Association shall follow maintenance standards as approved by the City of Ontario and California Commerce Center. Those areas to be maintained by an association shall not be dedicated to the City of Ontario in easement or fee title.

19. Amendments or revisions to the Master Plans contained in this document shall not require a revision of the entire Specific Plan document. However, such amendments or revisions shall be subject to the approval of the City of Ontario Planning Commission and City Council and may require review by the Development Advisory Board.
20. Additional rights-of-way will be dedicated to the City for "intersection bubbling" to accommodate added turn lanes as necessary. Intersection bubbling will be determined subsequent to a developer-sponsored traffic study, and in conjunction with a traffic monitoring program approved by the City Engineer. Street and highway rights-of-way and curb widths shown within the Specific Plan may be slightly modified if warranted by a precise traffic lane striping configuration, and approved by the City Engineer. Dedication will be at the time of development of particular parcels adjacent to intersections.
21. Location of all traffic signals shall be based upon a developer-sponsored, City-approved traffic study and traffic monitoring programs. Traffic signals necessitated and resulting from the Specific Plan development will be required in conjunction with construction of the streets and roads of the Specific Plan.
22. The specific requirements for infrastructure improvements shall be determined by the various Technical Master Plans. The various infrastructure necessitated by phase construction will be determined by a phasing infrastructure and circulation plan approved by the City Engineer, through the subdivision process.
23. All exhibits in this document relative to Ontario International Airport runway extensions reflect Noise Abatement Policy No. 13513.
24. California Commerce Center will increase the overdrafting of water from the basin which will require the City of Ontario to purchase additional supplies from the State. The development will also increase sewage discharge and treatment. Approval of the Specific Plan does not guarantee the availability of water or sewer services, including importation and treatment facilities.
25. Bus service, turn outs, and bays within the Specific Plan area will be provided. The specific location and geometrics will be developed pursuant to developer-sponsored, City-approved, traffic study in conjunction with the Traffic Monitoring Program.

**CALIFORNIA
COMMERCE
CENTER**

AT ONTARIO

**IV. SUMMARY OF EXISTING
CONDITIONS**

IV. SUMMARY OF EXISTING CONDITIONS

A. PROJECT LOCATION

1. REGIONAL CONTEXT

The California Commerce Center encompasses approximately 1400 acres of agricultural land in Southern California, and is located in the southwest corner of San Bernardino County within the City of Ontario (see Exhibit 1, State of California, and Exhibit 2, Southern California Regional Map). This area is part of the Chino Basin, formed by the San Bernardino Mountains, the Jurupa Mountains, and the Santa Ana Mountains, separated on the west from the Los Angeles Basin by the San Jose Hills. The project is centrally located, being approximately 40 miles from downtown Los Angeles, 20 miles from downtown San Bernardino, and 30 miles from Orange County. Neighboring cities include Rancho Cucamonga, Upland, Fontana, Chino, and Montclair (see Exhibit 3, Regional Context). Land uses in the region range from former agricultural lands devoted to citrus/grape production and the raising of dairy cattle, to areas of industrial and residential expansion.

2. AREA CONTEXT

The California Commerce Center is located in the eastern portion of the City of Ontario, immediately adjacent to Ontario International Airport. All development proposals shall be consistent with the Ontario International Airport Land Use Compatibility Plan. The site is bounded by the Southern Pacific Railroad mainline to the north, Haven Avenue to the west, the San Bernardino County Sanitary Landfill site along Mission Boulevard to the south, and Day Creek Channel to the east (see Exhibit 4, Area Context, and Exhibit 5, Project Site).

EXHIBIT 1

STATE OF CALIFORNIA



EXHIBIT 2

SOUTHERN CALIFORNIA REGIONAL MAP

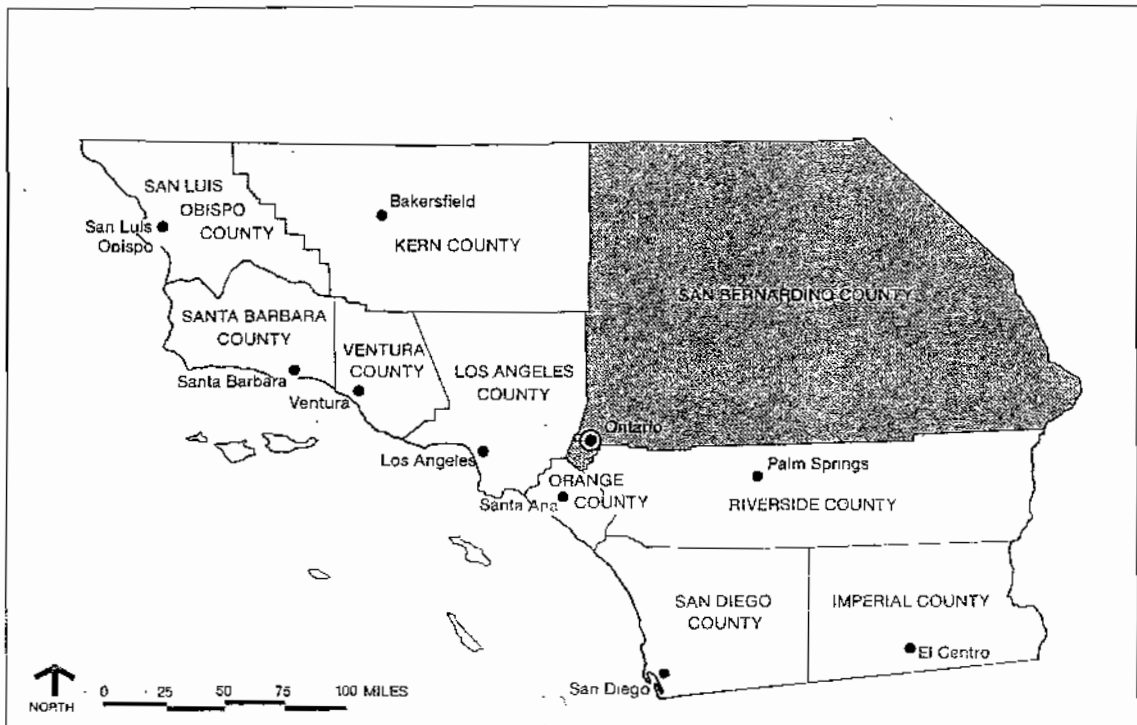


EXHIBIT 3

REGIONAL CONTEXT

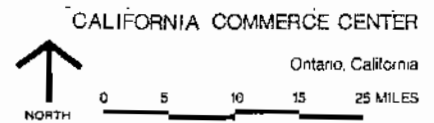
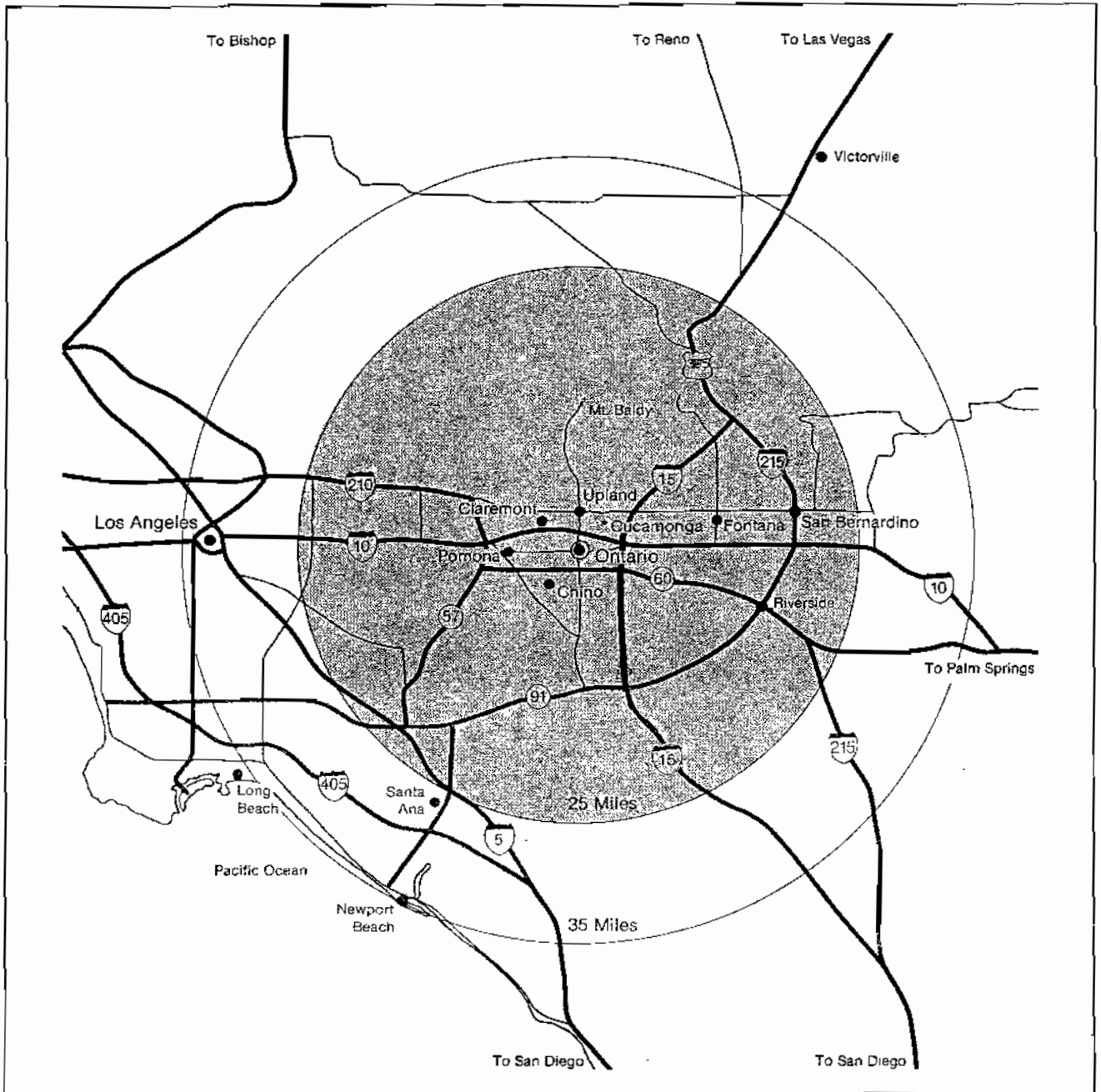


EXHIBIT 4
AREA CONTEXT

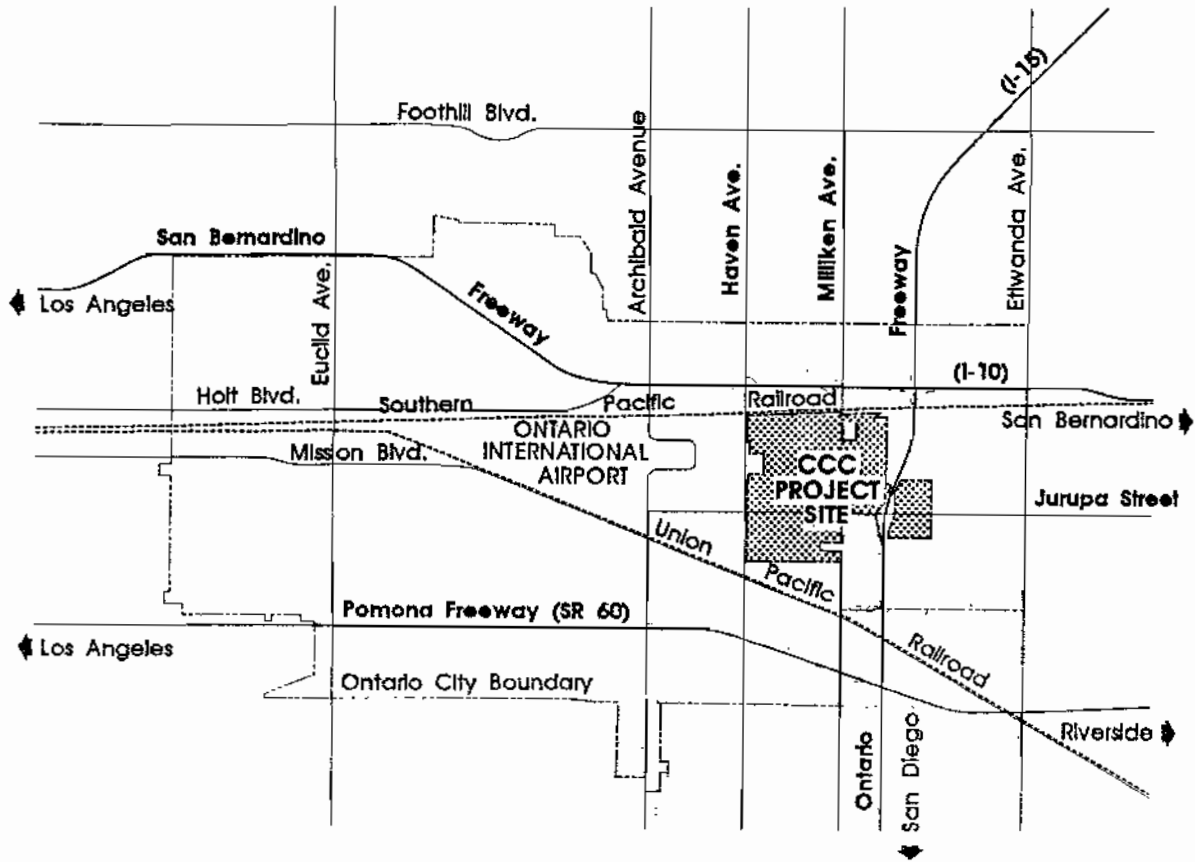
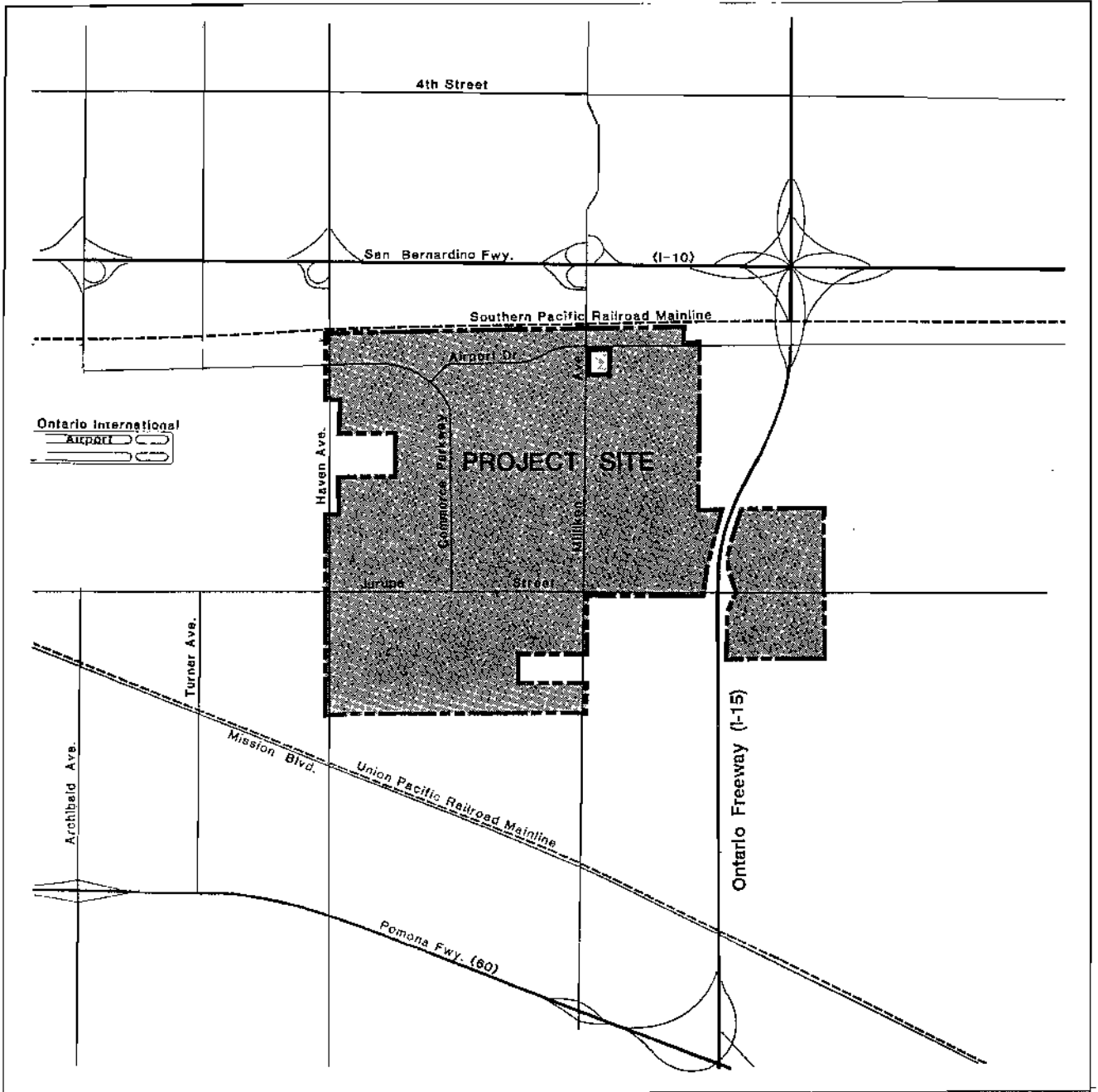


EXHIBIT 5
PROJECT SITE



CALIFORNIA COMMERCE CENTER

Ontario, California



B. SITE CONDITIONS-EXISTING LAND USES

The project site consists primarily of vacant land and abandoned vineyards. Nordstrom, Inc. occupies a fifteen-acre parcel in the southern portion of the site, and Quaker Paint Company owns ten acres in the northern portion. Both of these uses operate primarily as distribution centers. A major utility easement owned by Southern California Edison Company is located southeast of the site, with transmission lines traversing the eastern section of the project area (see Exhibit 6, Existing Land Uses).

C. EXISTING CIRCULATION

1. REGIONAL CIRCULATION

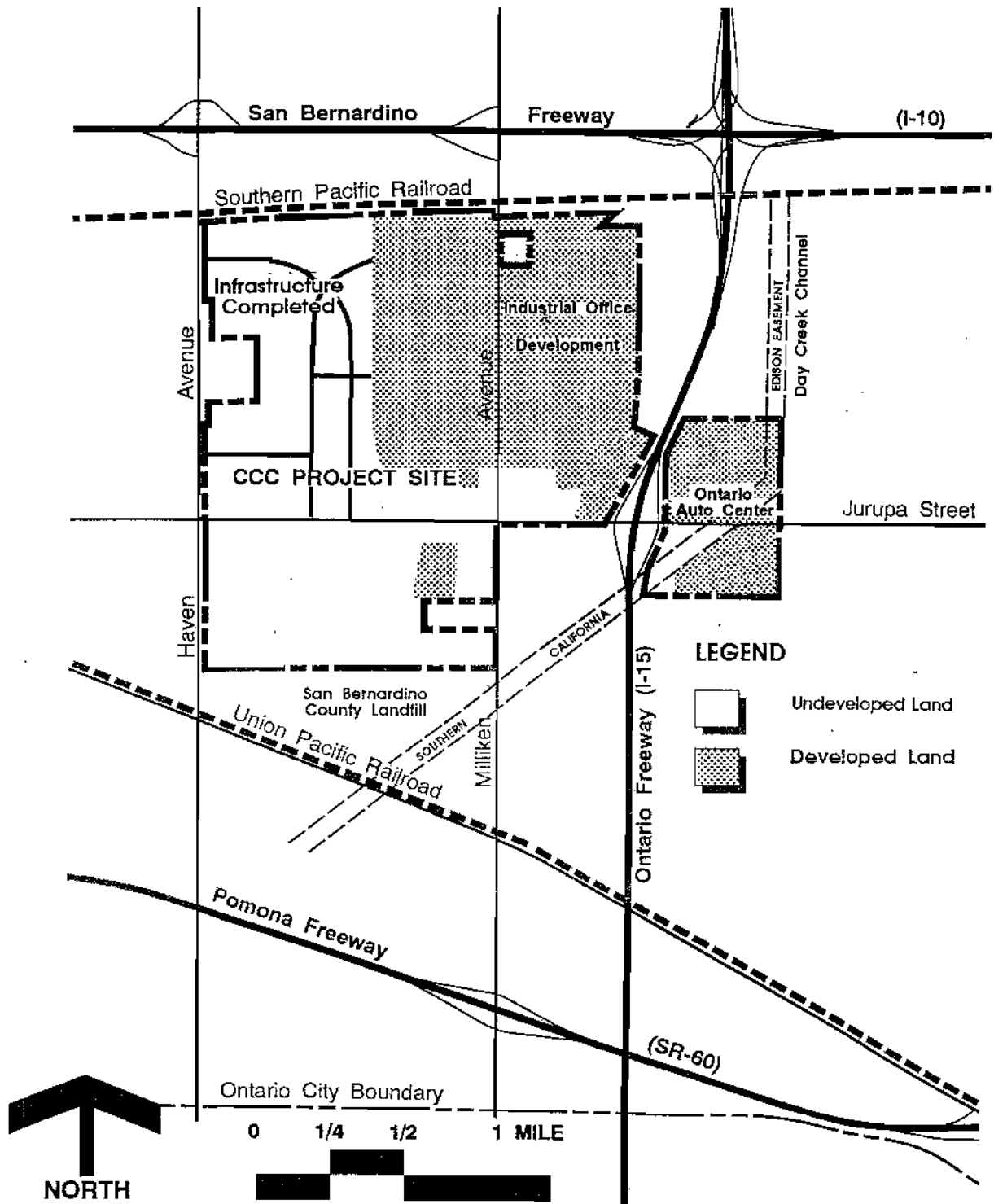
The project site has excellent regional accessibility, located within close proximity to the San Bernardino Freeway (I-10), the Ontario Freeway (I-15), and the Pomona Freeway (SR 60). The San Bernardino Freeway provides a major route to Los Angeles on the west and San Bernardino to the east. The Ontario Freeway provides north-south regional circulation. In addition, the site is serviced by two major railroads, the Southern Pacific and the Union Pacific (see Exhibit 7, Regional Circulation).

2. LOCAL CIRCULATION

Existing local circulation includes services of discontinuous north-south and east-west streets. North-south access to the site is provided by Milliken Avenue, a two-lane highway with interchanges at both the San Bernardino and Pomona Freeways. In the east-west direction, Airport Drive traverses the project site near its northern boundary. Jurupa Street will provide a connection from the Ontario Freeway to Haven Avenue. Haven Avenue, at the western boundary of the site, is discontinuous, terminating at rail lines at both the north and south boundaries of the site (see Exhibit 8, Local Circulation). In addition, the City of Ontario's Master Plan of Streets and Highways is provided for reference (see Exhibit 8A, City of Ontario, Master Plan of Streets and Highways).

EXHIBIT 6

EXISTING LAND USES



REGIONAL CIRCULATION

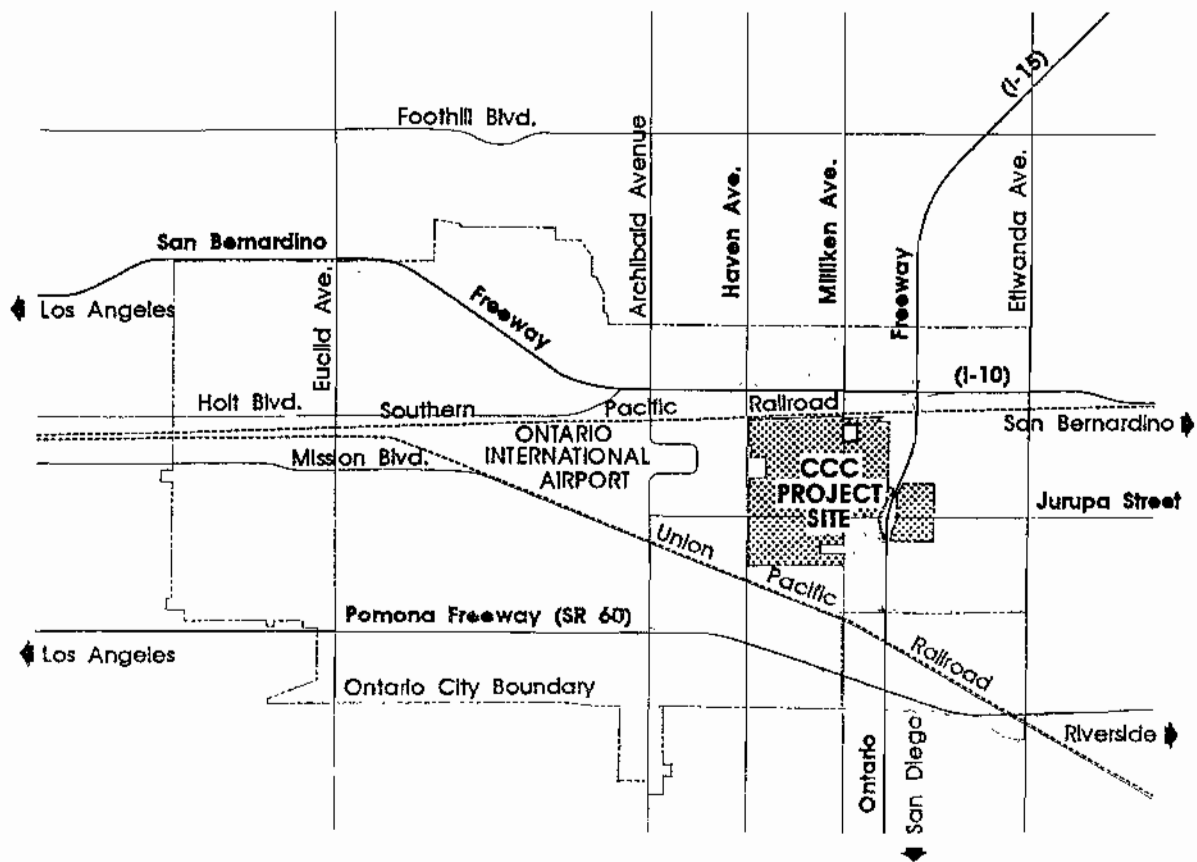
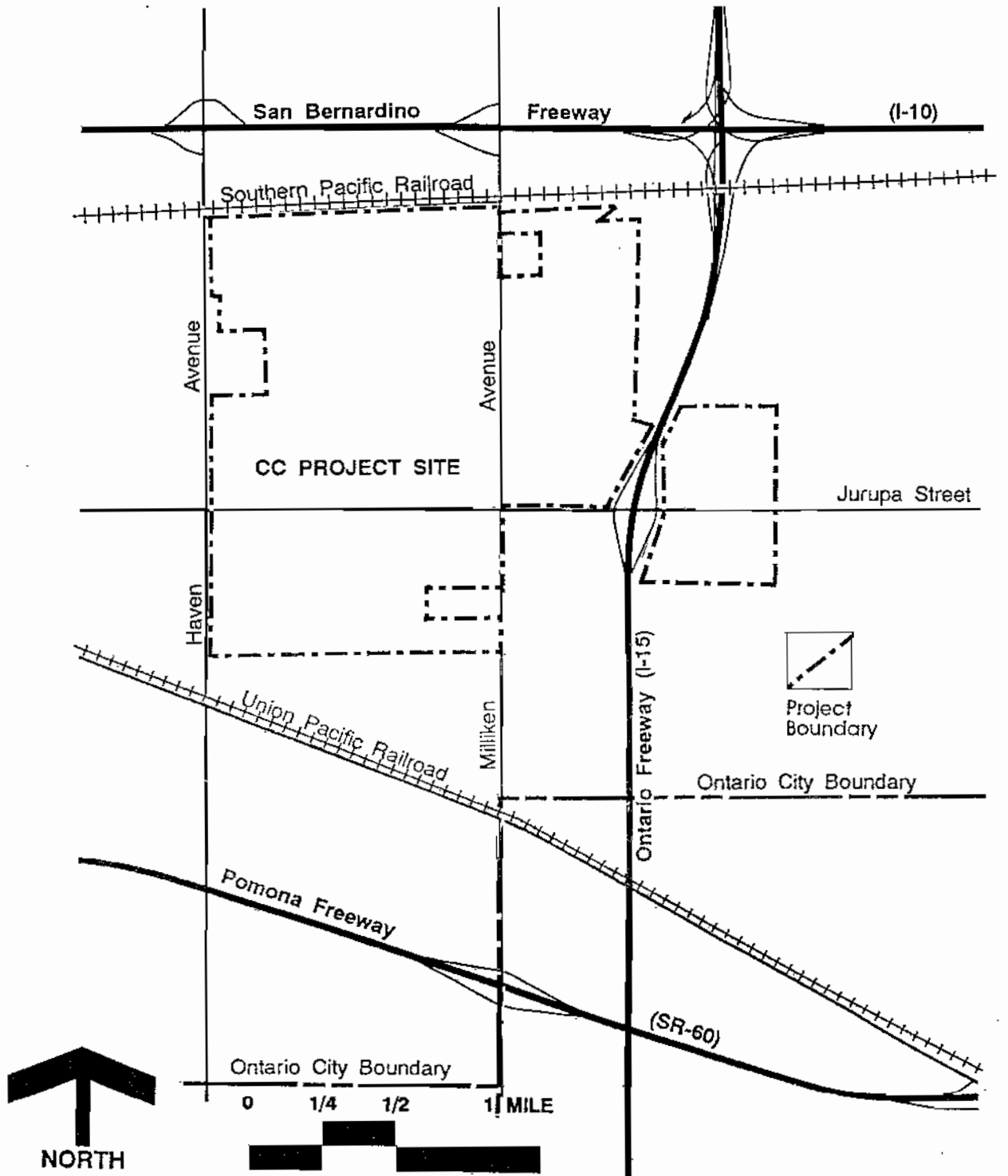
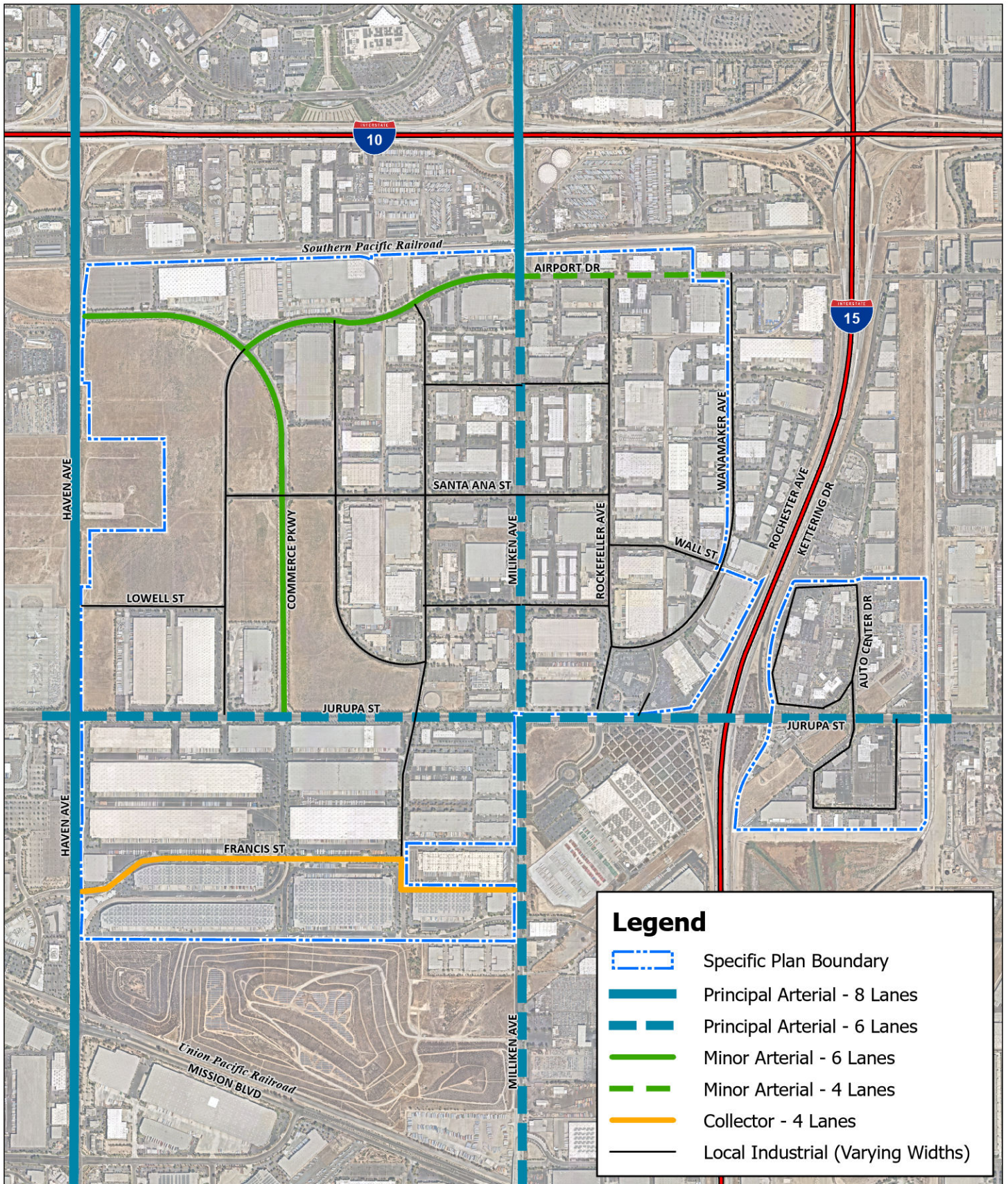


EXHIBIT 8

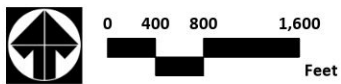
LOCAL CIRCULATION





Source(s): Esri, Nearmap Imagery (September 2022), The City of Ontario (05-2022)

Exhibit 8A



Master Plan of Streets and Highways

D. EXISTING PHYSICAL CONDITIONS

1. TOPOGRAPHY

The site is basically flat, sloping slightly to the south at an average grade of one to two percent. Elevations on-site range from approximately 980 to 870 feet (see Exhibit 9, Topography (U.S.G.S., 1981)).

2. GEOLOGY AND SOILS

Major soils of the project site have been classified as part of the Delhi Association, with minor soils being of the Tujunga series.

3. CLIMATE

The climate in the area is dominated by the region's Pacific high pressure system, and is characterized by hot, dry summers and mild winters.

4. SEISMICITY

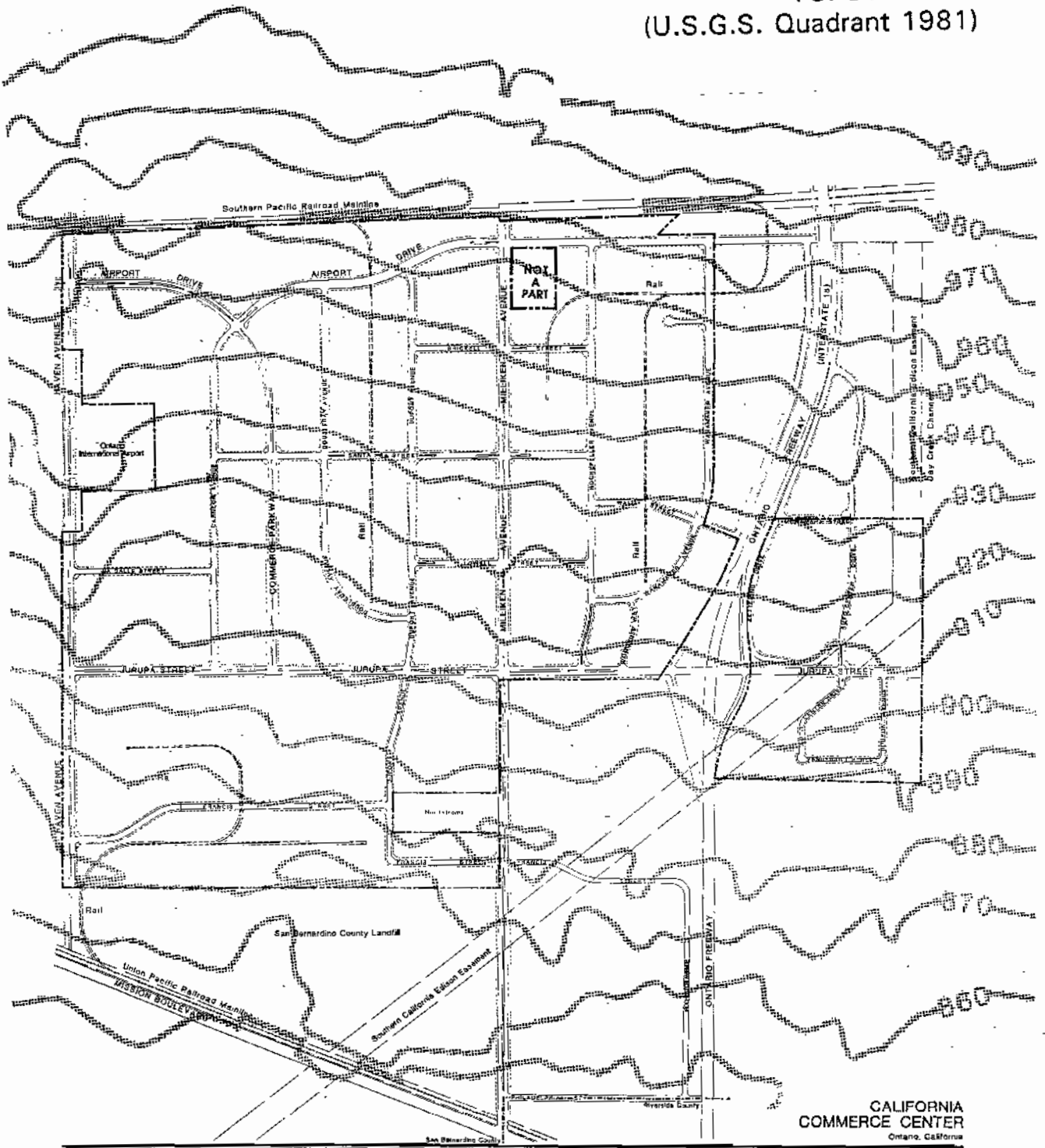
No geologic faults are known to occur in, or to cross, the immediate boundaries of the project; however, the area is subject to earth shaking as a result of known active faults in the region. Cucamonga, Red Hill, San Jose, Indian Hill, and Chino-Elsinore are potentially active faults within a ten- to fifteen-mile radius of the site. San Jacinto and San Andreas Faults are historically active faults located approximately twenty-five miles northwest of the area (see Exhibit 10, Seismic Faults).

5. HYDROLOGY

The project site was subject to infrequent flood hazards. A portion of the site, 119.5 acres, was identified as a flood hazard area by the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program, dated December 2, 1980. With the completion of the Lower Deer Creek Channel system, the City of Ontario has applied to FEMA to revise the Flood Insurance Rate Map for this area. Major storm flooding problems within the project site are reduced by the site's location south of the San Bernardino Freeway and the Southern Pacific Railroad mainline. Both of these structures are constructed at a slightly higher elevation than the surrounding area and, therefore, serve as barriers to northerly flood flows. The completion of the upper reaches of Lower Deer Creek Channel in 1987 has reduced flood hazards to the project site from those shown on the current flood insurance rate map (see Exhibit 11, Flood Boundary (Flood Insurance Rate Map, 1980)).

EXHIBIT 9

TOPOGRAPHY
(U.S.G.S. Quadrant 1981)



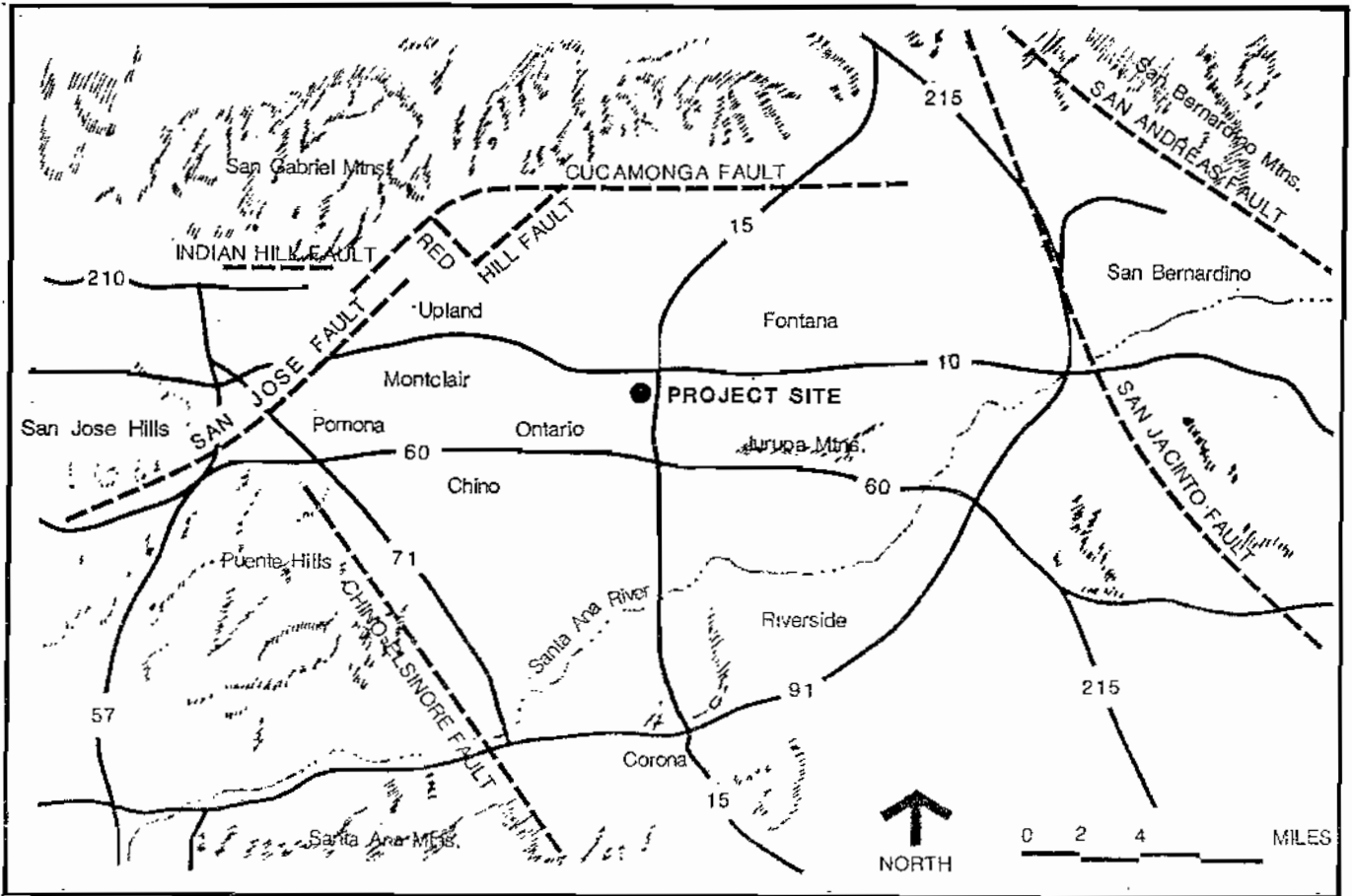
SOURCE:
Quast 7.5 Minute Quadrangle, revised 1981
United States Geological Survey.



CALIFORNIA
COMMERCE CENTER
Ontario, California

EXHIBIT 10

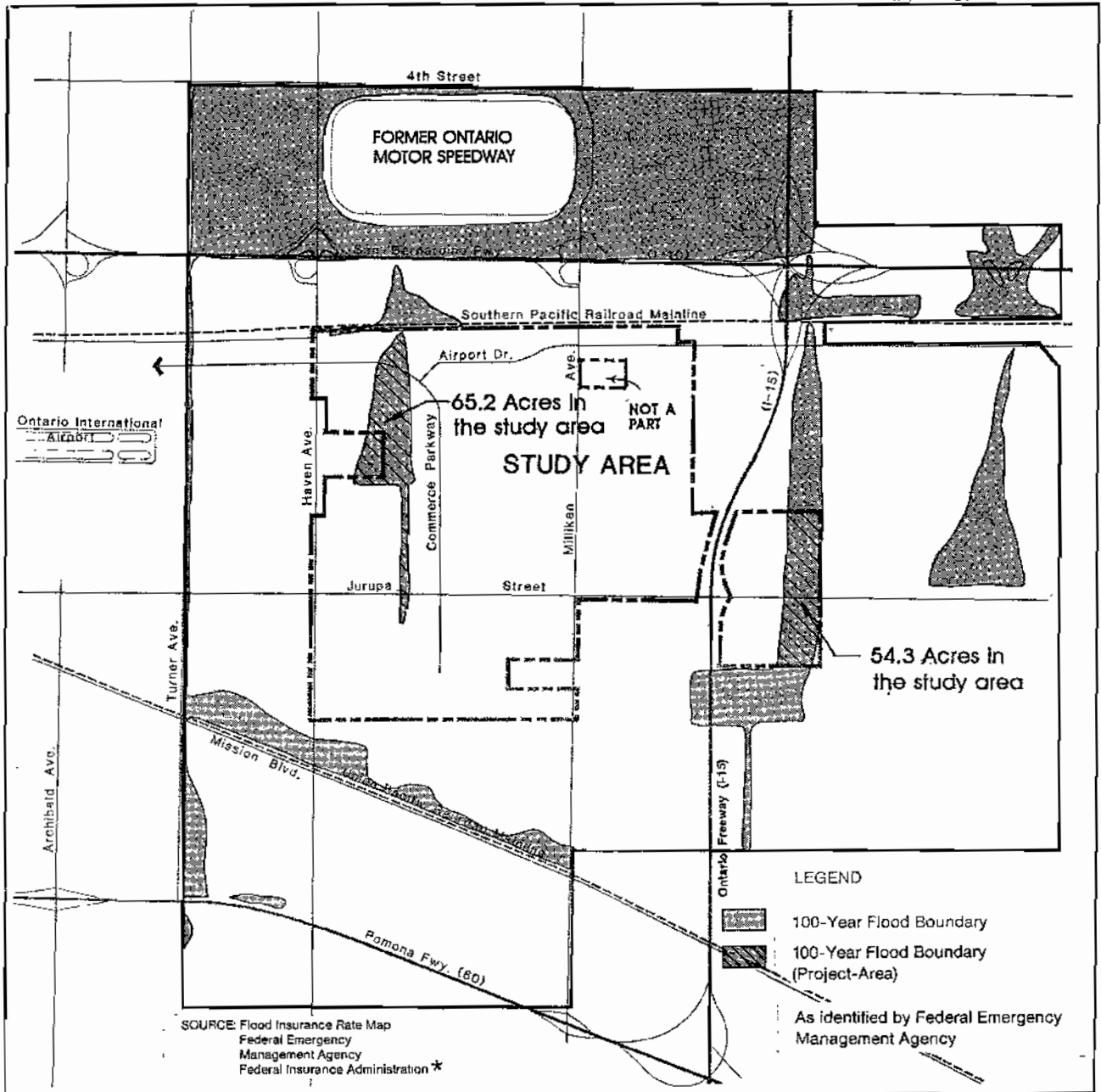
SEISMIC FAULTS



Source: Ontario Industrial Center EIR No. 80-3

EXHIBIT 11

FLOOD BOUNDARY
(Flood Insurance Rate Map, 1980)

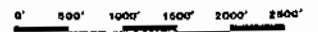


*Since the map was prepared by FEMA, storm drain improvements have been made to alleviate the 100-year flood condition. A letter, dated March 1, 1991, is on file with the City Engineering Department which identifies the status of the 100-year flood condition affecting the project site. For detailed storm drain improvements see Exhibit 26.

CALIFORNIA COMMERCE CENTER



Ontario, California



The Army Corps of Engineers has master planned the Specific Plan area to drain into Cucamonga Creek at the confluence with Lower Deer Creek. Cucamonga Creek was constructed to receive these flows, and there are no capacity limitations in Cucamonga Creek which would prevent the 100-year flows from discharging at the confluence. C.C.C. has prepared a Comprehensive Master Plan for drainage and water conservation of the Specific Plan area, and other tributary areas within the watershed of Lower Deer Creek. This Master Plan includes hydrology, sizing of facilities, developing cost estimates, and identification of property ownership within the watershed boundaries. This Master Plan has been approved by the Corps of Engineers, San Bernardino County Flood Control District, and the City of Ontario.

C.C.C. shall be responsible for constructing the Master Planned facilities as follows:

- (1) Within the Specific Plan area.
- (2) From the Specific Plan area to the point of connection at Lower Deer Creek, including right-of-way acquisition.
- (3) Lower Deer Creek and any retention/water conservation facilities will be developed pursuant to the following criteria as approved by the City Engineer:
 - (a) Drainage flows to Lower Deer Creek should be retained/restricted, not to exceed the functional 100-year capacity of the existing "improved" channel facilities of Lower Deer Creek.
 - (b) Lower Deer Creek should be improved to prevent continued erosion, siltation, and potential flood damage to downstream properties.

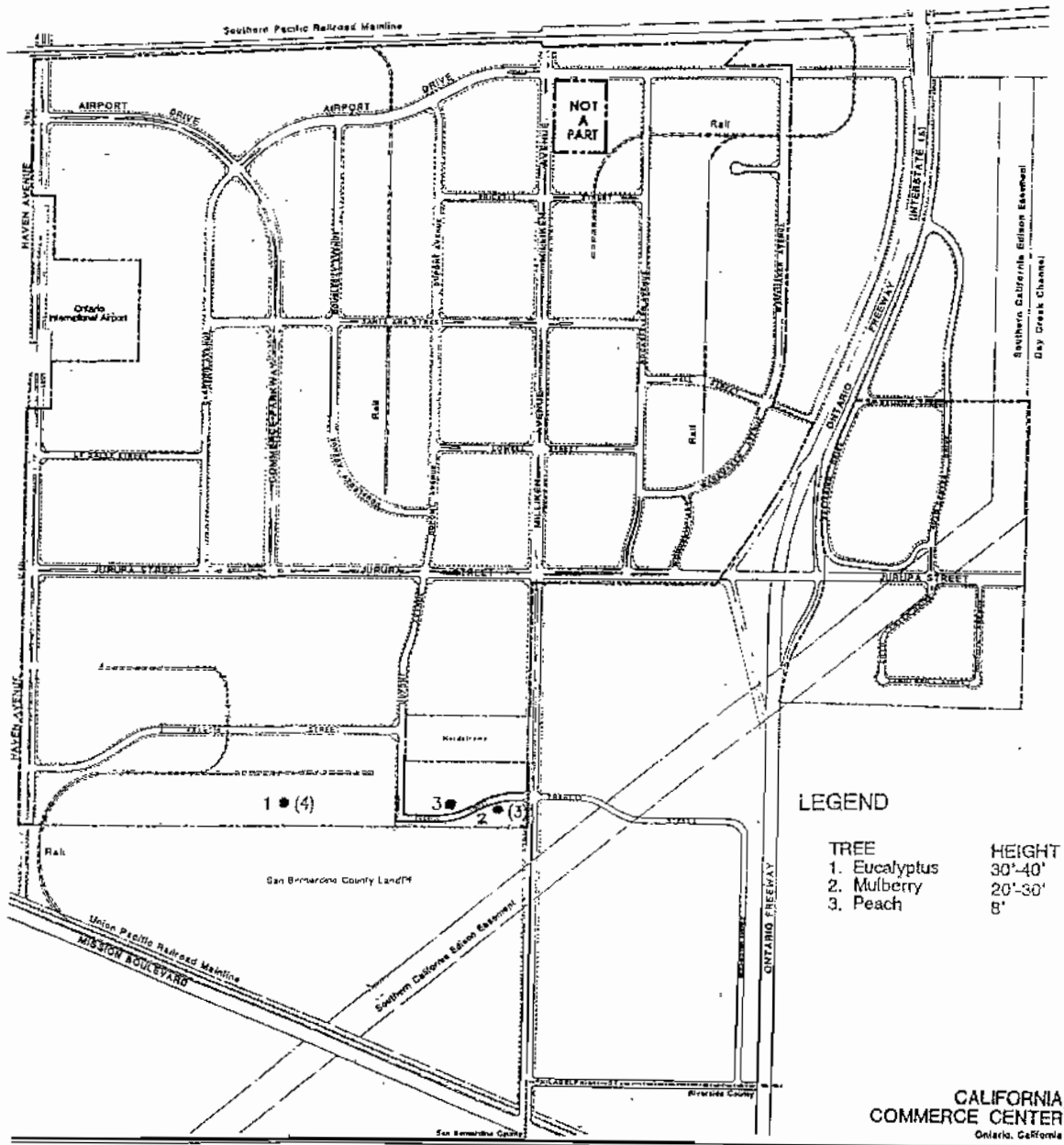
6. VEGETATION

The project site consist primarily of vacant land and old vineyards. Most of the area's native vegetation has since long been modified or displaced by the introduction of agriculture (see Exhibit 11A, Existing Vegetation in Undeveloped Project Areas, Trees Over 6' in Height).

Refer to the Draft Environmental Impact Report No. 81-4 prepared for this project for a detailed description of topography, geology and soils, climate, seismicity, hydrology, and vegetation.

EXHIBIT 11A

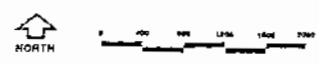
EXISTING VEGETATION IN UNDEVELOPED PROJECT AREAS (Trees Over 6' in Height)



LEGEND

TREE	HEIGHT
1. Eucalyptus	30'-40'
2. Mulberry	20'-30'
3. Peach	8'

CALIFORNIA COMMERCE CENTER
Ontario, California



E. EXISTING UTILITIES

1. SOLID WASTE DISPOSAL

The City of Ontario provides solid waste disposal service throughout the city, as well as to the project site. Six refuse trucks currently service the City's industrial areas, and ten trucks service commercial areas.

2. WATER

Groundwater is the source of eighty-five percent of the City of Ontario's water. The wells within the City limits are owned by the City of Ontario and draw from the Chino Basin. Four wells are located near the California Commerce Center site. Currently the developed portion of this site has a water distribution network. Existing waterlines are twelve, sixteen, and eighteen inches, as identified in Exhibit 12, Water Lines Existing Condition. C.C.C. has prepared a Master Plan for water service which relates service demand and system capabilities. Any facilities which may need to be constructed, shall be done by C.C.C. on a phase basis, as approved by the City Engineer.

3. GAS

The Southern California Gas Company provides natural gas service to the area. The existing natural gas distribution system consists of two high pressure distribution lines located in Airport Drive and Milliken Avenue, connecting up to a line at Jurupa Street, and then to a transmission line at Riverside Drive, south of the project area (see Exhibit 13, Southern California Gas Existing Condition).

4. ELECTRICITY

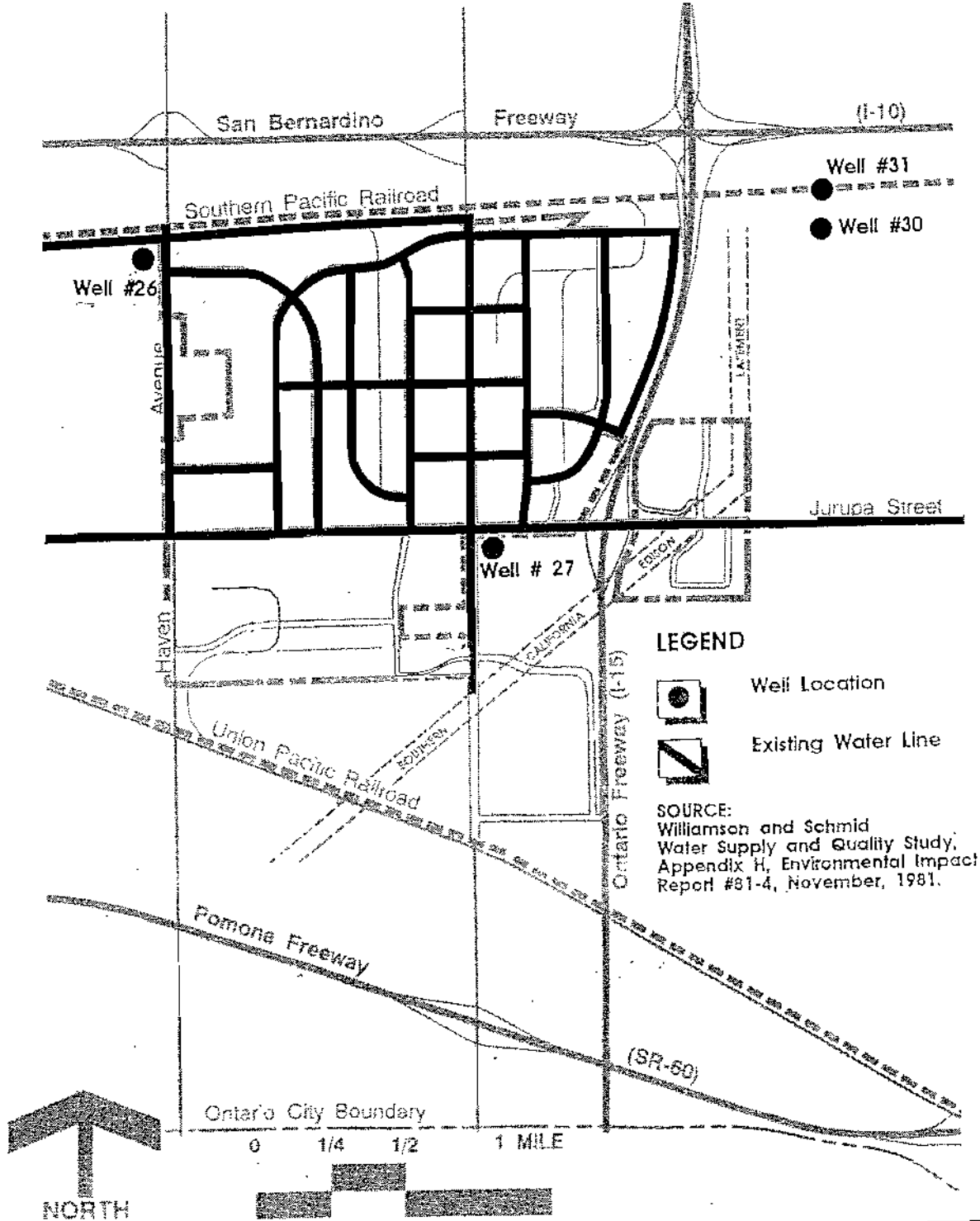
Electricity in the project area is provided by Southern California Edison, with existing distribution lines in Airport Drive and a major feeder in Milliken Avenue. This distribution is connected to a substation northwest of the site at Sixth Street and Archibald Avenue (see Exhibit 14, Southern California Edison Existing Condition).

5. TELEPHONE



Telephone service in the project area is provided by General Telephone Company, with cables located in Airport Drive between Haven and Milliken Avenues. A major feeder system is located along Milliken Avenue; it will be served from a new central facility south of the project (see Exhibit 15, General Telephone Company Existing Condition).

EXHIBIT 12

WATER LINES
EXISTING CONDITION



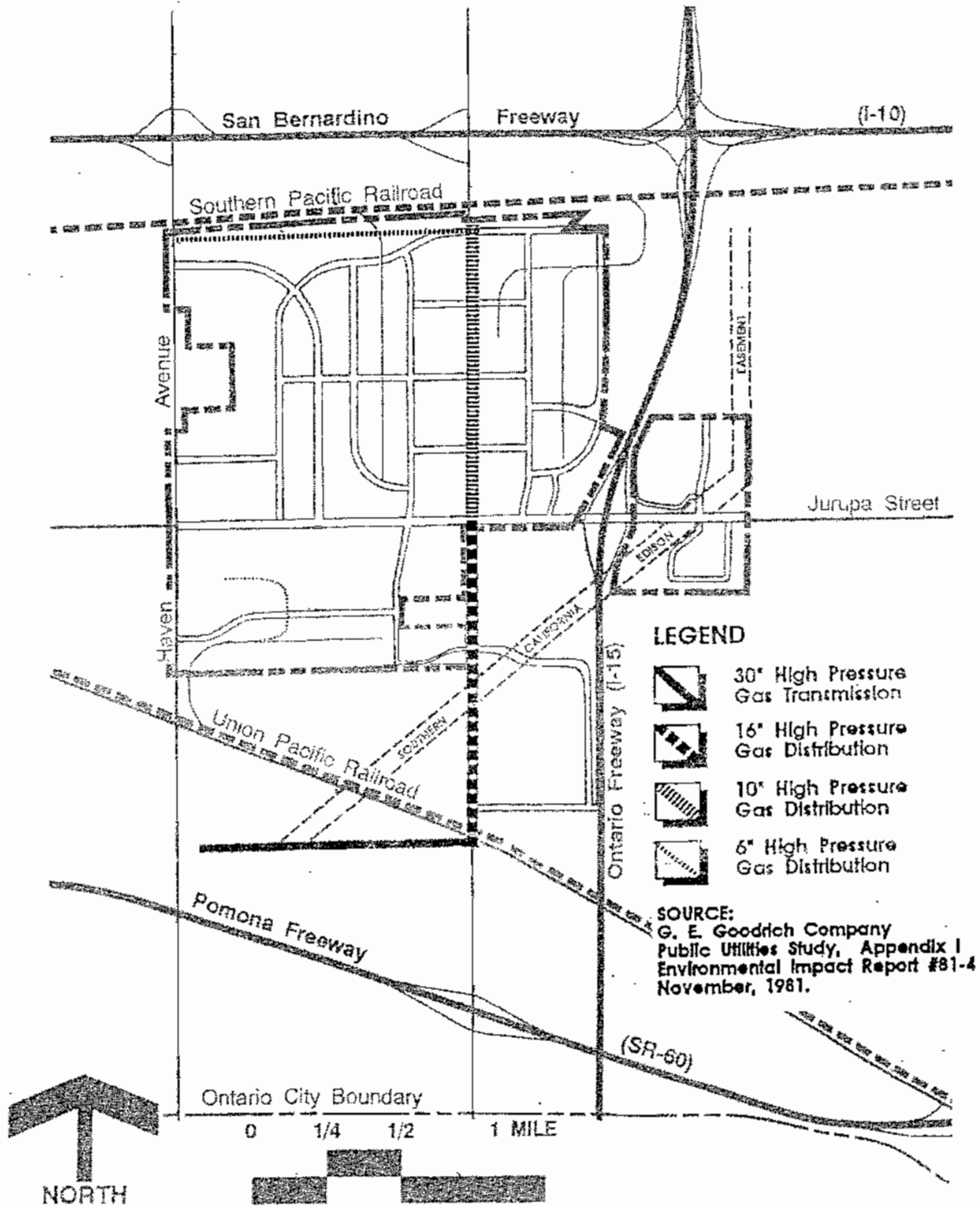
LEGEND

-  Well Location
-  Existing Water Line

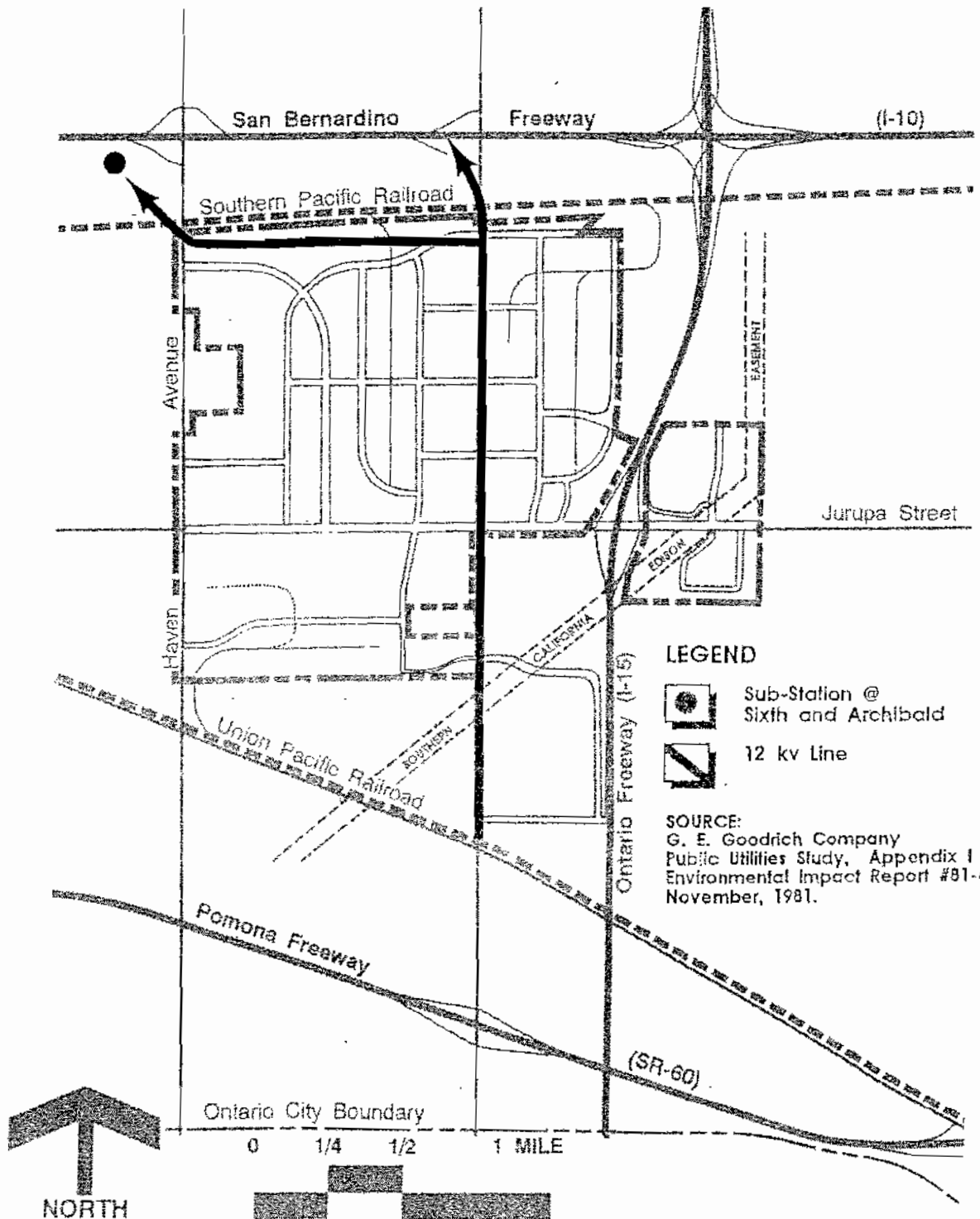
SOURCE:
Williamson and Schmid
Water Supply and Quality Study,
Appendix H, Environmental Impact
Report #81-4, November, 1981.

EXHIBIT 13



SOUTHERN CALIFORNIA GAS
EXISTING CONDITION



SOUTHERN CALIFORNIA EDISON
EXISTING CONDITION



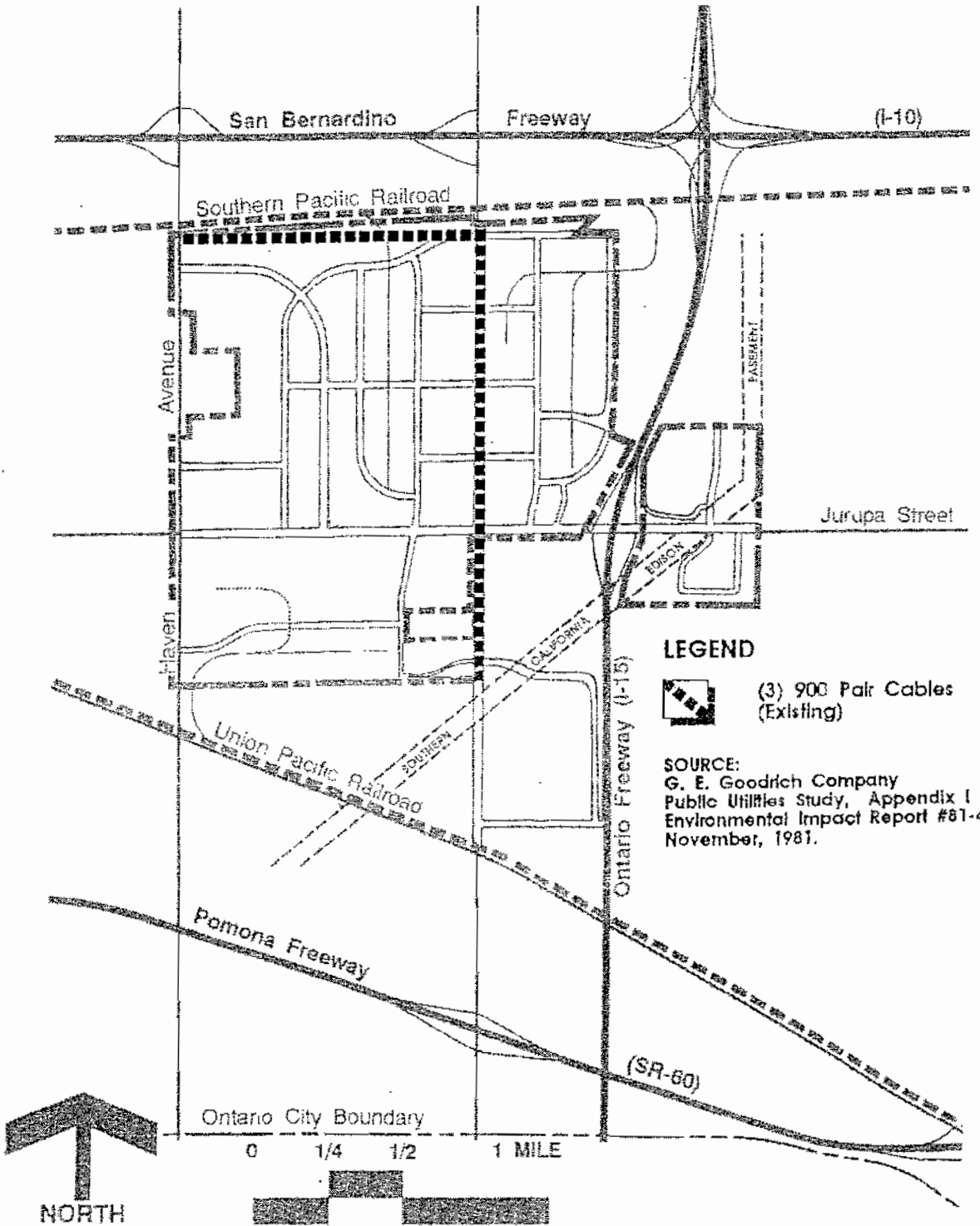
LEGEND

-  Sub-Station @ Sixth and Archibald
-  12 kv Line

SOURCE:
G. E. Goodrich Company
Public Utilities Study, Appendix I
Environmental Impact Report #81-4
November, 1981.

EXHIBIT 15

GENERAL TELEPHONE COMPANY
EXISTING CONDITION



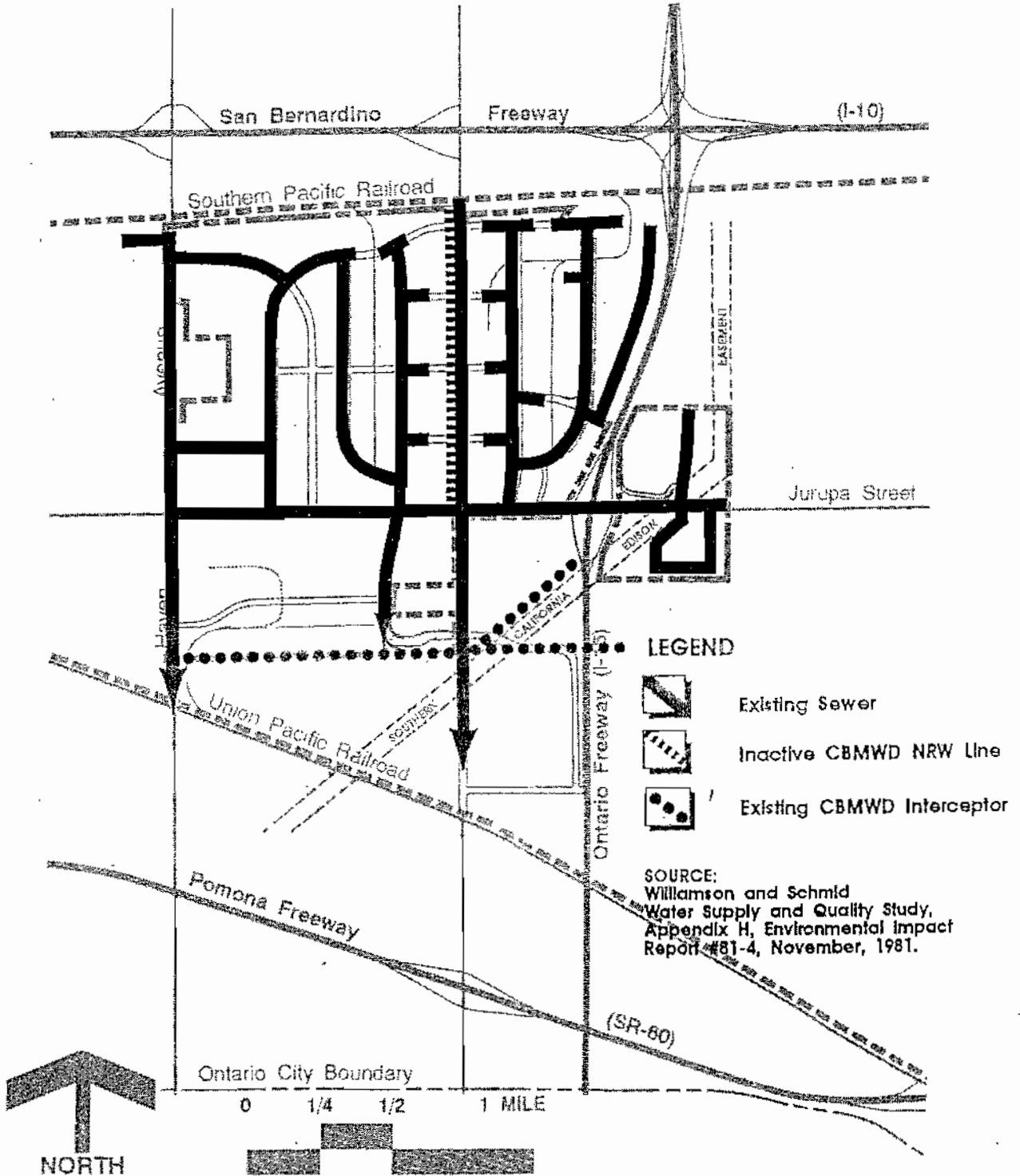
6. WASTEWATER

Existing City sewer lines are located in Milliken Avenue, Haven Avenue and the developed portions of California Commerce Center. There is also an existing CBMWD sewer line in the future alignment of Haven Avenue. This line collects flow from north of the San Bernardino Freeway and carries it to Regional Plant No. 1 (see Exhibit 16, Sewer Existing Condition).

The proposed sewer system is conceptual, and is proposed to utilize the future Fontana Interceptor at various points of connection. These possible connection points are subject to capacity limitations of the proposed Fontana Interceptor, the existing Cucamonga Interceptor, and the existing Regional Plant No. 1. All connections shall be approved by the Chino Basin Municipal Water District. C.C.C. shall pay for all permit and connection fees, as well as oversizing and capacity fees required by CBMWD. The overall sewer system development shall be constructed pursuant to the Comprehensive Sewer Master Plan for the Specific Plan area and tributary areas. All sewer facilities necessary to serve the Specific Plan areas will be provided by C.C.C. The City of Ontario will assist C.C.C. in obtaining requested connections; however, the City of Ontario cannot guarantee approval for connection, or that capacity will be available.

EXHIBIT 16

SEWER
EXISTING CONDITION



SOURCE:
Williamson and Schmid
Water Supply and Quality Study,
Appendix H, Environmental Impact
Report #81-4, November, 1981.

Redlines by the
Landscape Planning
Division 11/14/16

Carolyn Bell

NOTE: This chapter includes revised landscape standards indicated via redlines, which generally span page V-42 through V-93.

**CALIFORNIA
COMMERCE
CENTER**

AT ONTARIO

V. COMPONENT PLANS

V. COMPONENT PLANS

A. LAND USE CONCEPT

The land uses proposed for the California Commerce Center are Rail Industrial, Light Industrial, Office, Commercial/Food/Hotel, and Miscellaneous Services. Such designations are intended to respond to a wide range of demands for land uses, while offering a variety of development and employment opportunities, all within an integrated setting.

The Land Use Plan has been designed to allow for future flexibility in determining specific land uses and their intensity, so that as market demands changes over time, the project can respond to those changes. The land use plan presented at this time includes ~~596.9~~ acres of light industrial, ~~417.7~~ acres of rail industrial, 146.8 acres of commercial/food/hotel, and 60.1 acres of office use. However, if demand increases for more office spaces and less industrial space, during the period of project construction, the plan has the flexibility to allow for this.

592.84 421.76

A major amendment to this Specific Plan would be required as outlined in Section IX.B., Amendment Process Major Amendments, of this document.

The circulation patterns, utility systems, and overall design of the plan can, through project phasing, meet these changes in demand. This is an important concept in a region that is experiencing rapid growth (see Exhibit 17, Land Use Plan. Note that illustrative streets and landscaping designations are shown in Exhibit 34-A-K, Conceptual Landscape Plan).

1. RAIL INDUSTRIAL USES

Rail Industrial uses will be those uses directly serviced by rail lines. These uses will be located at the periphery of the site on parcels closest to the mainlines of the Southern Pacific and Union Pacific Railroad, and are expected to occupy approximately ~~417.7~~ acres, or ~~29.5%~~ of the project site. Building heights will be primarily one story. 421.76

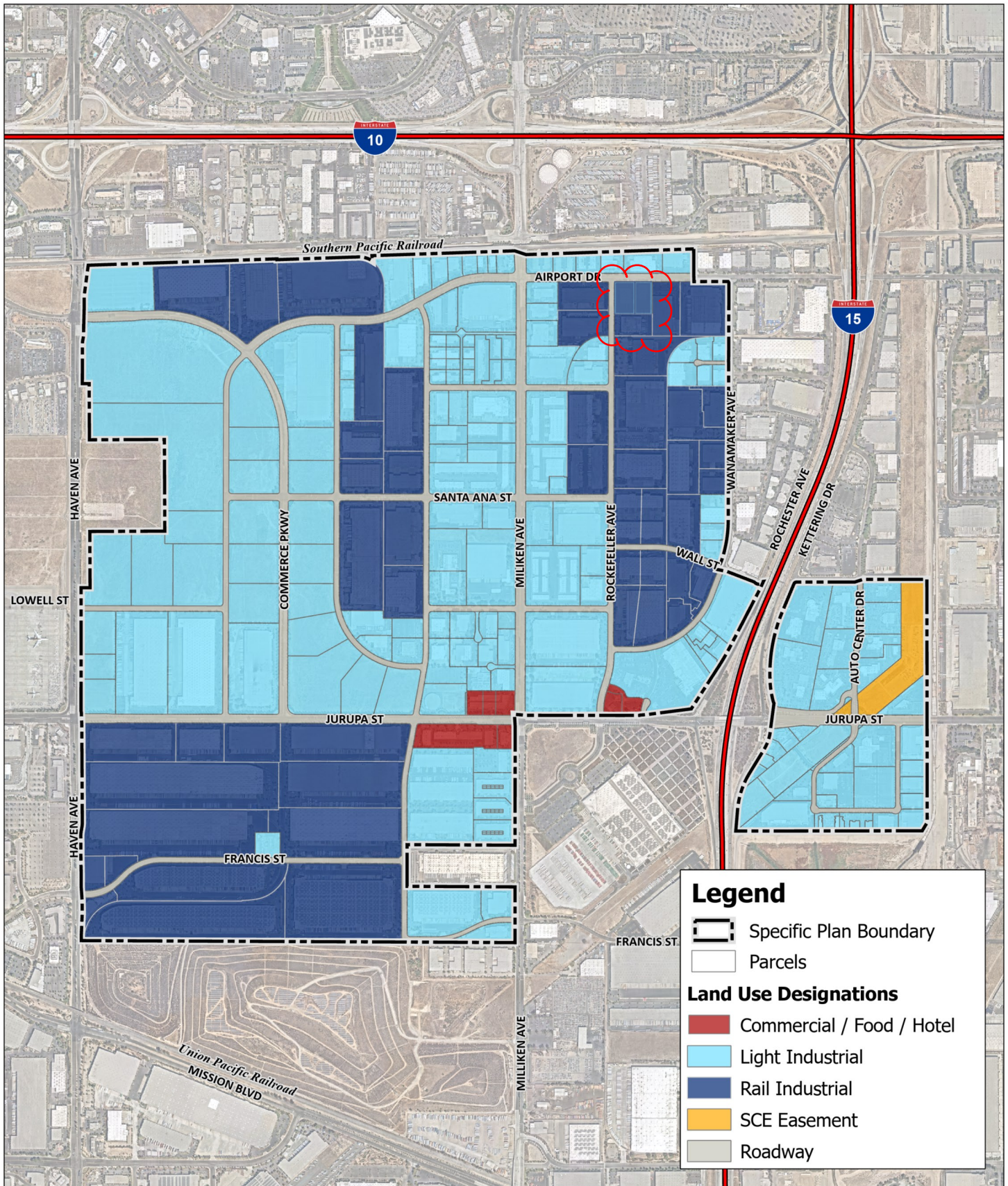
30.4%

2. LIGHT INDUSTRIAL USES

The Industrial category will include industrial buildings together with administrative business offices associated with permitted uses. Industrial development will consist primarily of corporate manufacturing, research and development, multi-tenant industrial, and corporate terminals with air-related facilities. The buildings will be predominantly single story.

The Industrial category will occupy approximately ~~596.9~~ acres, or ~~42.2%~~ of the project site.

592.84 42.7%



Legend

- Specific Plan Boundary
- Parcels

Land Use Designations

- Commercial / Food / Hotel
- Light Industrial
- Rail Industrial
- SCE Easement
- Roadway

Source(s): Esri, Nearmap Imagery (September 2022)

Exhibit 17



Land Use Plan

3. OFFICE USES

The Office Development category will include corporate and general offices. Buildings will be of multiple stories ranging from low-rise garden office (one to two stories) in clustered landscaped settings, to more urban, or mid-rise office buildings (three to eight stories).

The Office category will occupy approximately 60.1 acres, or 4% of the project site.

The design guidelines developed for the California Commerce Center will insure compatibility between the light industrial and office uses.

4. COMMERCIAL/FOOD/HOTEL

This category will include 146.8 acres, or 10% of the project site, of retail-related services such as food parks, retail facilities, and a hotel complex. The food parks and retail facilities will be located at various points within the project area, and are intended primarily to serve local employees. Food parks will be located within walking distance of many of the industrial/office uses to reduce mid-day automobile travel. Food parks will be landscaped, and may offer open space areas or courtyards to provide a pleasant setting.

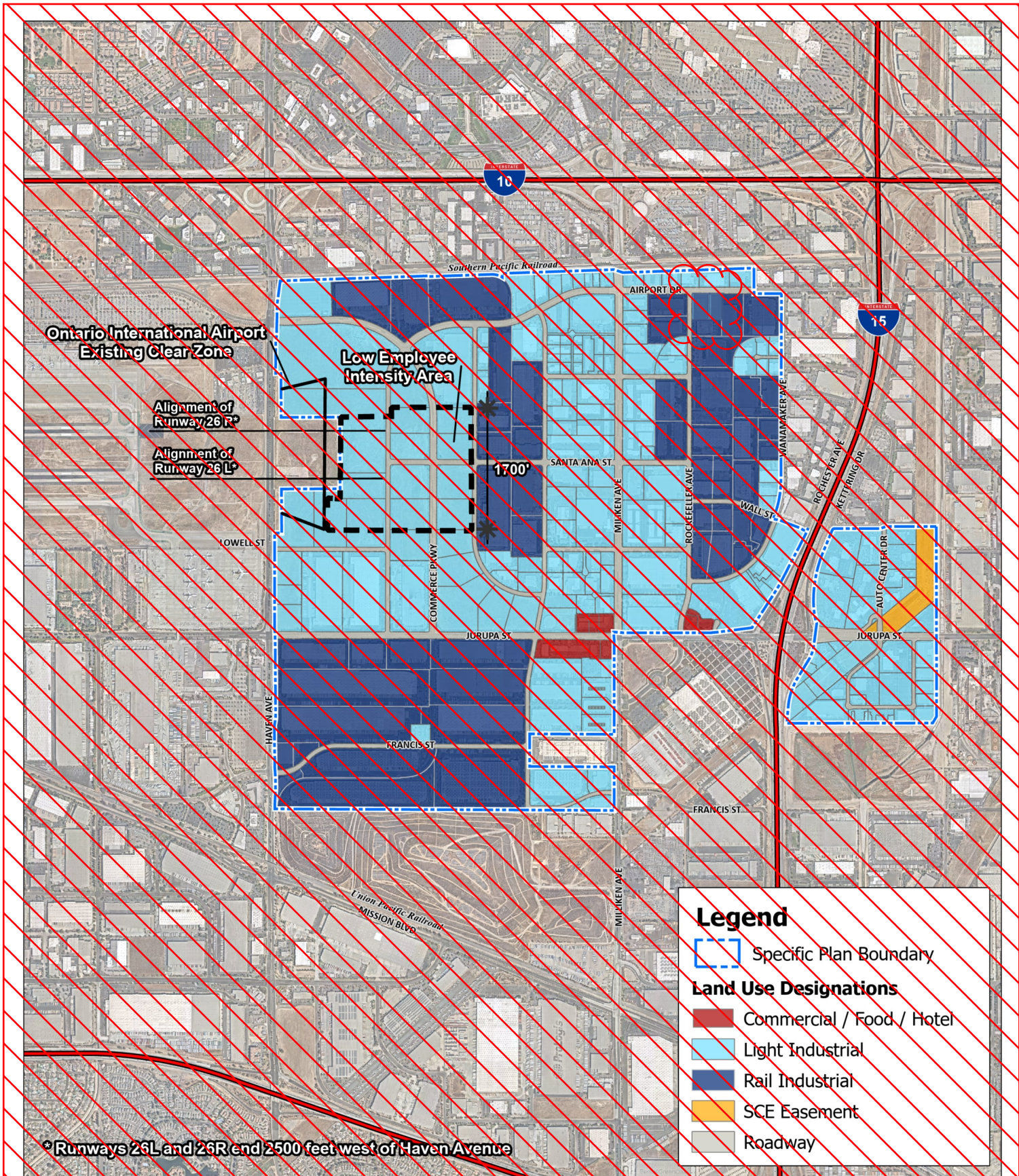
The hotel complex will be located near the Ontario Airport and is intended to service air travelers. The complex will be urban in character, multi-story, with retail and office uses on the ground floor and in adjacent buildings.

5. AIRPORT RELATED ALTERNATIVE

This category relates to the 167.4 acres, or 12% of the project site, located east of Haven Avenue, north of Jurupa Street, south of Airport Drive, and west of Commerce Parkway. This area has potential taxiway access to Ontario International Airport. Uses in this area may include aircraft manufacturing, service, storage, air cargo, airline food service, executive air terminals, general aviation facilities, and other related uses. The proposed streets and taxiways shown on Exhibit 17A, Airport Related Alternative Land Use Plan, are conceptual. More refined configurations will be developed with specific uses are identified.

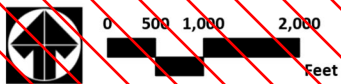
If this alternative is implemented, development standards will be prepared during the "minor revision process", based on a more specific development design, and prior to submittal of a specific development plan.

All development proposals shall be consistent with the Ontario International Airport Land Use Compatibility Plan. Refer to the Ontario International Airport Land Use Compatibility Plan for additional criteria and policies that may limit the restriction of allowable land uses, allowable FAR, overall site design and building/structure heights.



Source(s): Esri, Nearmap Imagery (September 2022), California Commerce Center Specific Plan (Oct 1992)

Exhibit 17A



Airport Related Alternative Proposed Land Use Plan

B. PHASING

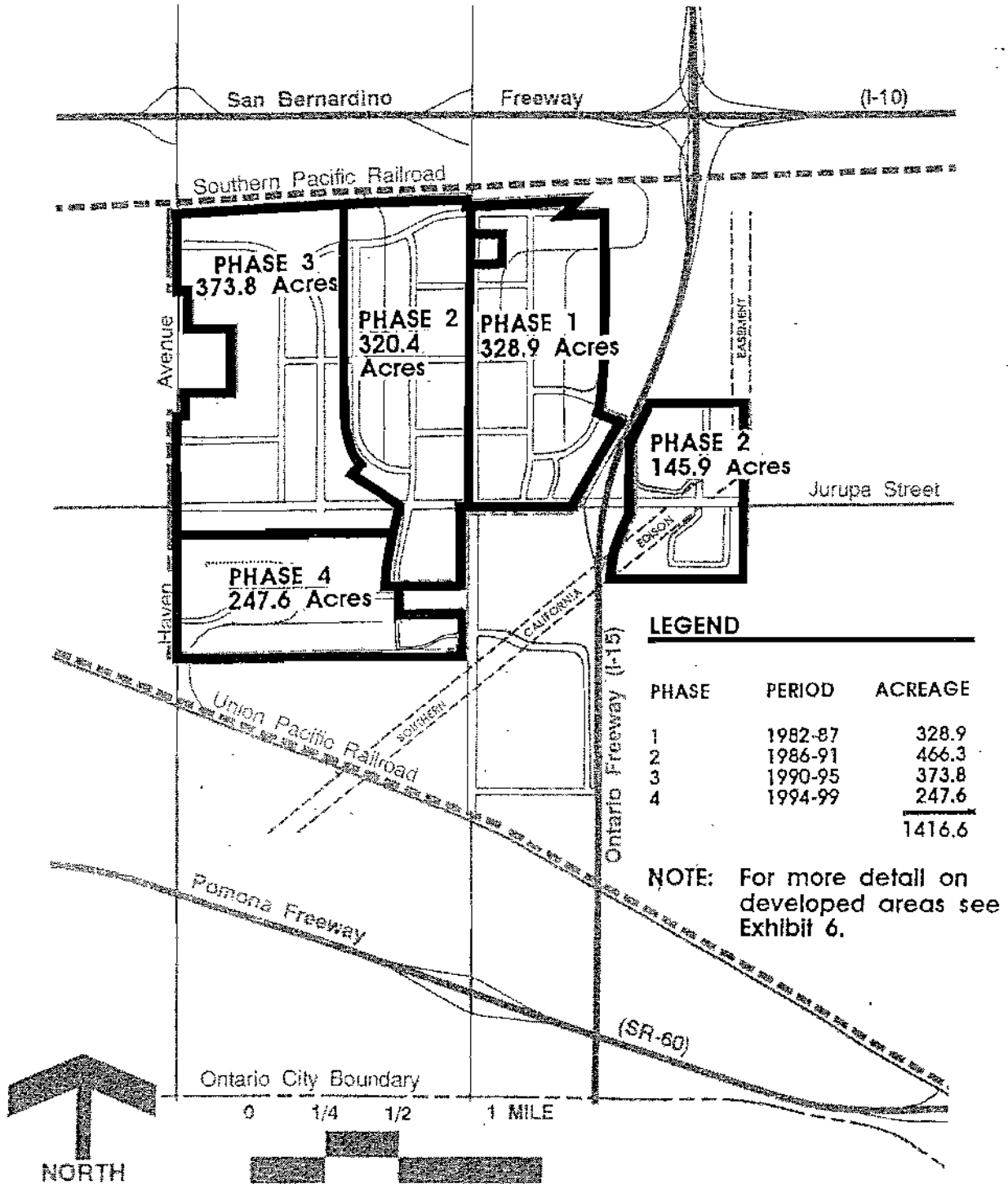
Development of the California Commerce Center project will proceed over an estimated seventeen year timeframe. Four preliminary phases have been outlined for construction of the project, the first phase being the area east of Milliken Avenue. Table 1 summarizes the approximate acreage and square footage of land uses to be developed. Approximately 248 to 466 net acres will be developed during each of these phases. The phasing of streets and utilities will generally correspond to this, preceding actual construction in each phase (see Exhibit 18, Phasing Plan). A consolidated infrastructure phasing plan shall be submitted to the City of Ontario for approval prior to construction of any phase of development. This phasing plan shall incorporate all items which may be necessary to service the phase under consideration, and shall consider circulation of roads, water, sewer, storm drain systems, utilities, etc.

The phases presented for both land development and the construction of utilities and roads will continue to be refined as development proceeds.

Any minor revisions to these phasing plans will require only the approval of the Development Advisory Board, as outlined in Section IX.A. of this document, Amendment Process, Minor Revisions.

EXHIBIT 18

PHASING PLAN



C. CIRCULATION AND ACCESS

The circulation system for the site forms a classic east-west/north-south grid between Haven Avenue and the Ontario Freeway (Interstate 15). These alignments reflect the basic street pattern already established elsewhere in the City (see Exhibit 19, Proposed Internal Circulation).

The efficient street pattern features two key east-west routes, Airport Drive (north) and Jurupa Street (south-central), and a major north-south route, Commerce Parkway (paralleled further east by Milliken Avenue). Commerce Parkway meets Jurupa at a four-way intersection, and Milliken meets Jurupa at a major standard 4-way intersection.

The Rail Industrial area south of Jurupa is accessible from Haven Avenue, Commerce Parkway, Dupont Avenue and Peachtree Street. The future auto center east of the Ontario Freeway is also reached from Jurupa Street.

The super-imposition of this grid system on Commerce Parkway maximizes points of ingress and egress within the project. Based on traffic studies and projections done for the preparation of the Environmental Impact Report for this project, the proposed circulation network appears to be well-oriented toward serving future traffic demands in the area (see Exhibit 20, Daily Trip Generation by Project Site Sub-Area).

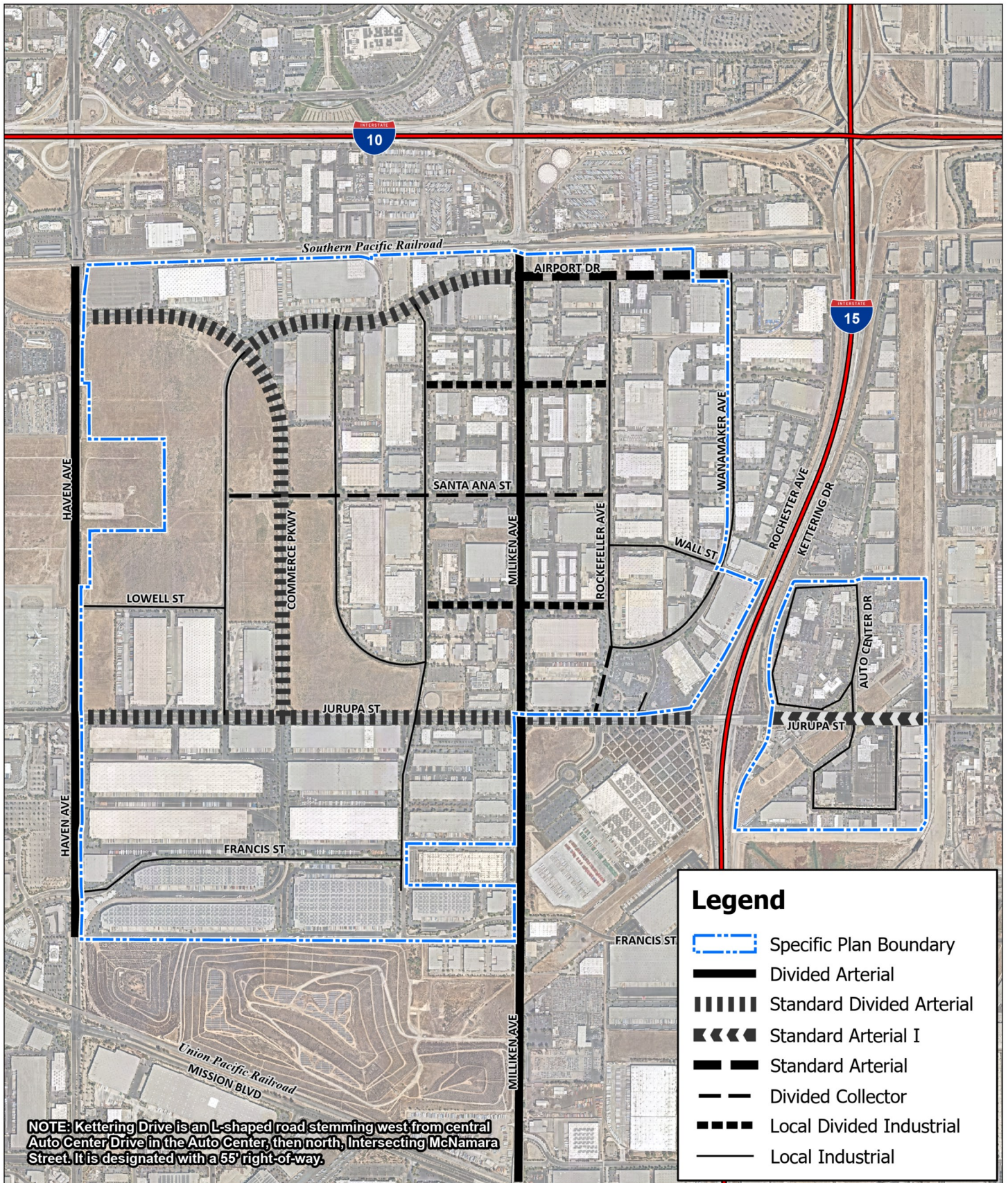
Airport, Jurupa, and Commerce Parkway form the major traffic spines, accessing individual land uses throughout the Commerce Center, and providing direct access from the Ontario Freeway to Ontario International Airport.

The following table provides trips per day by land use:

TABLE 2
TRIPS PER DAY BY LAND USE

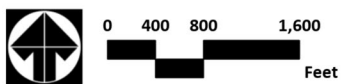
Land Use	Vehicular Trips/Day*
Rail Industrial	22,237 22,678
Light Industrial	65,506 65,056
Office	15,620
Commercial/Food/Hotel	42,626
TOTAL	145,989

*Factors supplied by Donald Frischer Associates based on proposed land use plan.

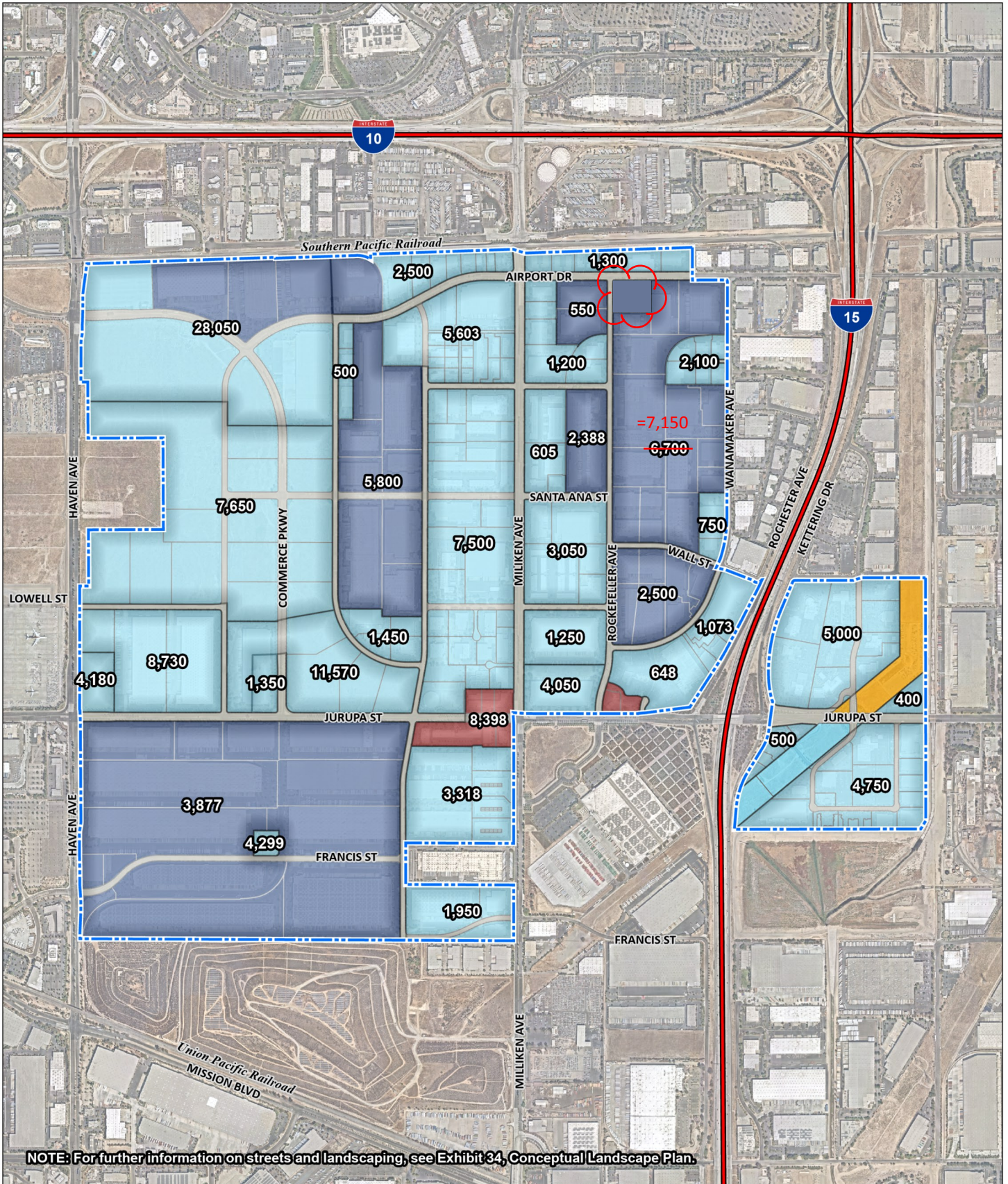


Source(s): Esri, Nearmap Imagery (September 2022), California Commerce Center Specific Plan (Oct 1992)

Exhibit 19



Proposed Internal Circulation



Source(s): Esri, Nearmap Imagery (September 2022), California Commerce Center Specific Plan (Oct 1992)

Exhibit 20



Daily Trip Generation

1. VEHICULAR CIRCULATION SYSTEM

The proposed street network is generally consistent with the City of Ontario's Master Plan of Streets, except for the alignment of Airport Drive, Commerce Parkway, and Jurupa Street. Airport Drive, east of Haven Avenue, curves southerly where it becomes Commerce Parkway. At this intersection, Airport Drive stems back to the northeast and continues in an easterly alignment, intersecting with Milliken Avenue. Commerce Parkway continues southward from the intersection with Airport Drive and intersects with Jurupa Avenue. Airport Drive and Jurupa Avenue thus form the major entry roads and Commerce Parkway the spine at the project site. The revised street pattern will provide a continuous access route from the Ontario Freeway, Milliken Avenue, and Jurupa Street to the Airport for airport-related traffic, as well as provide continuous access throughout the site for project-related traffic.

Street signage: all street signage, traffic control signage, etc., shall conform to City of Ontario standards.

No cul-de-sac street in this project will be designed to more than 500' in length. Cul-de-sac bulbs shall be reviewed by the fire department to assure proper turn around access.

2. STREET NAMES

Street names have been selected to reflect the dynamic elements of a commerce center. The east-west streets are named after some of the great financial streets of the nation. The names of the north-south streets represent some of the pre-eminent financial entrepreneurs of this country (see Exhibit 21, Project Street Names).

3. STREET HIERARCHY

Arterial streets, as proposed, will run primarily in an east-west or north-south direction, their location and spacing are largely determined by the existing one-half mile grid system which is the basis for the City of Ontario's Master Plan of Streets and Highways, and are also due to the presence of the mainline railroad tracks at the north and south edges of the site.

a. Divided Arterial

Milliken Avenue

Milliken Avenue is an existing north-south arterial extending from Fourth Street, north of the project area, south to the Pomona Freeway. It is currently developed as a two-lane highway with interchanges at both the San Bernardino Freeway and the Pomona Freeway. As part of this project, Milliken Avenue will be upgraded to a six-lane, divided arterial within the boundaries of the project, and will function as a major north-south through route. This street will consist of a 120' right-of-way (property line to property line) with a 94' curb-to-curb dimension including a 14' median (see Exhibit 22, Section A).

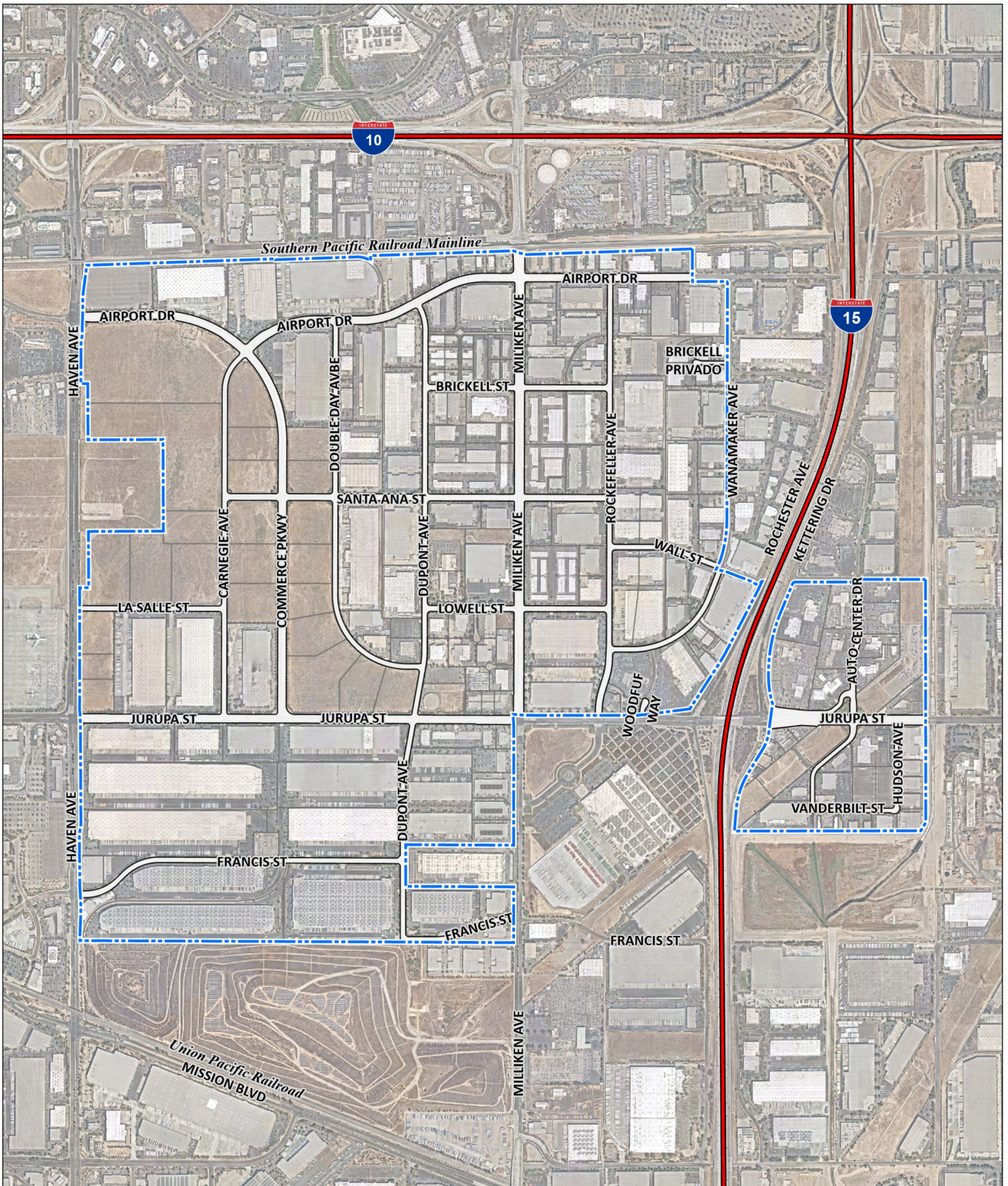
Haven Avenue

Haven Avenue is presently a discontinuous north-south arterial with an interchange at the San Bernardino Freeway. This street will be developed as a six-lane, divided arterial (120' right-of-way from property line to property line) from south of Airport Drive, to provide a second major north-south access route (see Exhibit 22, Section A). It will be developed as an eight-lane, divided arterial from Airport Drive to the I-10 Freeway, to provide capacity for the additional traffic travelling north of the I-10 Freeway and beyond. Improvement of this street to a six-lane and eight-lane divided arterial will be made in advance of the traffic needs of this project. The development of this Specific Plan by phases, as shown, will include widening and improvements to Haven Avenue, both adjacent to the phased developments, and off-site if traffic generated by a phase requires off-site street improvements in order to accommodate the generated traffic. The necessity and timing for these improvements shall be determined by a C.C.C.-prepared Traffic Monitoring Program to be approved by the City of Ontario. This program shall identify street and signal requirements in advance of development, and shall establish C.C.C. funding mechanism.

C.C.C. shall also contribute to the funding of Haven Avenue Grade Separation at the S.P.R.R. and U.P.R.R. tracks. Such contribution shall be based upon the portion of generated traffic of the Specific Plan area to the total projected traffic on Haven Avenue at the respective location, or consistent with the funding mechanism established through the ground access implementation program. This funding shall be provided at such time the City of Ontario has obtained agreements from the respective railroad companies for the construction of the grade crossings. C.C.C. shall also agree to dedicate to the City of Ontario necessary rights-of-way for the grade separation construction at the Southern Pacific Railroad, at such time the respective railroad agreements are required.

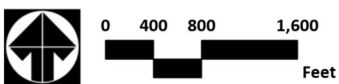
Commerce Parkway (between Airport Drive and Jurupa Street)

Commerce Parkway will be the major spine road for the development, formed by connecting the eastward extension of Airport Drive from Haven Avenue, to the westward extension of Jurupa Street from Milliken Avenue. Commerce Parkway will be a standard divided arterial with a 104' right-of-way (property line to property line), with a 94' curb-to-curb dimension including a 14' median (see Exhibit 22, Section B).



Source(s): Esri, Nearmap Imagery (September 2022), California Commerce Center Specific Plan (Oct 1992)

Exhibit 21



Project Street Names

Airport Drive (west of Milliken Avenue)
Jurupa Street (west of I-15)

Airport Drive west of Milliken Avenue, and Jurupa Street west of I-15, will be improved as major six-lane, standard divided arterials with a 104' right-of-way (property line to property line), with a 94' curb-to-curb dimension including a 14' median (see Exhibit 22, Section B).

b. Standard Arterial

Jurupa Street (east of I-15)
Airport Drive (east of Milliken Avenue)

Jurupa Street (east of I-15) will be developed as a standard arterial, consisting of a 120' right-of-way (property line to property line), with a 94' curb-to-curb dimension (see Exhibit 22, Section BB).

Airport Drive between the Ontario Freeway and Milliken Avenue will be developed as a standard arterial, consisting of a 100' right-of-way (property line to property line), with a 76' curb-to-curb dimension (see Exhibit 22, Section C).

c. Divided Collector

Santa Ana Street & Rockefeller Avenue
(South of Wanamaker Avenue)

Santa Ana Street is shown on the City of Ontario's Master Plan of Streets as a collector street with the same basic alignment as that proposed. When developed, this street will be a four-lane divided collector, providing a major east-west link between Milliken Avenue and the project spine road. This street will consist of an 82' right-of-way. Curb-to-curb dimension will be 80' including a 16' median east of Doubleday (see Exhibit 22, Section E) and no median west of Doubleday.

d. Local Divided Industrial Street

Brickell Street and Lowell Street
(east of Milliken Avenue)

Brickell Street and Lowell Street will form the basis for the other east-westerly aligned streets within the development. Each will be extended west of Milliken Avenue to connect with Dupont Avenue. Inclusion of these streets west of Milliken Avenue shall provide access points to adjoining parcels, thereby reducing the need to access these parcels from Milliken Avenue. These streets will consist of a 72' right-of-way. Curb-to-curb dimension will be 70' including a 16' median (see Exhibit 22, Section F).

e. Local Industrial Street

Auto Center Drive

Carnegie Avenue

Commerce Parkway (south of Jurupa Street)

Doubleday Avenue

Dupont Avenue

Francis Street

Hudson Avenue

Kettering Drive

La Salle Street

McNamara Street

Rockefeller Avenue (north of Wanamaker Avenue)

Vanderbilt Street

Wall Street

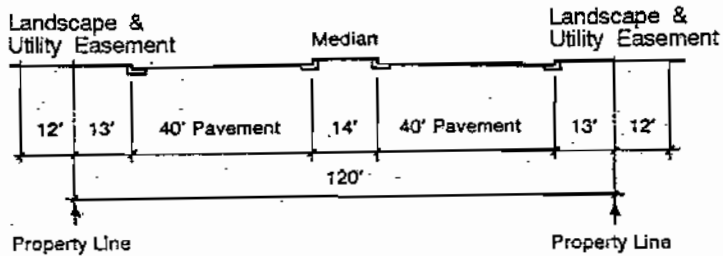
Wanamaker Avenue

Woodruff Way

Local industrial streets will form the basis for the internal circulation. These streets will be two lanes without medians and will consist of varying widths ranging from a 78' right-of-way to a 50' right-of-way (see Exhibit 22, Sections G, H, I, J, K and L).

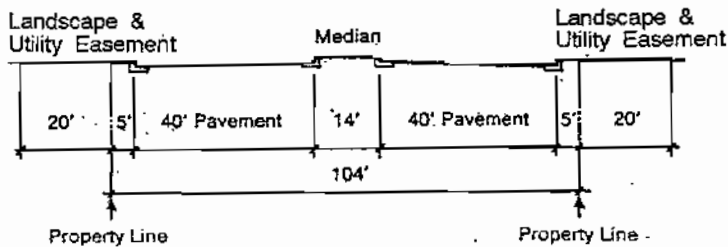
EXHIBIT 22

STREET HIERARCHY
and TYPICAL SECTIONS



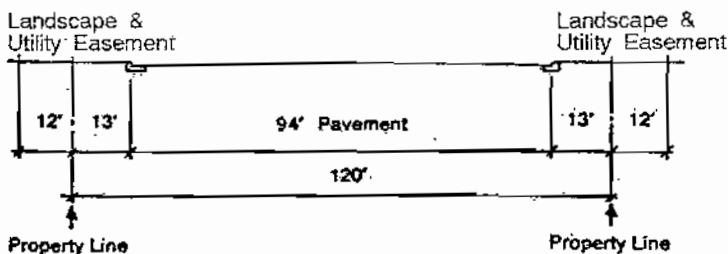
DIVIDED ARTERIAL

- MILLIKEN AVENUE
- HAVEN AVENUE



**STANDARD
DIVIDED ARTERIAL**

- JURUPA STREET
(West of I-15)
- AIRPORT DRIVE
(West of Milliken Avenue)
- COMMERCE PARKWAY
(North of Jurupa)

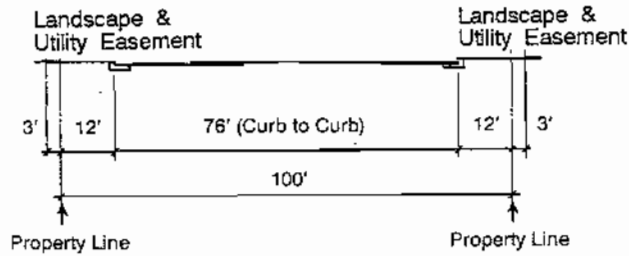


STANDARD ARTERIAL

- JURUPA STREET
(East of I-15)

EXHIBIT 22 (Continued)

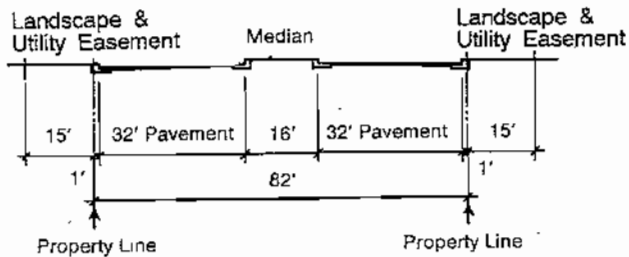
STREET HIERARCHY
and TYPICAL SECTIONS



SECTION D

STANDARD ARTERIAL

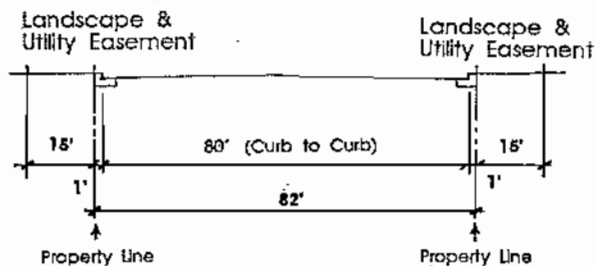
- AIRPORT DRIVE
(East of Milliken Avenue)



SECTION E

DIVIDED COLLECTOR

- SANTA ANA STREET
(East of Doubleday)
- ROCKEFELLER AVENUE
(South of Wanamaker)

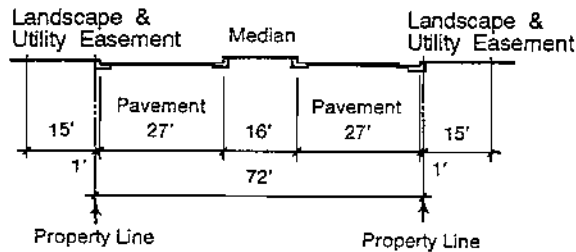


DIVIDED COLLECTOR

- SANTA ANA STREET
(West of Doubleday)

EXHIBIT 22 (Continued)

STREET HIERARCHY
and TYPICAL SECTIONS

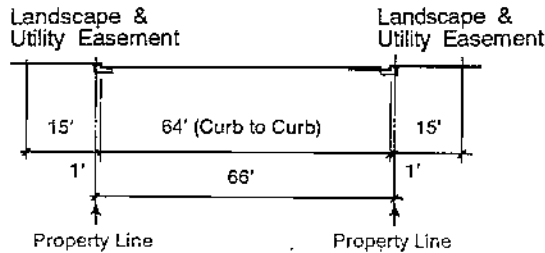


LOCAL DIVIDED INDUSTRIAL STREET:

- BRICKELL STREET
- LOWELL STREET

NOTE: Information applies east of Milliken. Painted median exists west of Milliken.

SECTION F

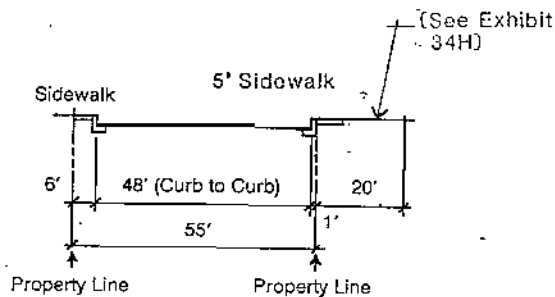


LOCAL INDUSTRIAL STREET:

- AUTO CENTER DRIVE
- CARNEGIE AVENUE
- DOUBLEDAY AVENUE
- FRANCIS STREET
- LaSALLE STREET
- McNAMARA STREET
- ROCKEFELLER AVENUE
(North of Wanamaker Avenue)
- WALL STREET
- WANAMAKER AVENUE
- ~~Commerce Parkway (EXTENDING~~
- ~~APPROXIMATELY 700' NORTH OF FRANCIS;~~
- Dupont Avenue

SECTION G

NOTE: McNamara Street and portions of Auto Center Drive in the Auto Center have received landscaping treatment similar to Kettering Drive, including standard sidewalks, display parking areas and varying landscape design.



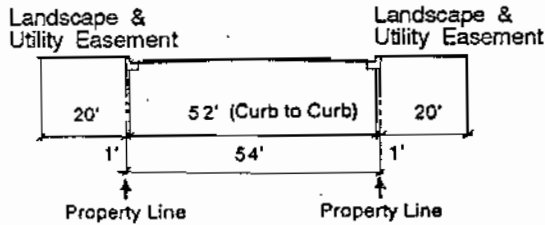
LOCAL INDUSTRIAL STREET:

- KETTERING DRIVE

SECTION H

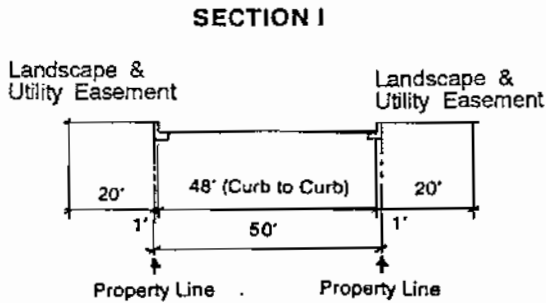
EXHIBIT 22 (Continued)

STREET HIERARCHY
and TYPICAL SECTIONS



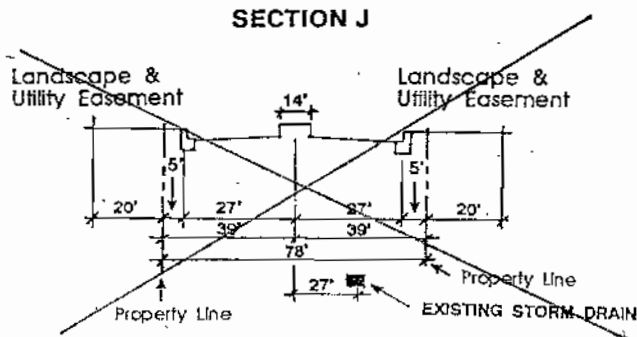
LOCAL INDUSTRIAL STREET:

- AUTO CENTER DRIVE (South of Jurupa Street)
- HUDSON AVE.
- VANDERBILT STREET



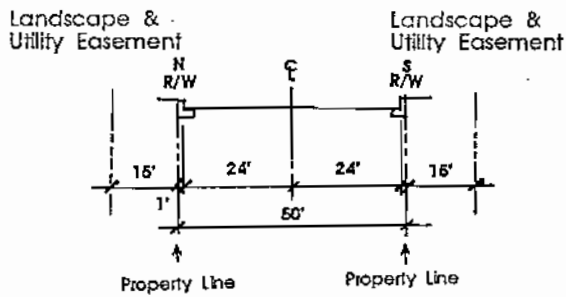
LOCAL INDUSTRIAL STREET

- WOODRUFF WAY



LOCAL INDUSTRIAL STREET

- ~~COMMERCE PARKWAY (EXTENDING APPROXIMATELY 700' SOUTH OF JURUPA)~~
- ~~Note: Northbound left turn pocket at Jurupa will have a median.~~



LOCAL INDUSTRIAL STREET

4. RAILROAD ACCESS

A Master Plan of railroad access has been prepared to illustrate conceptually how rail spurs from the Southern Pacific and Union Pacific Railroad mainlines will serve rail industrial uses within the project (see Exhibit 23, Railroad Access Master Plan).

If rail lines are extended as development progresses, locations and precise alignments shall be determined by applicable parcel maps and/or site plan applications and review. California Commerce Center will pay all costs and fees for the construction of rail service to the Specific Plan area, which may be imposed on the City by the railroads and the Public Utilities Commission. This shall include crossing signals, and any additional bridge widening costs required to provide rail facilities to the Specific Plan area. (i.e., Haven Avenue/S.P.R.R. Grade Separation).

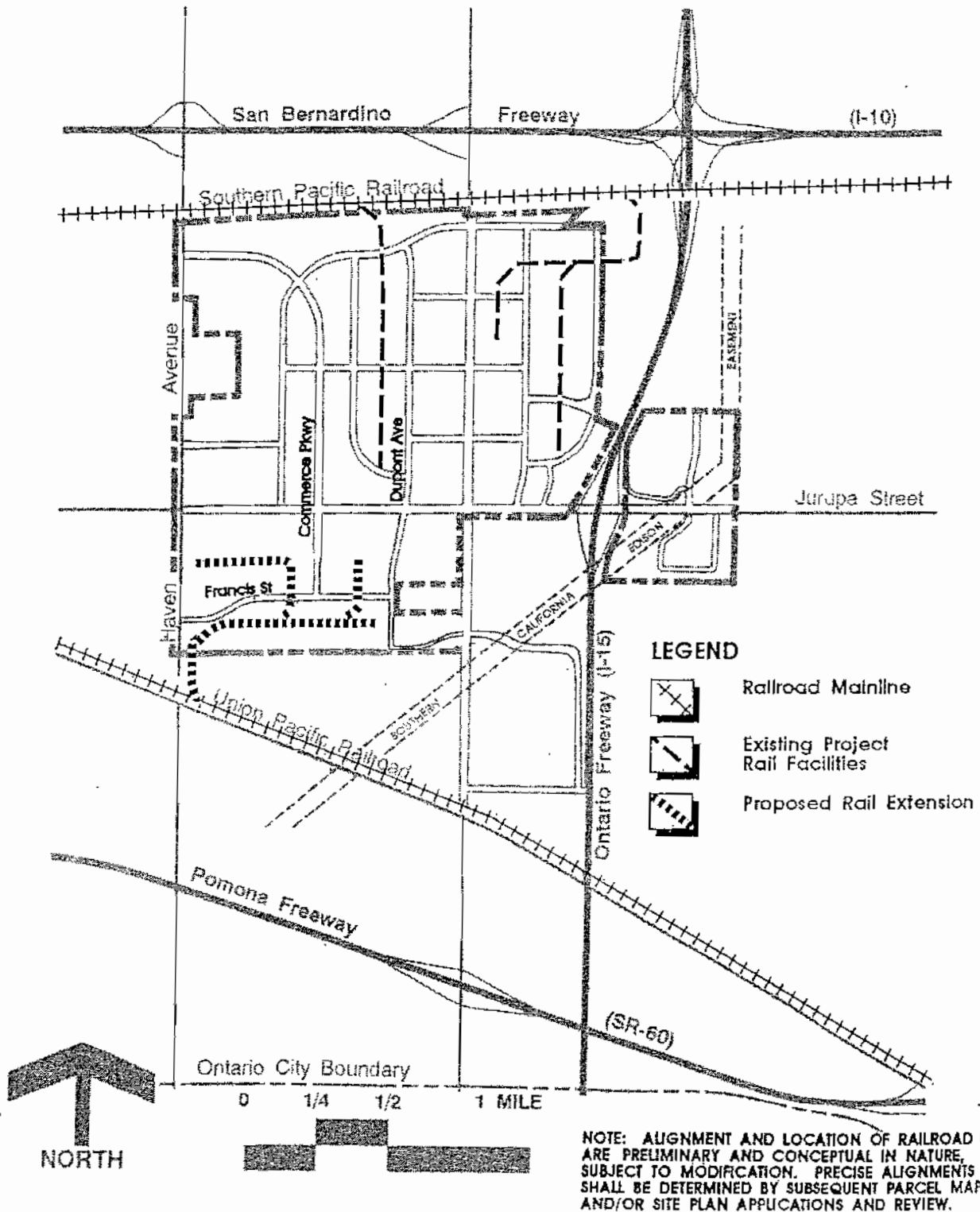
The applicant will install appropriate warning signal lights and/or potential gates as may be required by the City Engineering Department for the railroad crossing at Airport Drive, west of Milliken Avenue.

Only parcels which are developed to Rail Industrial standards shall have access to and use of the rail.

5. SIDEWALKS

Sidewalks will be constructed along Jurupa Street, (west of Milliken Avenue). Commerce Parkway (between Airport Drive and Jurupa Street), Airport Drive (west of Milliken Avenue) and east side of Haven Avenue. Sidewalks may also be required on other streets as determined by the City Engineer. Precise alignment and installation responsibilities will be determined as part of the site plan process.

RAILROAD ACCESS MASTER PLAN



D. INFRASTRUCTURE

1. PHASING OF UTILITIES

The construction of new infrastructure, utilities, and any necessary improvements to existing utilities, will be phased as required in general conformance with the phasing of project development. Streets and utilities will be constructed and improved in the early stages of each phase to insure that the projected demands of development occurring in the individual phases are met. The street and utility phasing plan designates a four-phase plan spanning a period from 1982 to 1999. Like the project development phasing plan, this plan is conceptual in nature and will be refined as development proceeds. Exhibit 25, Street and Utility Phasing Plan, shows the location of these four phases. The phasing of the infrastructure for utilities shall be approved by the City Engineer. If so determined by the City Engineer, portions of the infrastructure may be required to be completed even though it is not in sequence with a proposed phase, as shown in Exhibit 25.

2. STORM DRAIN SYSTEM

C.C.C. shall construct all drainage facilities in the Specific Plan area necessary to provide 100-year flood protection (see Exhibit 26, Conceptual Storm Drain Master Plan). Additionally, C.C.C. shall obtain necessary rights-of-way and construct storm drain facilities adequate to carry the design storm flows from the Specific Plan area to Lower Deer Creek.

C.C.C. shall address and construct the following:

- a. Drainage flows to Lower Deer Creek should be retained/restricted, not to exceed the functional 100-year capacity of the existing "improved" channel facilities of Lower Deer Creek.
- b. Lower Deer Creek has been improved to prevent continued erosion, siltation, and potential flood damage to downstream properties (see Exhibit 26).

A Master Plan of storm drains has been developed for the project site, as depicted on Exhibit 25. This plan divides the site into three areas.

Area 1 is the land area east of the Ontario Freeway. Drainage plans for this area provide for an outlet into the Wineville Retarding Basin.

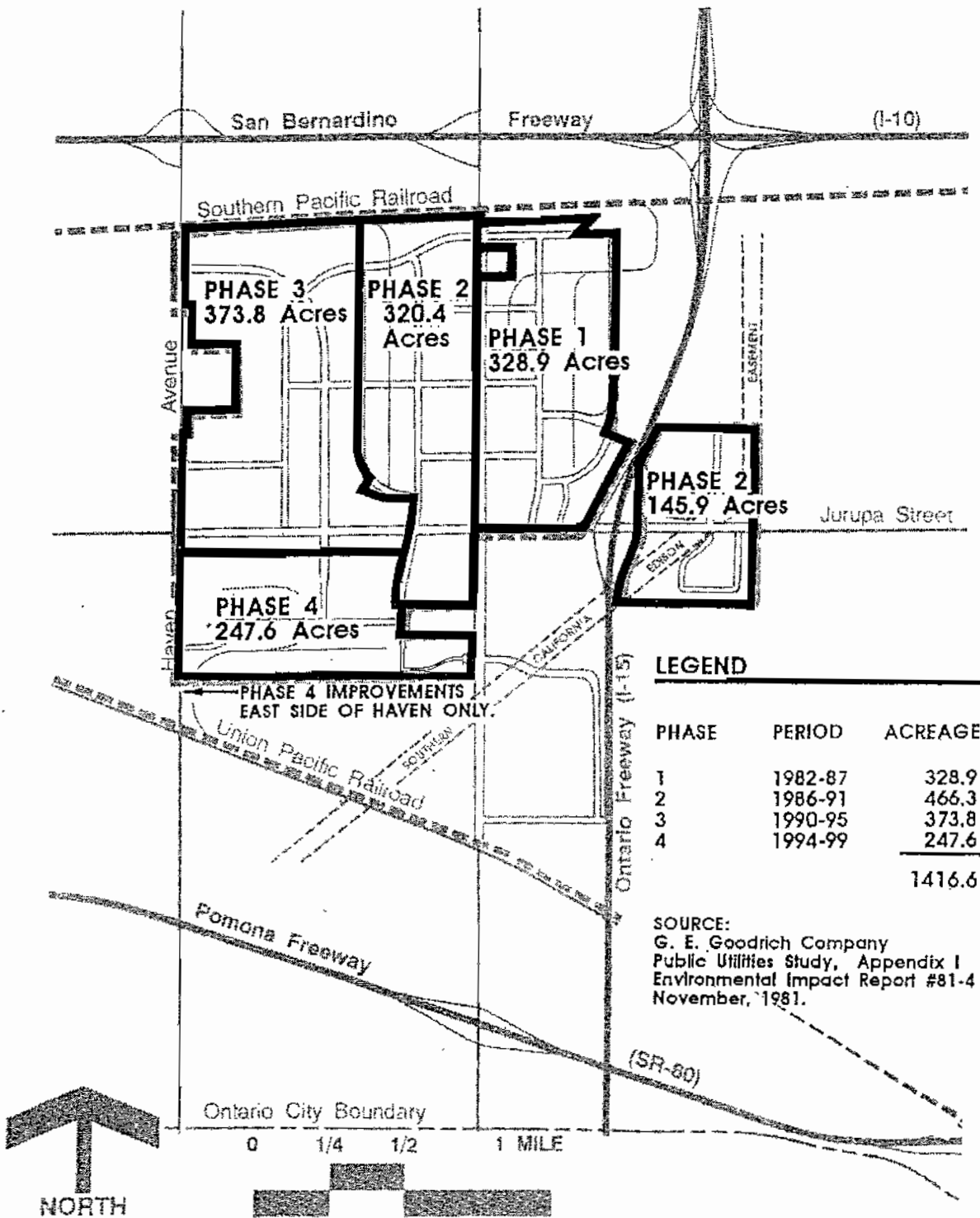
Area 2 is the land area east of Milliken Avenue, west of the Ontario Freeway, and north of Jurupa Street. This system will be served by an existing box culvert under the Ontario Freeway, which will also drain into the Wineville Retarding Basin.

The land area west of Milliken Avenue comprises Area 3 and the remainder of the site. This area is tributary to Cucamonga Creek by way of Lower Deer Creek. C.C.C. has developed a Comprehensive Master Plan of drainage for Lower Deer Creek, which has been approved by the City of Ontario and the San Bernardino County Flood Control District. C.C.C. shall be responsible to construct all Specific Plan area storm drains, in addition to a storm drain connecting to Lower Deer Creek (including right-of-way acquisition).

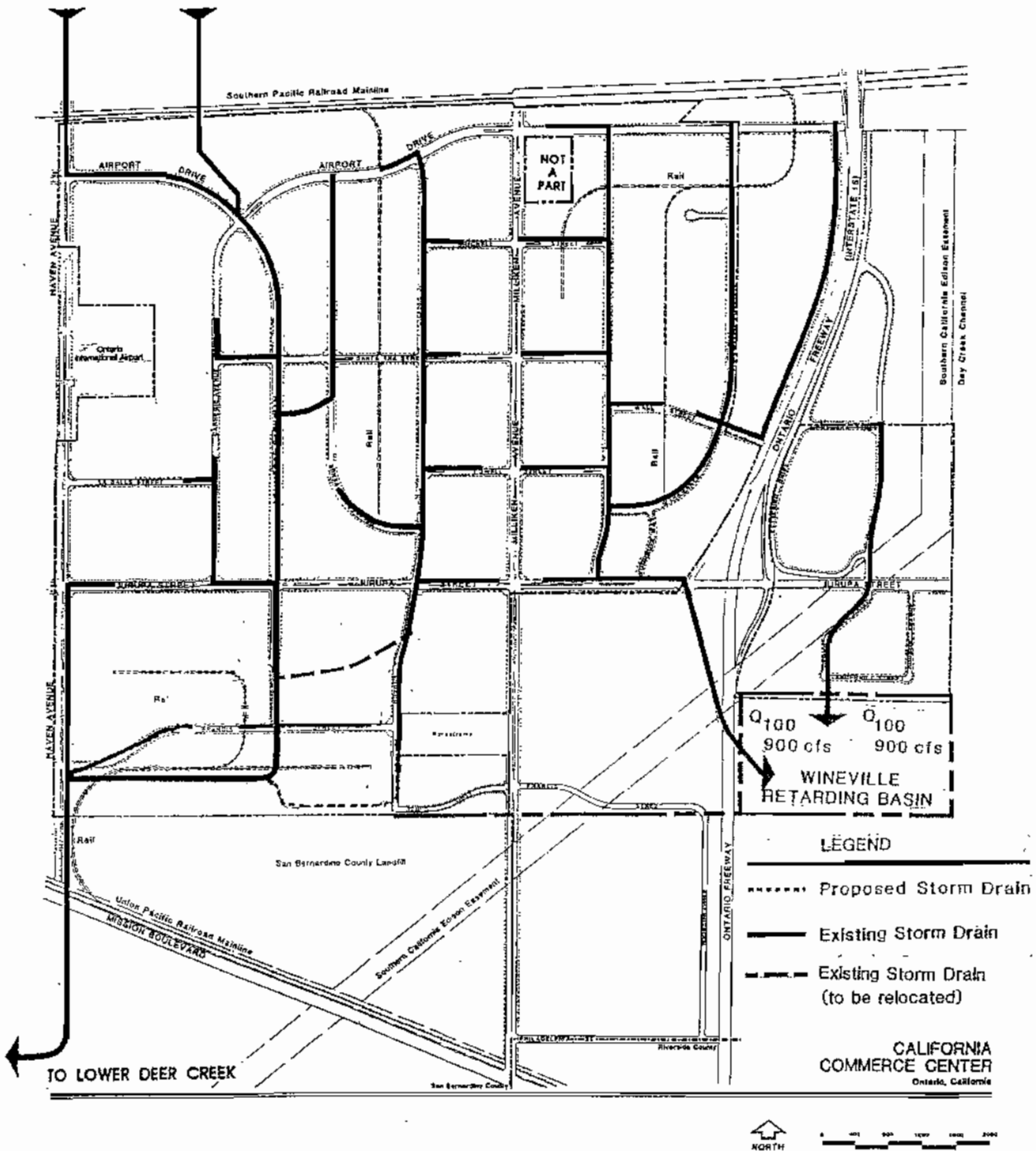
~~EXHIBIT 24~~

~~DELETED~~

STREET and UTILITY PHASING PLAN



CONCEPTUAL STORM DRAIN MASTER PLAN

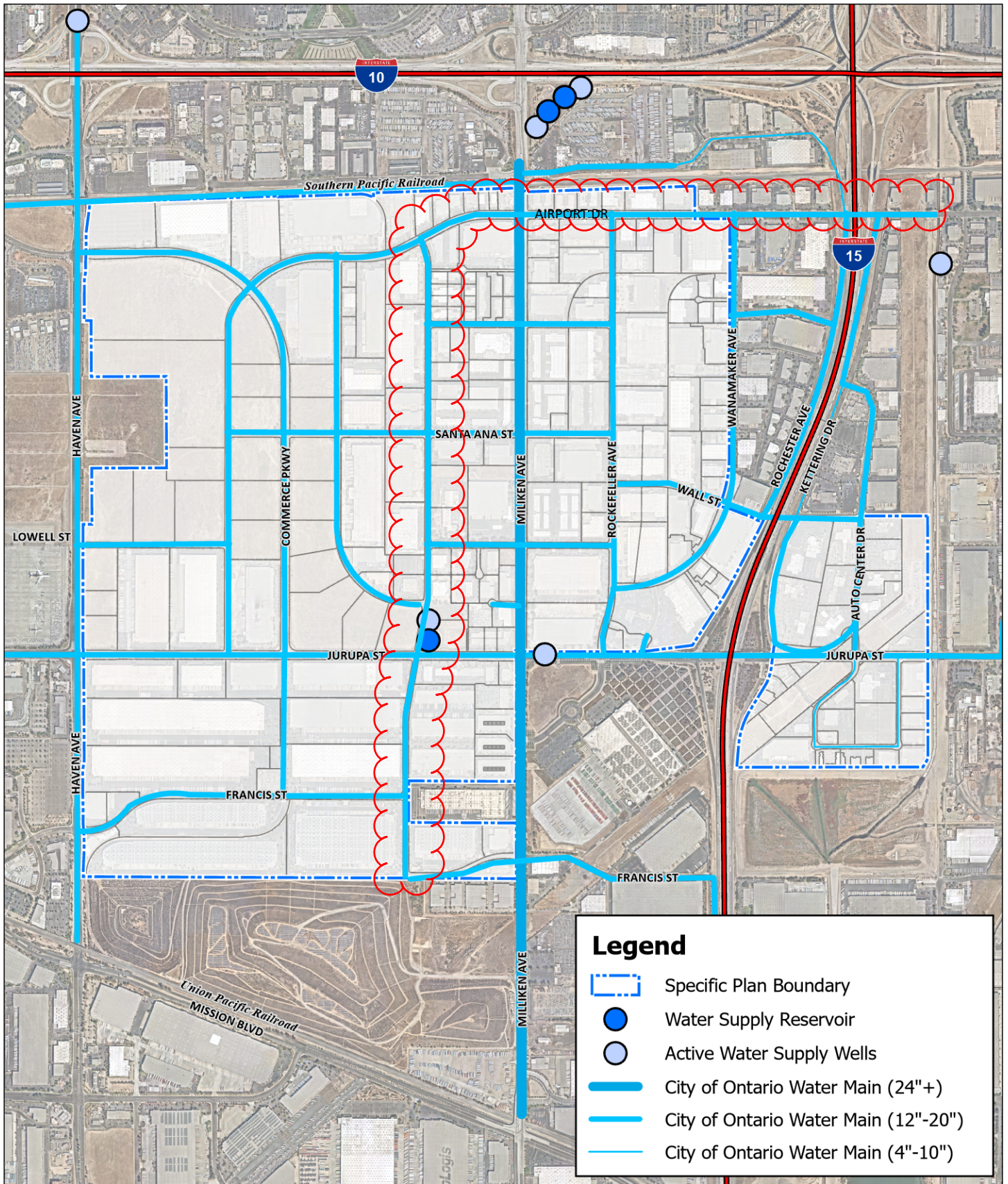


3. WATER SYSTEM

The water system for the project will consist of a well water distribution system. The source for this water will be the City of Ontario's wells, located near, or within, the project site. C.C.C. has prepared a Technical Master Plan for water service under a separate cover. This Master Plan indicates all water facilities required to serve the Specific Plan boundary, as well as any off-site facilities necessary to provide service and meet fire flow requirements. The Master Plan examines threshold limits by phases, and specifies the expansion of the water system infrastructure required by development and construction. It also identifies present deficiencies in the existing City water system which will need to be mitigated in order to provide service.

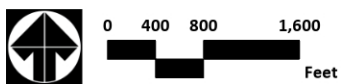
The Master Plan also defines development needs in terms of flow requirements based on proposed land use as designated in the Specific Plan. In the event C.C.C. elects to develop a higher density or modify the phasing as shown in the Specific Plan, C.C.C. shall request a revision to the Master Plan from the City of Ontario. These revisions may require additional on-site and/or off-site water system improvements. Should C.C.C. require service in advance of the City's ability to supply, system improvements shall be installed under a C.C.C.-sponsored improvement program. C.C.C. may request participation pursuant to City policy in effect at the time of request for facility oversizing, and/or off-site construction at the time the improvements are made. Fee schedules in effect at the time of development shall also be applied. Public water facilities will be placed in dedicated public streets, in other dedicated easements within private streets, or in other dedicated easements subject to the approval of the City Engineer and Public Services Director (see Exhibit 27, Water Master Plan).

Waterlines will be installed in all streets having lot frontage. The minimum size for these lines will be twelve inches. An additional line of sixteen inches will cross between Milliken and Haven Avenues to supplement the flow of well water on the east side of the project to areas west of the project. The water lines will be designed to provide a combined domestic and fire flow of 6000 gallons per minute (gpm). Specifically, 1000 gpm will be provided for industrial domestic use, and 5000 gpm for fire flow, as required by the City of Ontario.

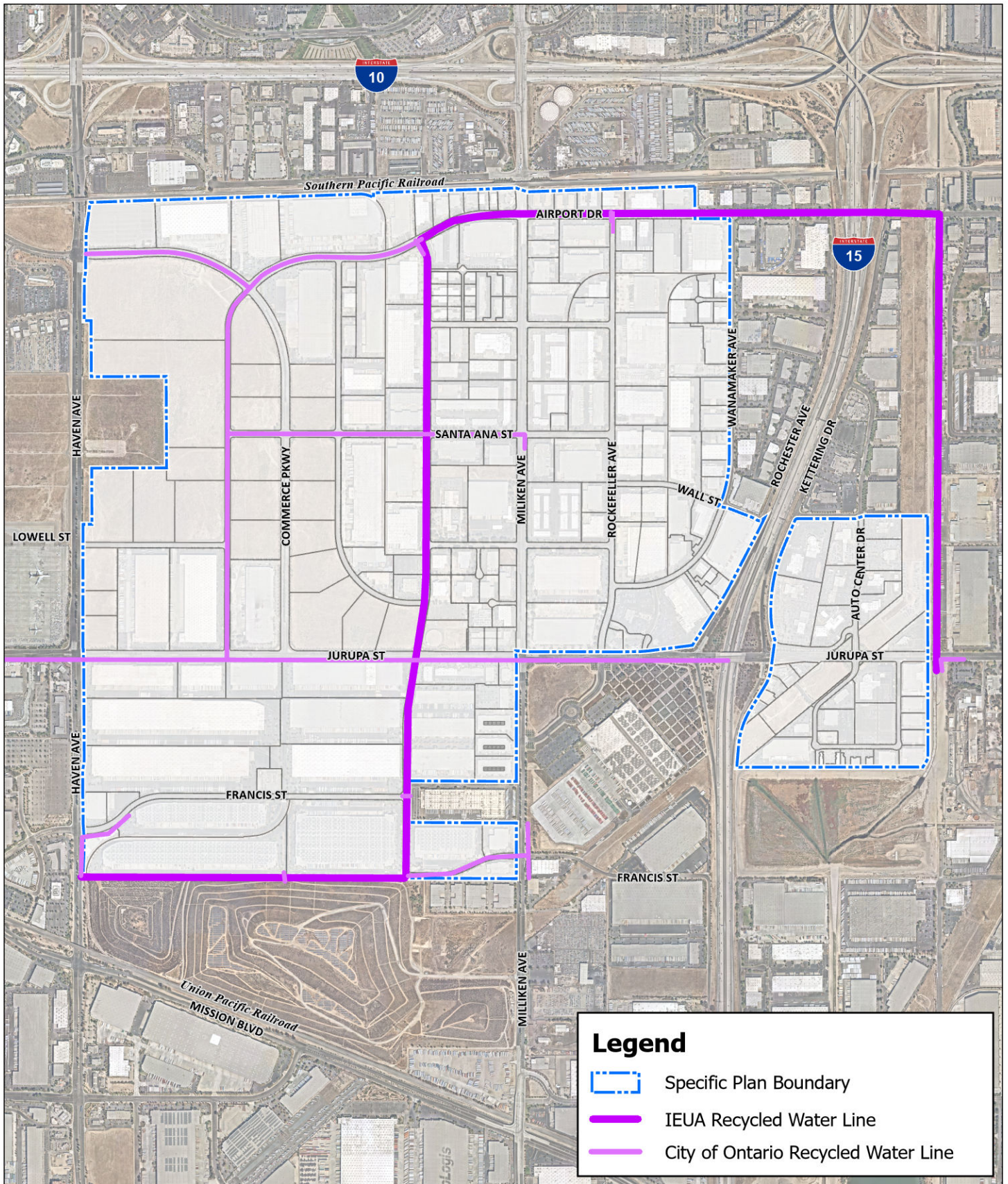


Source(s): Esri, Nearmap Imagery (September 2022), City of Ontario (03-2022)

Exhibit 27A

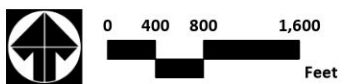


Water Master Plan



Source(s): Esri, Nearmap Imagery (September 2022), City of Ontario (03-2022)

Exhibit 27B



Recycled Water Master Plan

4. WASTEWATER

C.C.C. has prepared a Technical Master Plan for sewer service under a separate cover. The Master Plan identifies flows based on generation factors pursuant to proposed land use. The Master Plan also specifies the size and capacities of the system to be constructed by C.C.C., as well as the capacities of the Fontana and Cucamonga Interceptors. The capacity limitations of Regional Plant No. 1 are also to be identified. The Master Plan specifies additional interceptor lines and treatment plan facilities required to service the Specific Plan area. The construction of any additional facilities to accommodate flows from the Specific Plan area shall be the responsibility of C.C.C. Concurrently, the City of Ontario will work with C.C.C. and the CBMWD to plan for the construction of additional facilities required to service the east end area. The City of Ontario shall not be obligated to assure C.C.C. capacity on connections to any facilities under the jurisdiction of the CBMWD. Master Plan exhibits are included in the Specific Plan. Any change in Master Plan use shall necessitate a revision to the Master Plan, and require appropriate agency approval. C.C.C. shall also agree to dedicate right-of-way to CBMWD for the Fontana Interceptor.

Wastewater from the California Commerce Center will discharge at Milliken and Haven Avenues into the proposed Fontana Interceptor, to be located along the north border of the San Bernardino County Landfill. The Interceptor will carry the flow to the existing forty-two inch domestic line in Mission Boulevard and then to Regional Plant No. 1.

~~Sewer mains for the project will be eight, ten, twelve, fifteen, and eighteen inches in diameter to carry the proposed wastewater discharge from the project, and will be designed in accordance with the City of Ontario standards. The sizing of these sewer mains was based on an assumed average wastewater generation of 2,050 gpd for industrial/commercial. This was then increased by a peak factor $F = 2.42 - 0.235 \ln Q$ where Q is the average wastewater flow. Based on this, the pipes were sized for maximum fifty percent (50%) full for mains 8" in diameter.~~

~~For mains larger than 8", pipes were sized for seventy-five percent (75%) full. The minimum allowable size was 8". The estimated pipe slope used was based on the general fall of the existing ground and proposed street alignment.~~

~~Sewer mains are to be designed using current master plan design criteria.~~

~~The construction of these sewer lines will be phased to coincide with the project build-out time. Public wastewater facilities shall be placed in dedicated streets, in dedicated easements within private streets or, in other dedicated easements subject to the approval of the City Engineer and Public Service Director.~~

5. PUBLIC UTILITIES

a. Electricity

Electricity for the project will be supplied by Southern California Edison, and can be adequately serviced by the existing 12 kV lines that form the system network (see Exhibit 29, Southern California Edison).

b. Natural Gas

The Southern California Gas Company will provide natural gas to the project. The distribution lines that currently service the project area from the south are sufficient in size and pressure to service new development throughout the project (see Exhibit 30, Southern California Gas).

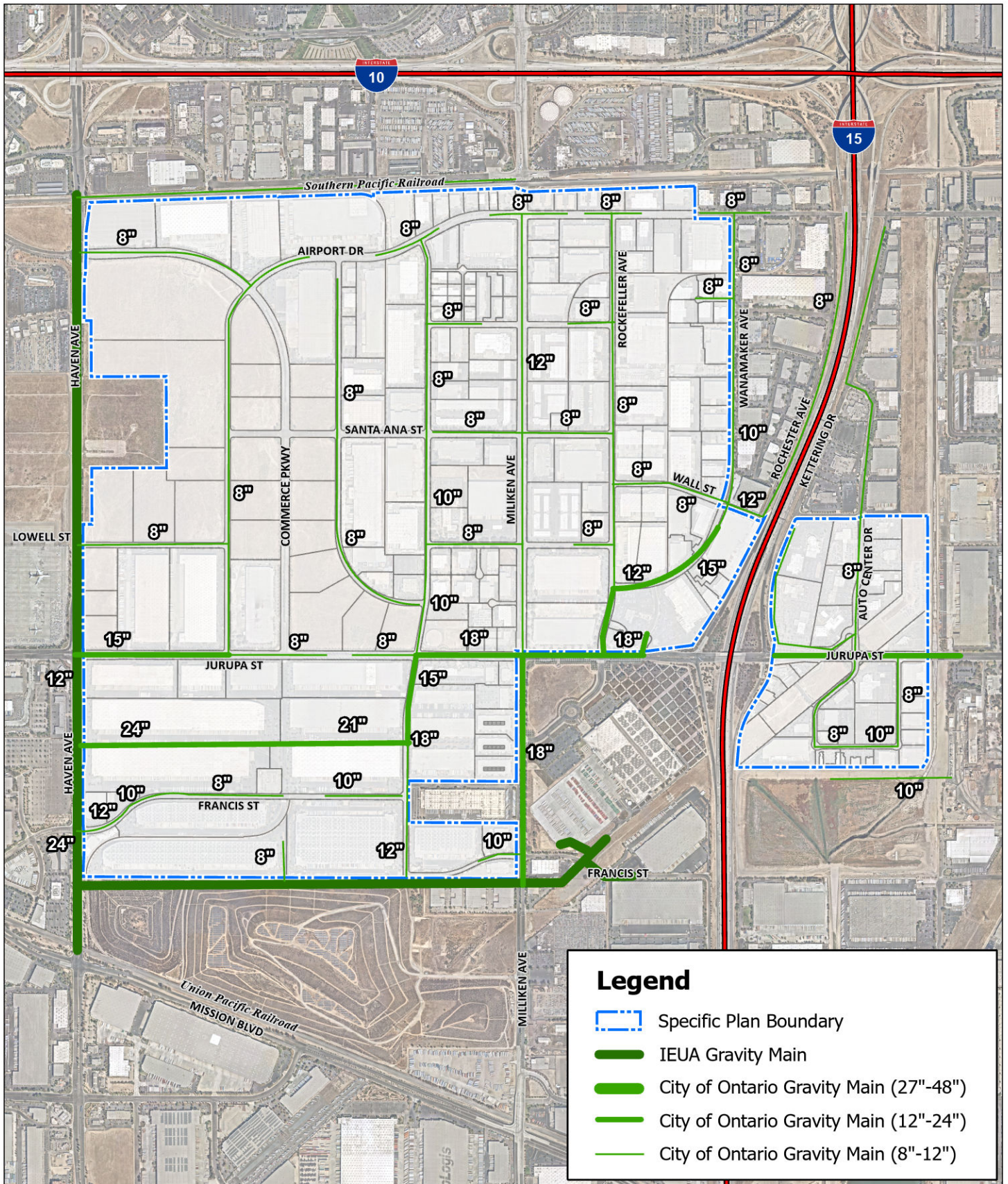
c. Telephone

General Telephone will provide telephone service to the project and will install new lines from their existing central facilities to the project site as construction proceeds (see Exhibit 31, General Telephone Company,).

d. Solid Waste Disposal

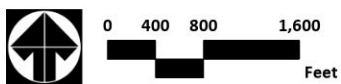
Solid waste disposal services will be handled by the City of Ontario, which will gradually increase its capacity to service the project over the twenty-year anticipated build-out time. The Solid Waste Superintendent shall determine type, size, quantity, and location of all solid waste receptacles. For multiple-story development, refuse compaction units shall be required.

The Solid Waste Superintendent shall determine type, quantity, and location of all refuse collection service. All refuse enclosures shall be constructed to City specifications.



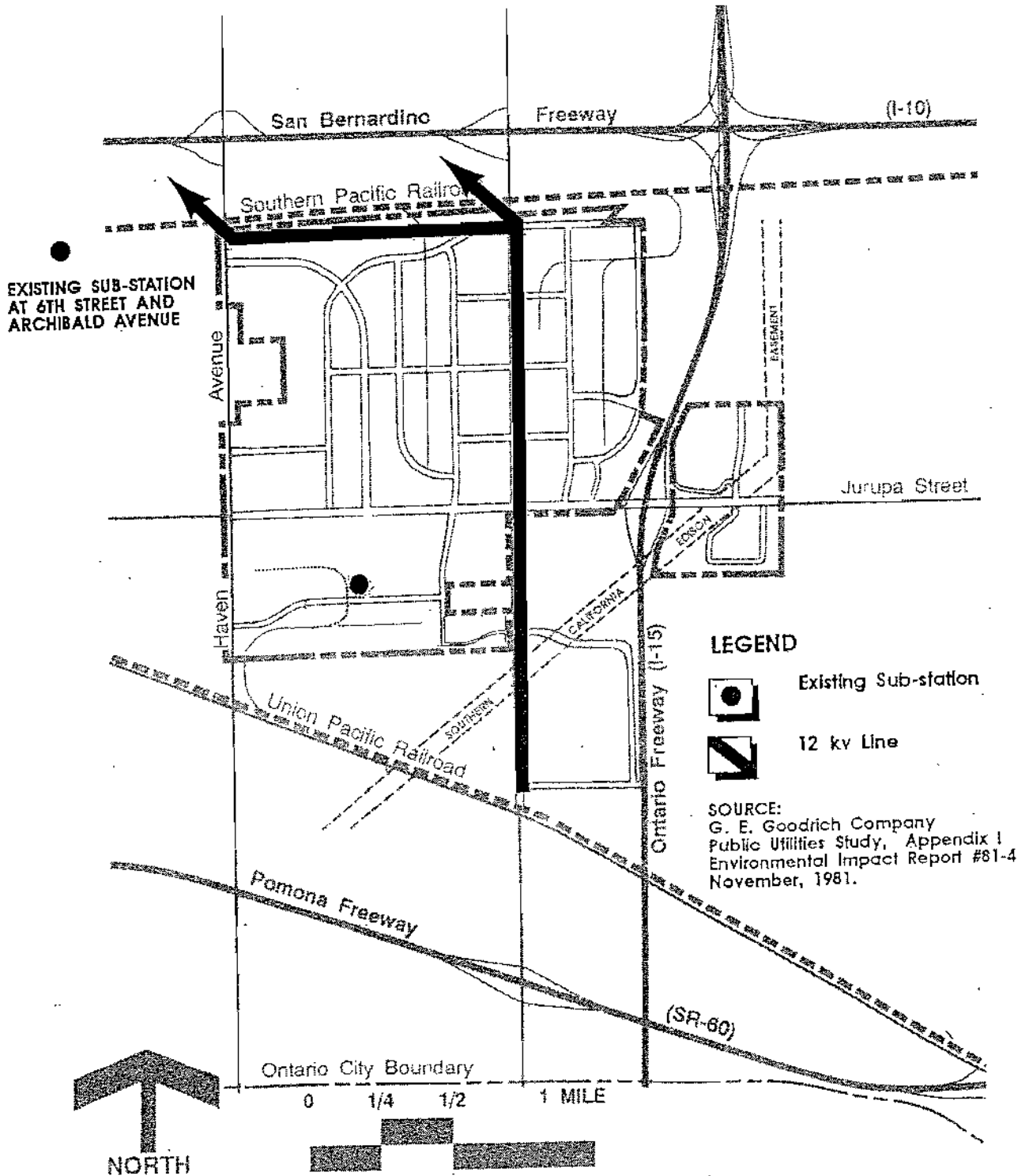
Source(s): Esri, Nearmap Imagery (September 2022), City of Ontario (03-2022)

Exhibit 28

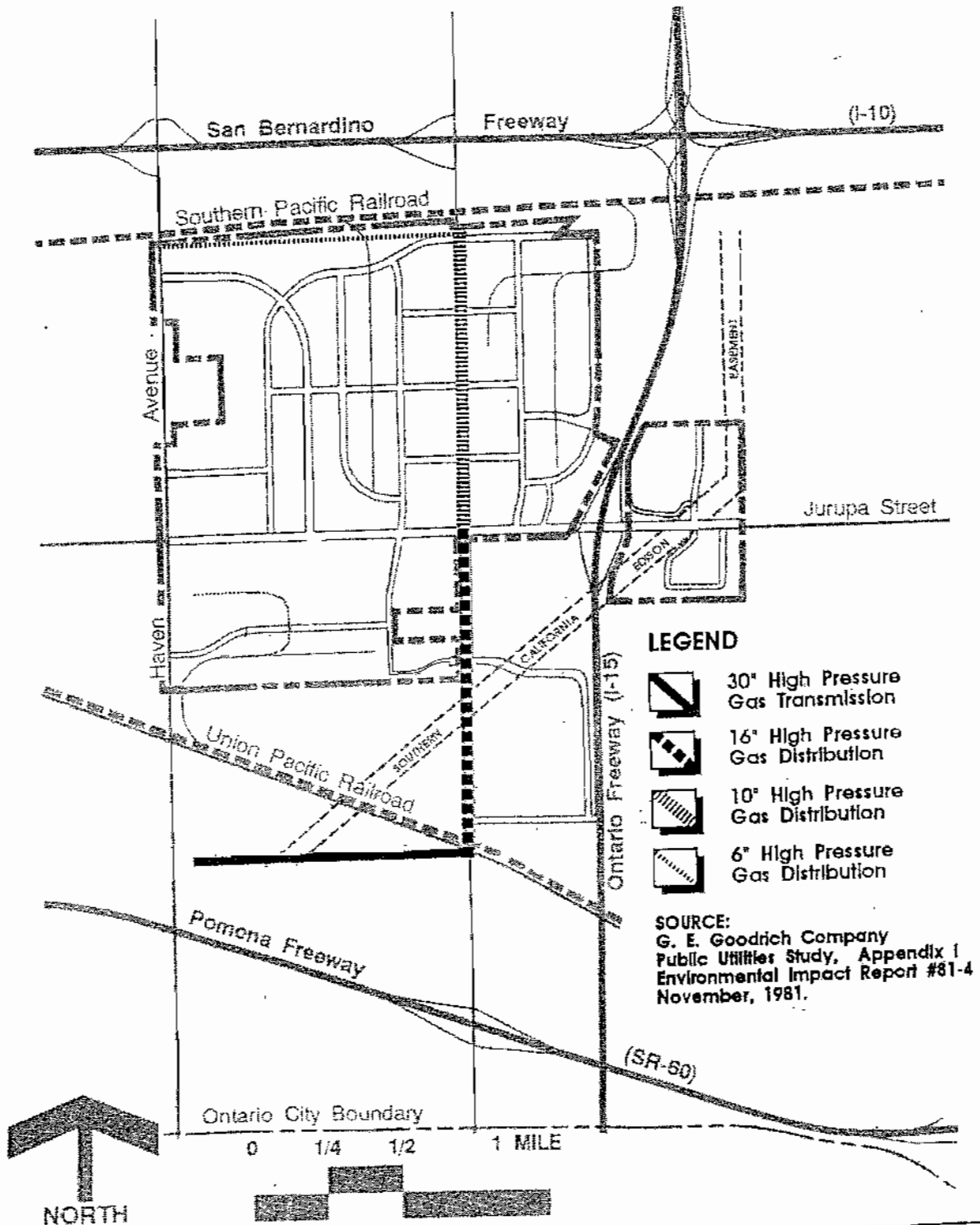


Sewer Master Plan

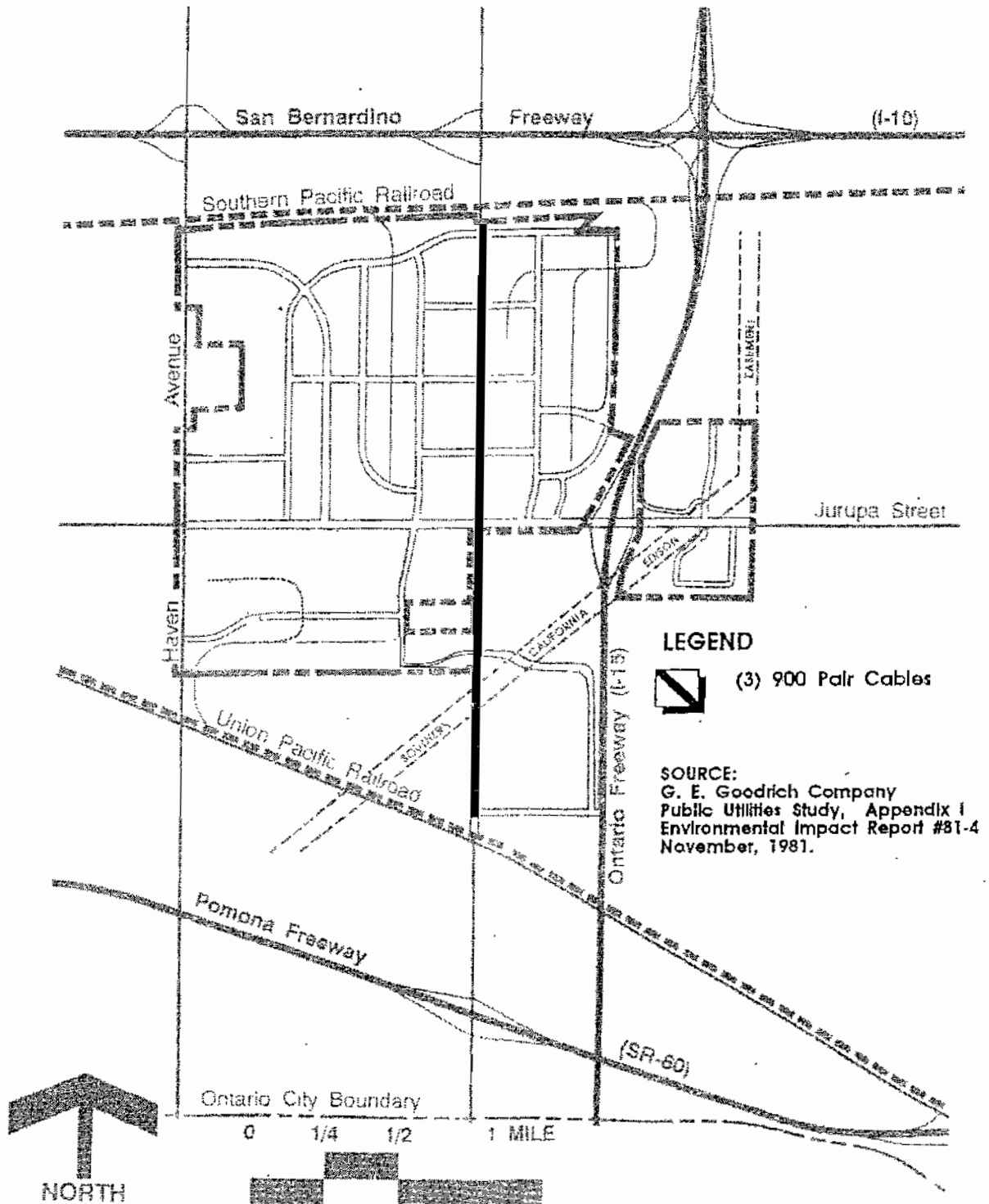
SOUTHERN CALIFORNIA EDISON




SOUTHERN CALIFORNIA GAS



GENERAL TELEPHONE COMPANY



LEGEND

 (3) 900 Pair Cables

SOURCE:
G. E. Goodrich Company
Public Utilities Study, Appendix I
Environmental Impact Report #81-4
November, 1981.

E. COMMUNITY FACILITIES

1. FIRE AND POLICE PROTECTION

The City of Ontario currently provides fire protection service to the project area. However, development of the California Commerce Center, combined with envisioned surrounding development, necessitates the construction of an additional fire station. The new fire station (Station No. 7) has been built on a 3.14-acre site located on the south side of Jurupa Street, approximately 4000 feet east of Day Creek Channel/Wineville Avenue (see Exhibit 32, Fire Station). California Commerce Center has participated in an assessment district for operation and maintenance costs.

Police protection to the project will be provided by the City of Ontario through their existing police services. If necessary, these services will be expanded when the project is complete.

A minimum of two beats will be required in the development area indicated. The main reason is due to adjoining planned development sites in and around the Ontario Airport.

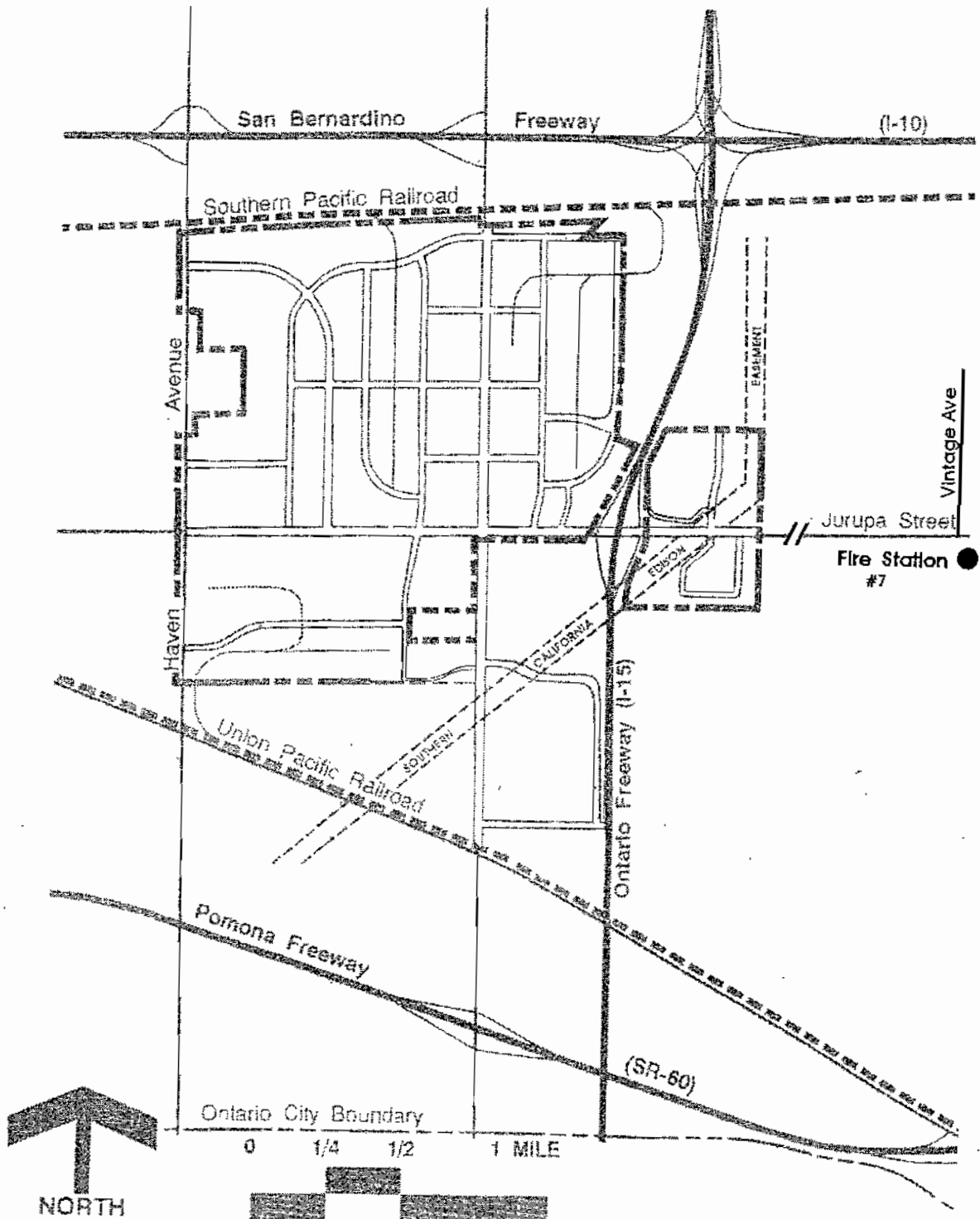
Two beats would provide a 24-hour coverage, seven days per week, to an area covering roughly 8-10 square miles. Each beat consists of 5 officers. A cursory look at the Specific Plan indicates that the police resource required to adequately provide service to the C.C.C. development in the upcoming Phase I (1982-87) will be traffic enforcement, utilizing approximately two police officers, given that 265 acres will be used. This is based on an average police beat of 4.2 square miles.

The first and second phase costs for police services are minimal, with costs accruing rapidly in the fourth phase.

2. OPEN SPACE

Open space will be provided by building setbacks along streets, heavy streetscape treatment including landscaped medians, and by the standards set for landscaping of buildings.

FIRE STATION



F. GRADING

Conceptual grading of the project site has been designed so that the necessary cut and fill earth works will balance on a project-wide basis. Individual parcels will be graded in such a way as to direct runoff away from the buildings and into drainage facilities located within each street (see Exhibit 33, Drainage Master Plan).

G. LANDSCAPE CONCEPT

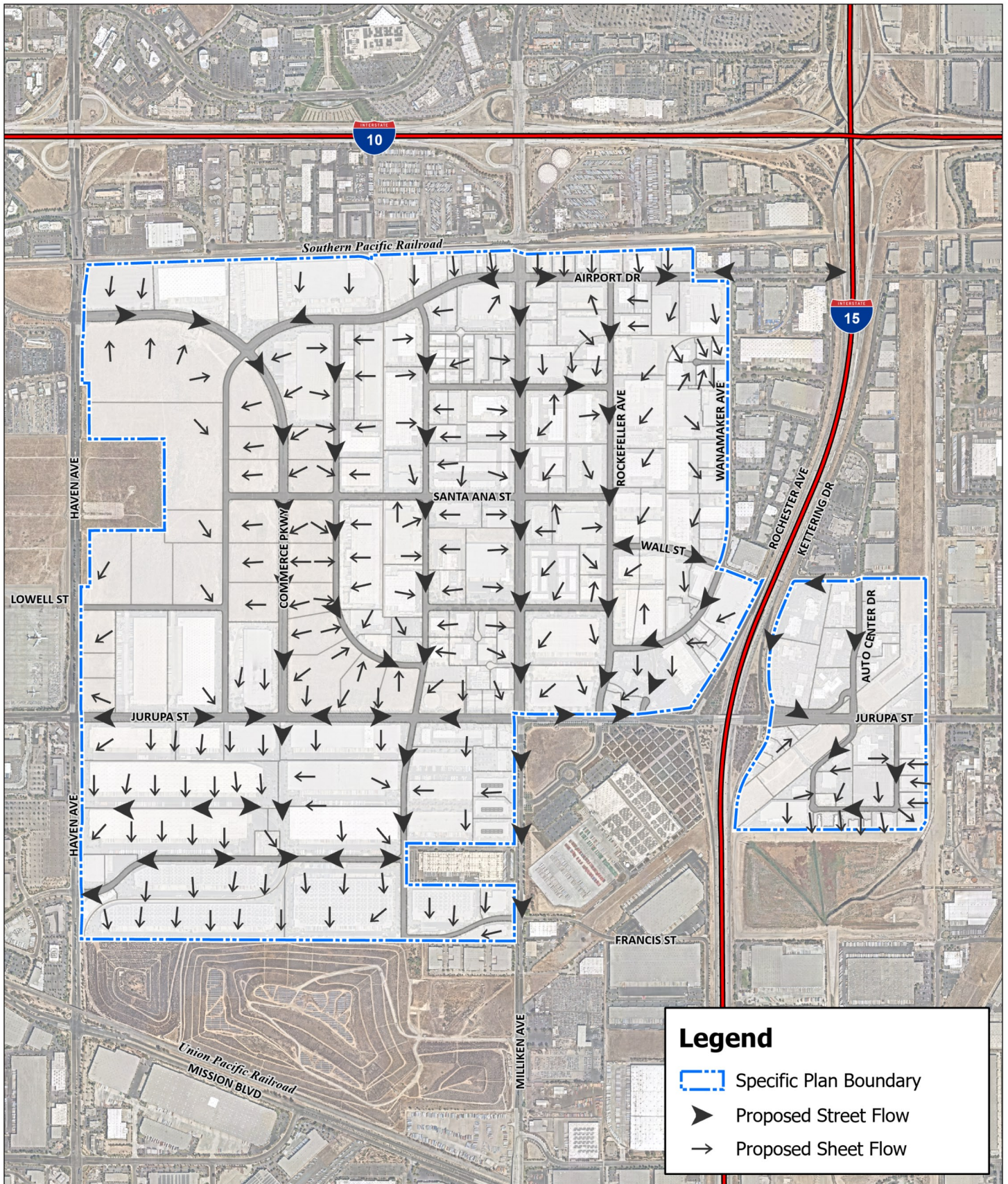
The high quality environment envisioned for the California Commerce Center will be established, in part, by the landscape treatment. The landscape is intended to give structure and identity to the overall project, while providing orientation within the project itself.

The conceptual landscape plan recognizes the region's concern for conserving water and energy, and for using plants that do well in the hot, dry climate of Ontario. The plan, therefore, proposes the use of drought-tolerant plants, as well as other plants that may be native or naturalized to the area. This concept will borrow from the existing landscape vocabulary in a manner that will provide project identity and character.

The plan identifies primary landscape elements that will visually emphasize the character of this project. These elements include streetscape buffer planting, intersections, and on-site landscaping. The plant palettes included in the landscape concept may be revised by the City of Ontario with equivalent plant materials.

1. STREETSCAPE

The conceptual streetscape plan establishes structure, hierarchy, coherence, continuity, and visual identity to the project. The plant palette and the landscape treatment for each of the streets serve to reinforce the overall concept. Preference has been given to those plant materials that are predominantly evergreen, thereby insuring maximum yearly foliage. The plants reflect the hierarchy of the street system with taller, imposing trees defining the major arterials and parkway, and medium-sized trees articulating the more local streets (see Exhibit 34, Conceptual Landscape Plan).

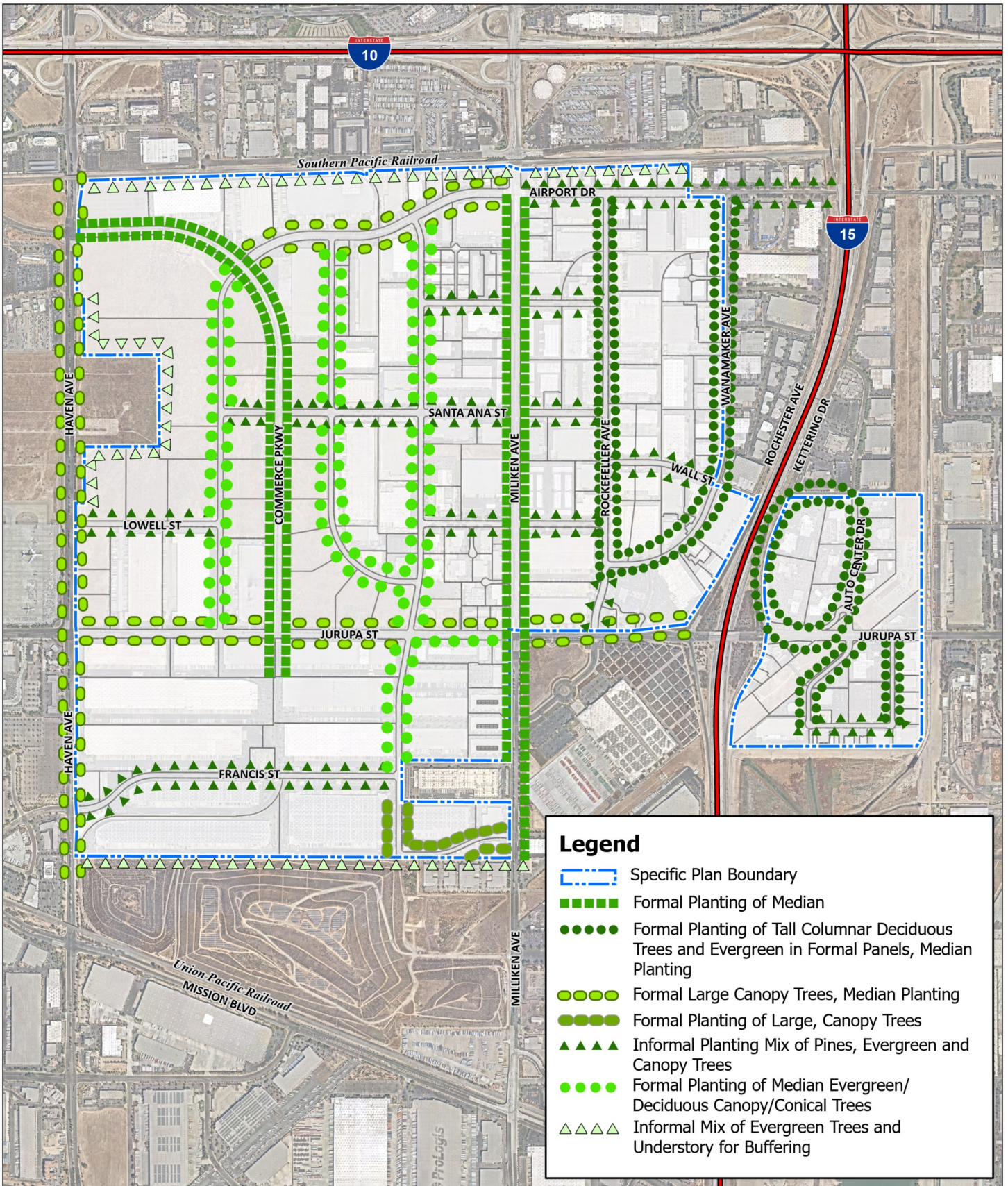


Source(s): Esri, Nearmap Imagery (September 2022), California Commerce Center Specific Plan (Oct 1992)

Exhibit 33



Drainage Master Plan



Source(s): Esri, Nearmap Imagery (September 2022), California Commerce Center Specific Plan (Oct 1992)

Exhibit 34

*LANDSCAPE PLAN SHALL BE CONSISTENT WITH THE ONT ALCUP



Conceptual Landscape Plan

Generally, formal plantings of equally spaced trees are proposed for all north-south avenues, and an informal planting of randomly spaced trees proposed for all east-west streets. Linear berms are proposed throughout the project, within the landscape easement. These berms are to further enhance the landscape character, and to create topographic variation and interest to the site (see Exhibit 34I, Streetscape, Grading Concept). Shrubs, groundcover, and grass articulate the ground plane. These streetscape elements collectively give the project a coherence and structure, and an identity achievable only through the development of a large scale project such as this.

Upon the development of parcels, owners of the parcels shall be required to install the following streetscape treatments.

a. Parkway

Commerce Parkway
(from Airport Drive extending approximately 700' south of Jurupa)

Commerce Parkway functions as a spine for the entire development. Local streets generate out from it on a grid system. Access rights are limited and shall be dedicated to the City of Ontario. The Parkway is proposed as the most significant street in the project, and is one of the major entrances to Ontario International Airport. As such, a formal planting of double rows of equally spaced Tristinia conferta, (see Exhibit 34B, Streetscape/Divided Arterial), are proposed for each side of the Parkway and a single row along the median. Landscape berms and a linear hedge along the crest of the berms are proposed for each side of the parkway. The intent is to give the visual impression of a depressed parkway (see Exhibit 34A, Streetscape/Divided Arterial, Commerce Parkway).

b. Arterials

Airport Drive
Haven Avenue
Jurupa Street*
Milliken Avenue

Large trees formally planted and equally spaced, are proposed for the arterials within the project.

For Milliken Avenue, tall, columnar, alternating panels of Pinus canariensis (Canary Island Pine) and Gingko biloba (Maidenhair Tree) are proposed, with complementing linear hedge panels of shrubs.

Haven Avenue, Jurupa Street, and Airport Drive are articulated with a formal planting of large, predominantly evergreen canopy trees equally spaced (see Exhibit 34A, 34B, 34C, Streetscape/Divided Arterial and Exhibits 34D, 34E, Streetscape/Standard Arterial).

* Plant Palette at Jurupa/Auto Center Drive intersection may change due to Edison easement (height, access issues, etc.)

c. Local and Local Divided Industrial Streets and Divided Collectors

- Brickell Street
- Francis Street
- La Salle Street
- Lowell Street
- Rockefeller Avenue (south of Wanamaker Avenue)
- Santa Ana Street
- Vanderbilt Street
- Wall Street
- Rochester Avenue

An informal, random planting of pines, evergreen, and canopy trees, reinforced with berms and shrubs, is proposed for the collector streets and local (east-west) industrial streets (see Exhibit 34F, Streetscape/Divided Collector and Exhibit 34G, Streetscape/Local (Divided) Industrial Streets; and Exhibit 34H, Streetscape/Local Industrial Streets).

d. Local (North-South) Industrial Streets

- Auto Center Drive
- Carnegie Avenue
- Dupont Avenue
- Doubleday Avenue
- Hudson Avenue
- Kettering Drive
- Rockefeller Avenue (north of Wanamaker Avenue)
- Wanamaker Avenue
- Woodruff Way
- Commerce Parkway (extending approximately 700' north of Francis)

The local (north-south) industrial streets are expressed with a formal planting of equally spaced, medium evergreen/deciduous canopy or conical trees (see Exhibit 34H, Local Industrial Streets).

Cul-de-sacs are proposed for Vanderbilt Street only, and are expressed with unobstructed turning radii (see Exhibit 35D, Streetscape/Cul-de-sac).

NOTE: A PROPERTY OWNERS' ASSOCIATION WILL BE RESPONSIBLE FOR MAINTENANCE OF ALL LANDSCAPED AREAS WITHIN THE SPECIFIC PLAN BOUNDARIES AS ILLUSTRATED IN THE MATRIX, TABLE 3, SUMMARY OF MAINTENANCE RESPONSIBILITIES.

2. **BUFFER PLANTING**

Buffer planting is proposed along the San Bernardino County Sanitary Landfill and Southern Pacific Railroad right-of-way. The planting visually screens both the landfill and the railroad line, and also provides some noise reduction along the railroad. The buffer area, 10' in width, consists of a mixture of plant material. Tall, upright evergreen trees will be planted, infilled with a planting of dense, spreading trees, reinforced with shrubs (see Exhibit 34J, Buffer Planting, San Bernardino County Sanitary Landfill and Exhibit 34K, Buffer Planting, Southern Pacific Railroad).

3. INTERSECTIONS

The landscape treatments proposed for the intersections within the project site are based on an hierarchical concept. Three levels of intersections have been identified:

- (1) Major
- (2) Secondary
- (3) Tertiary

(See Exhibit 35, Conceptual Intersection Landscape Plan.)

Major intersections occur at the intersection of major arterials and serve as gateways to the project. They will offer project identity with low walls displaying the project name. Grading, planting of columnar/vertical trees, and terraces of seasonal color groundcover in a circular pattern will be used to delineate and highlight these intersections (see Exhibit 35A, Conceptual Major Entrance/Identity Statement).

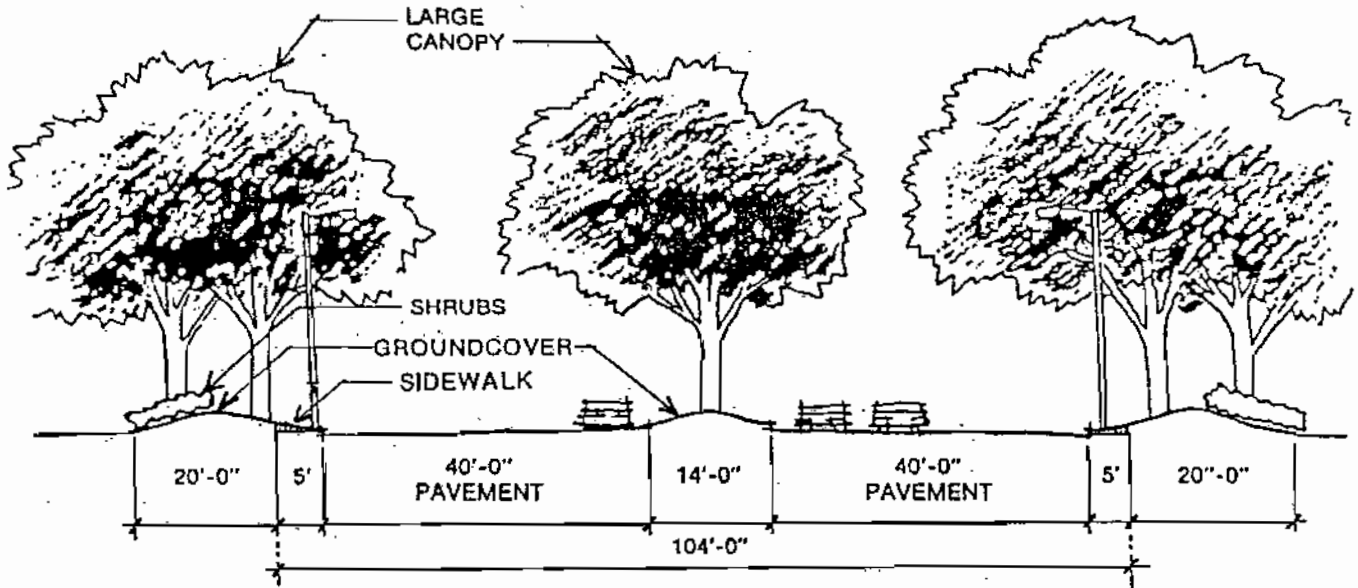
Secondary intersections will have a similar circular pattern treatment, although of smaller nature. Predominantly evergreen flowering trees will be planted at the intersections to complement the adjacent streetscape treatments. Seasonal color groundcover will also be used, again with a terrace wall. These low walls may contain project identification signs (see Exhibit 35B, Conceptual Secondary Entrance/Identity Statement).

Landscape treatment of the tertiary intersections will be similar to the treatment of the major and secondary intersections. These intersections give neighborhood level identity, and offer visual open spaces throughout the overall development. The intersection setback, however, will be smaller. Evergreen trees, flowering accent trees, and groundcover or turf will be used to delineate these intersections (see Exhibit 35C, Conceptual Tertiary Identity Statement).

EXHIBIT 34A

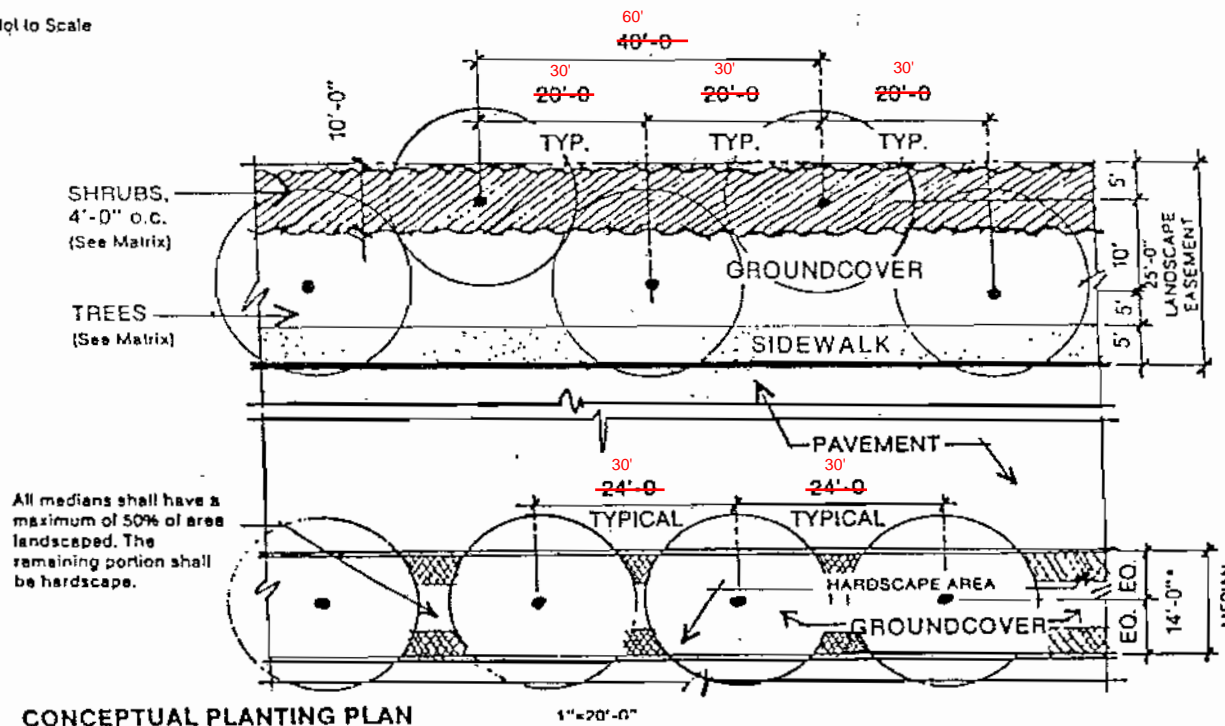
STREETSCAPE • STANDARD DIVIDED ARTERIAL

Airport Drive
 (West of Milliken Avenue
 and East of Commerce Parkway)



SECTION

Not to Scale



CONCEPTUAL PLANTING PLAN

1"=20'-0"

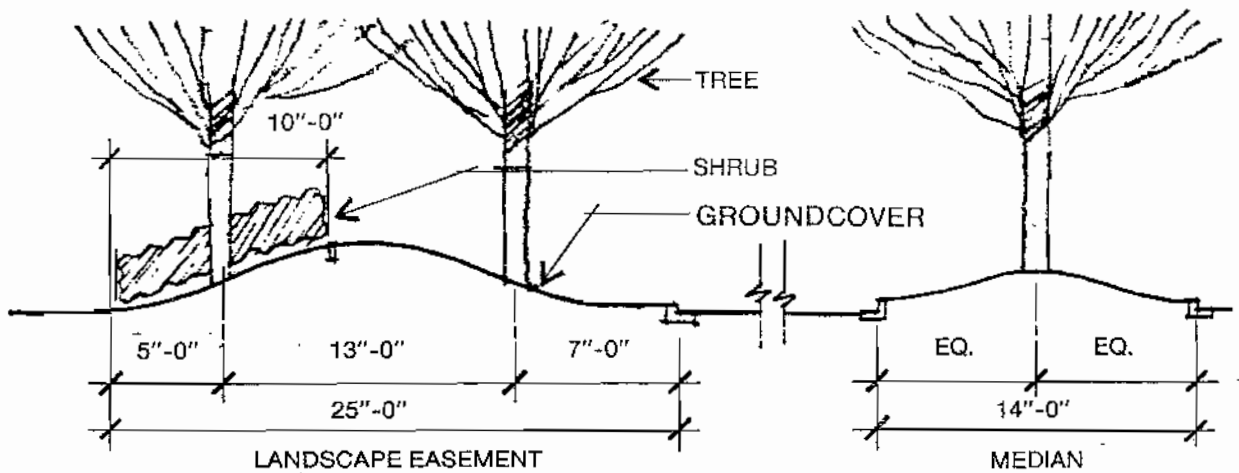
EXHIBIT 34A (Continued)

STREETScape • STANDARD DIVIDED ARTERIAL

Airport Drive
(West of Milliken Avenue
and East of Commerce Parkway)

PLANT PALETTE

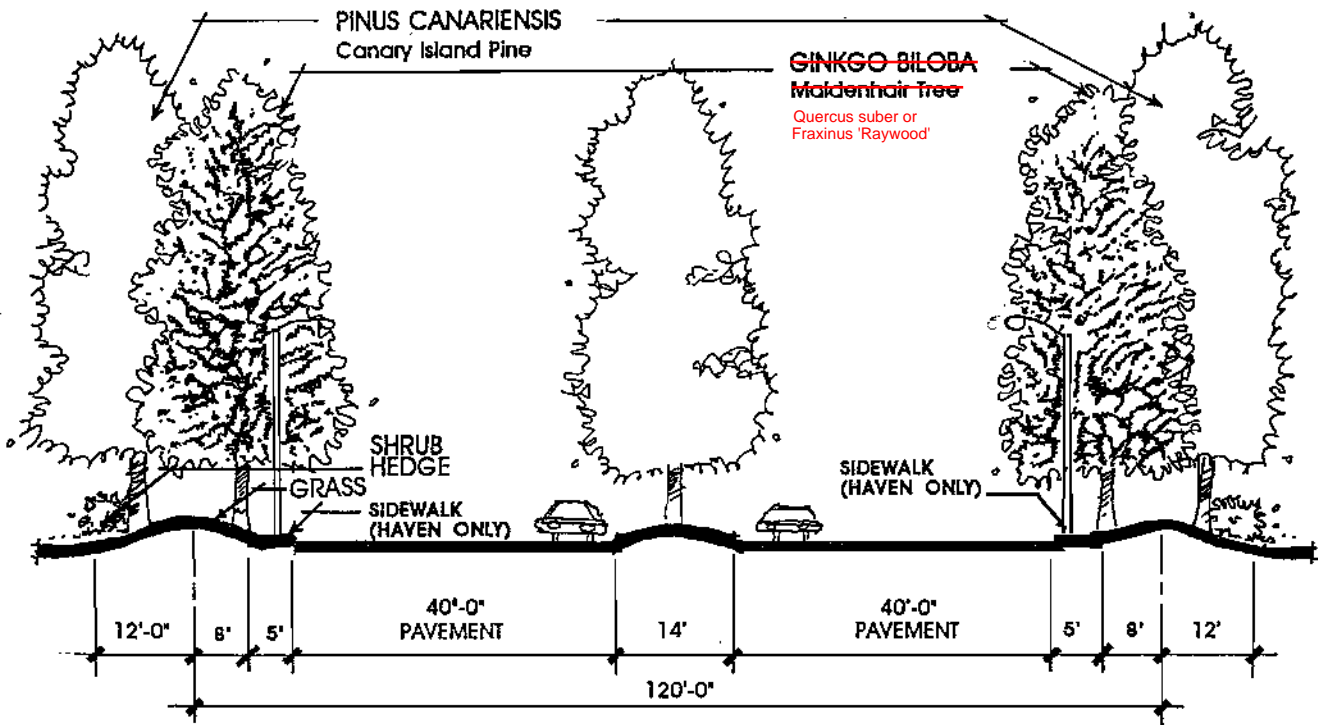
STREET	TREE	SHRUB	GROUND COVER
AIRPORT DRIVE (W. of Milliken and E. of Commerce)		<ul style="list-style-type: none"> CARISSA GRANDIFLORA Natal Plum Callistemon 'Little John' 	<ul style="list-style-type: none"> GAZANIA Trailing Gazania Lonicera j. 'Halliana' ALYSSUM Alyssum Lonicera j. 'Halliana'
AIRPORT DRIVE (Median)	<ul style="list-style-type: none"> ZELKOVA SERRATA Japanese Zelkova (24' o.c.) Koelreuteria bipinnata (30' o.c.) 		<ul style="list-style-type: none"> ACACIA REDOLEN Acacia 'Low Boy' GAZANIA Trailing Gazania ALYSSUM Alyssum Myoporum 'Putah Creek' Seseria autumnalis



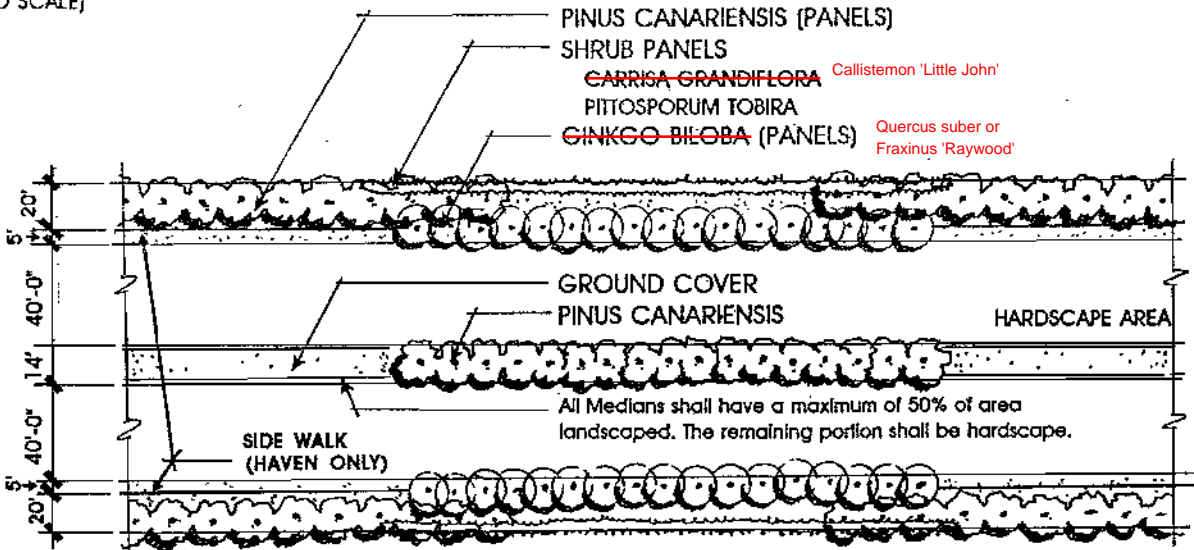
CONCEPTUAL PLANTING SECTION
3/8" x 1'-0"

EXHIBIT 34B

STREETSCAPE • DIVIDED ARTERIAL
Milliken Avenue Haven Avenue



SECTION
(NOT TO SCALE)



CONCEPTUAL PLAN
(NOT TO SCALE)

EXHIBIT 34B (Continued)

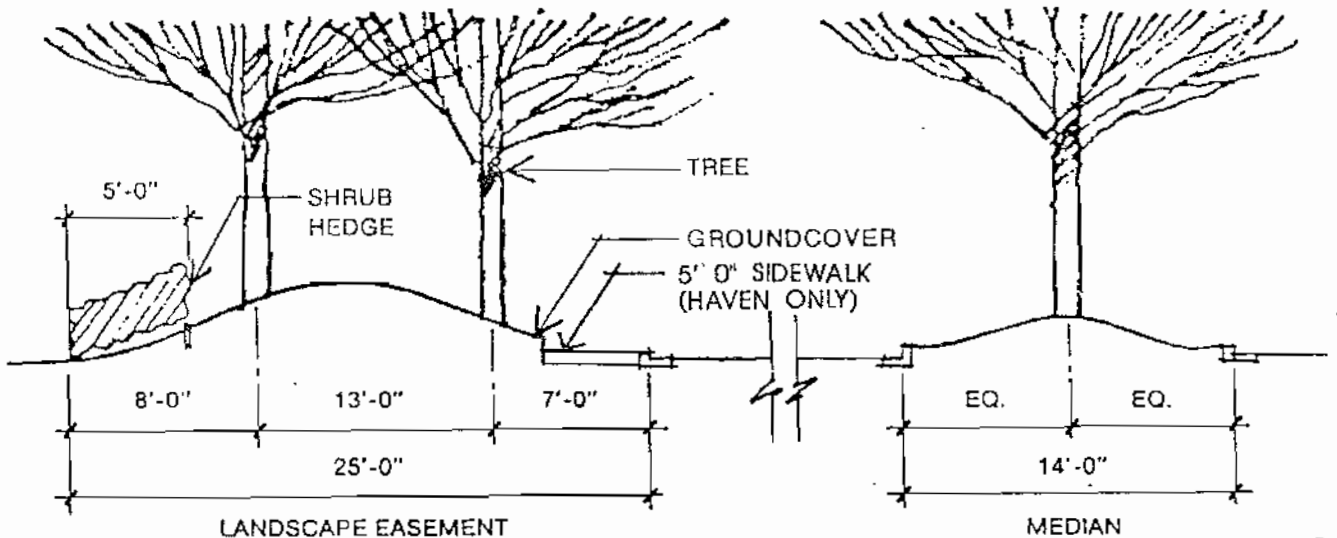
STREETSCAPE • DIVIDED ARTERIAL

Milliken Avenue Haven Avenue

(Plant Palette)

PLANT PALETTE

STREET	TREE	SHRUB	GROUNDCOVER
MILLIKEN AVENUE	<ul style="list-style-type: none"> PINUS CANARIENSIS Canary Island Pine GINKGO BILOBA Maidenhair Tree Quercus suber or Fraxinus 'Raywood' Cork Oak Raywood Ash 	<ul style="list-style-type: none"> CARISSA GRANDIFLORA Natal Plum Callistemon 'Little John' PITTOSPORUM TOBIRA "WHEELER'S DWARF" Tobira Westringia 'Gray Box' 	<ul style="list-style-type: none"> TURF Myoporum 'Putah Creek' ROSEMARY Rosmarinus 'Huntington Carpet' ALYSSUM Alyssum Lonicera j. 'Halliana'
MILLIKEN AVENUE (Median)	<ul style="list-style-type: none"> PINUS CANARIENSIS Canary Island Pine 		<ul style="list-style-type: none"> ROSEMARY Rosmarinus 'Huntington Carpet' ALYSSUM Alyssum Lonicera j. 'Halliana'
HAVEN AVENUE	<ul style="list-style-type: none"> PLATANUS RACEMOSA California Sycamore 	<ul style="list-style-type: none"> MELALEUCA NESOPHILA Pink Melaleuca (50%) Ilex vomitoria 'Stokes' LIGUSTRUM OVALIFOLIUM California Privet Ligustrum j. 'Texanum' 	<ul style="list-style-type: none"> GAZANIA Brisbane Box Lonicera j. 'Halliana' GAZANIA Lonicera j. 'Halliana'

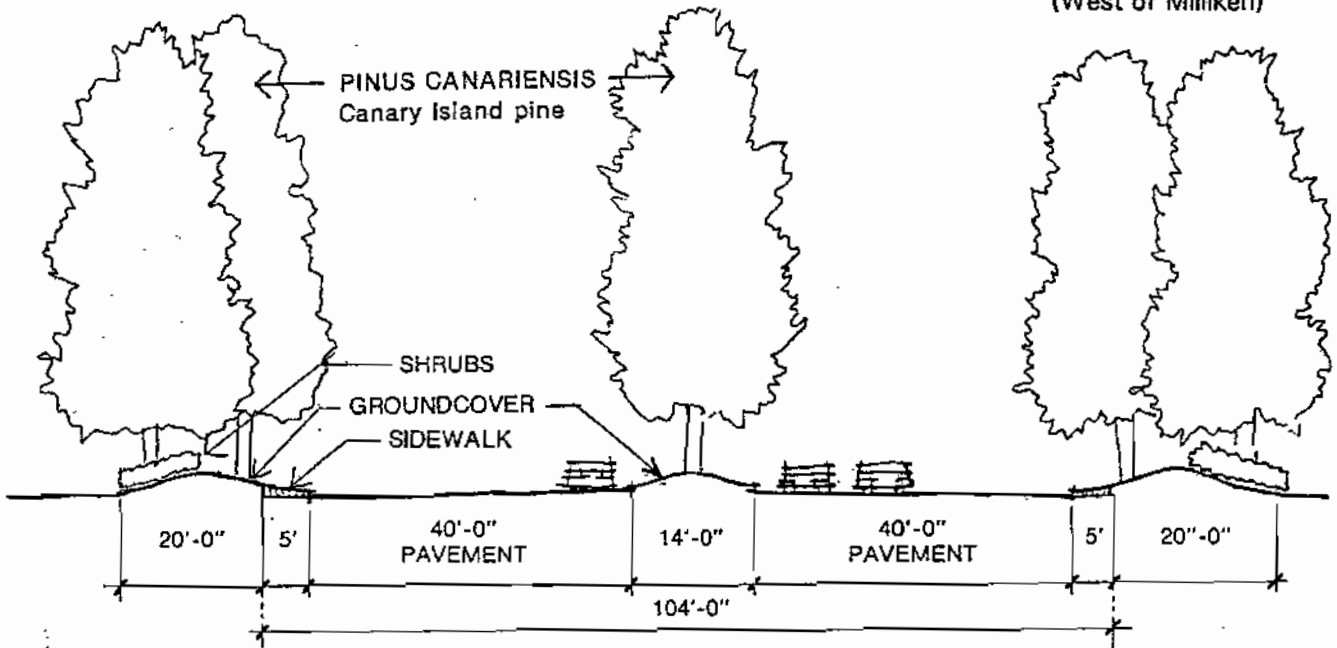


CONCEPTUAL PLANTING SECTION
3/8" x 1'-0"

CALIFORNIA COMMERCE CENTER SPECIFIC PLAN
October 6, 1992

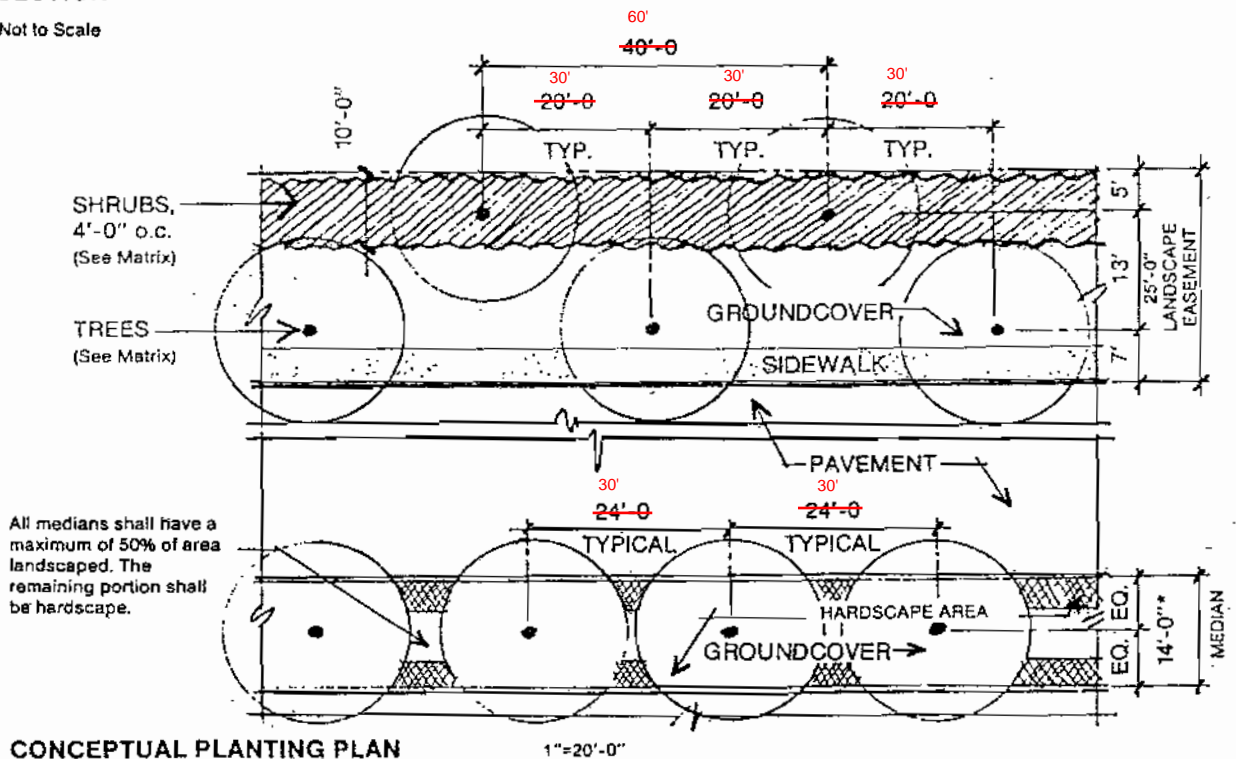
STREETSCAPE • STANDARD DIVIDED ARTERIAL

Jurupa Street
(West of Milliken)



SECTION

Not to Scale



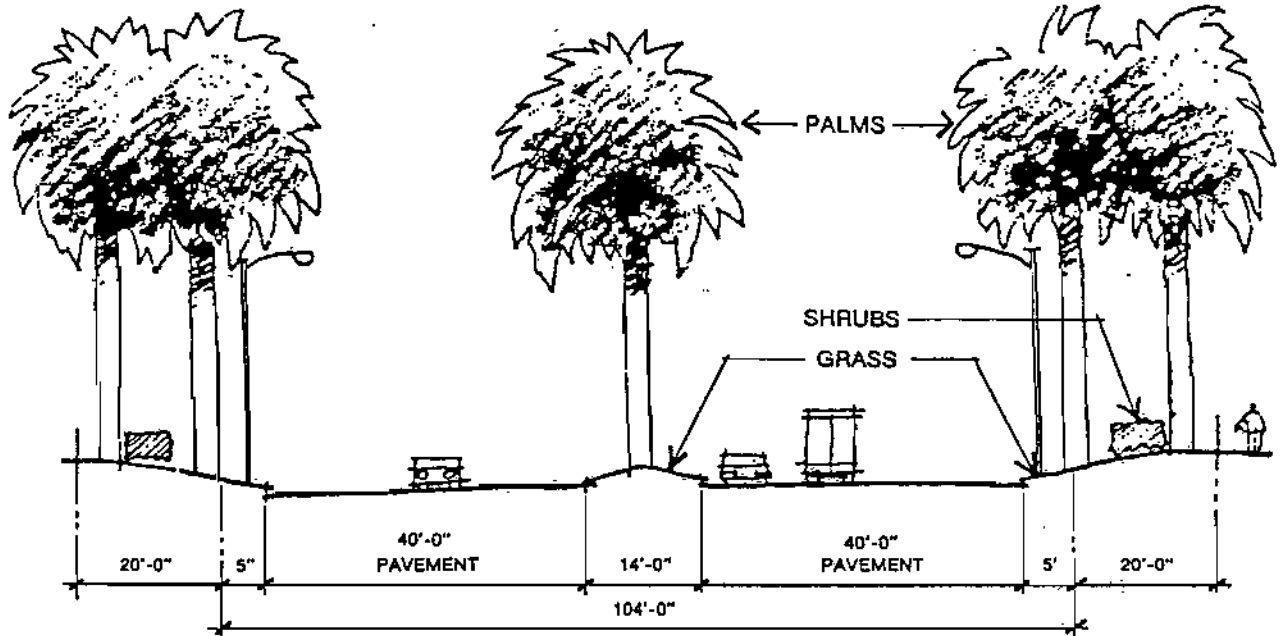
CONCEPTUAL PLANTING PLAN

1"=20'-0"

EXHIBIT 34C (Continued)

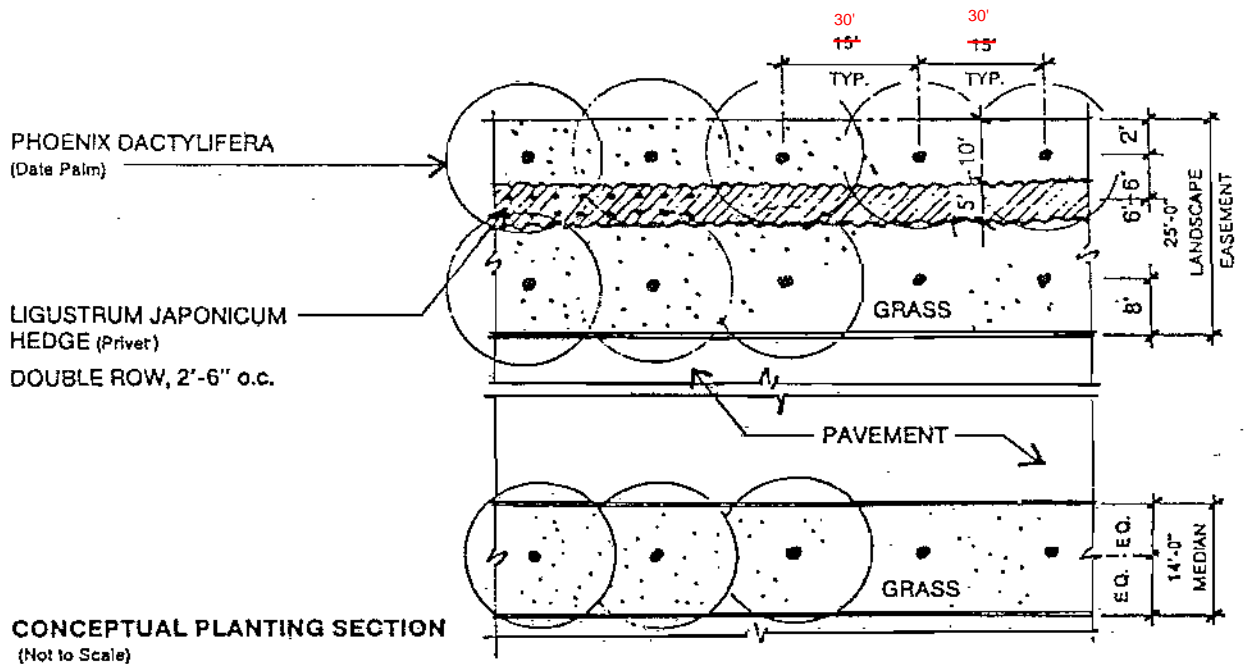
STREETSCAPE • STANDARD DIVIDED ARTERIAL

Jurupa Street
(East of Milliken to West of I-15 Fwy)



SECTION
(Not to Scale)

NOTE: The "Date Palms" are under review for possible replacement.



CONCEPTUAL PLANTING SECTION
(Not to Scale)

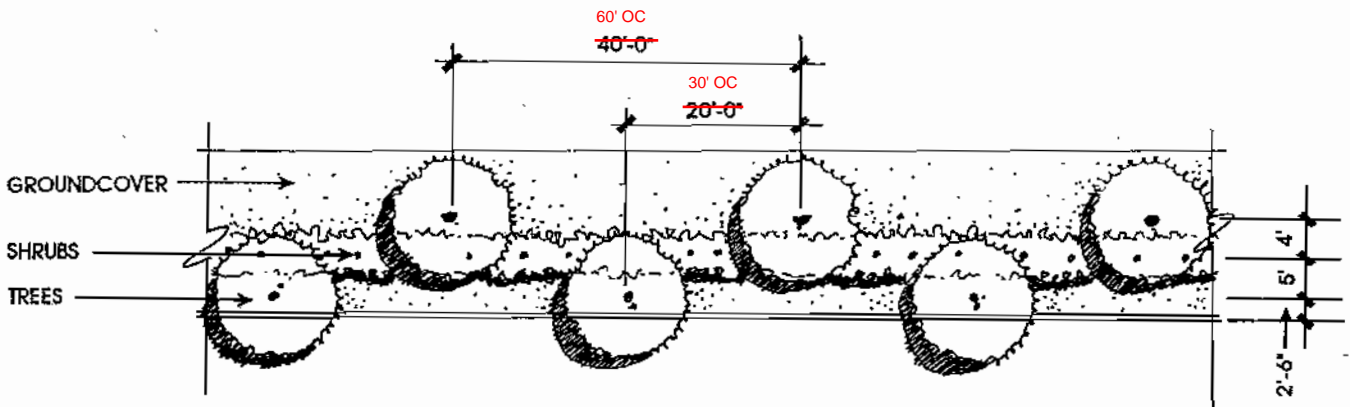
EXHIBIT 34C (Continued)

STREETSCAPE • STANDARD ARTERIAL I

Jurupa Street
(East of I-15 Freeway)



SECTION
Not to scale



CONCEPTUAL PLANTING PLAN
Not to scale

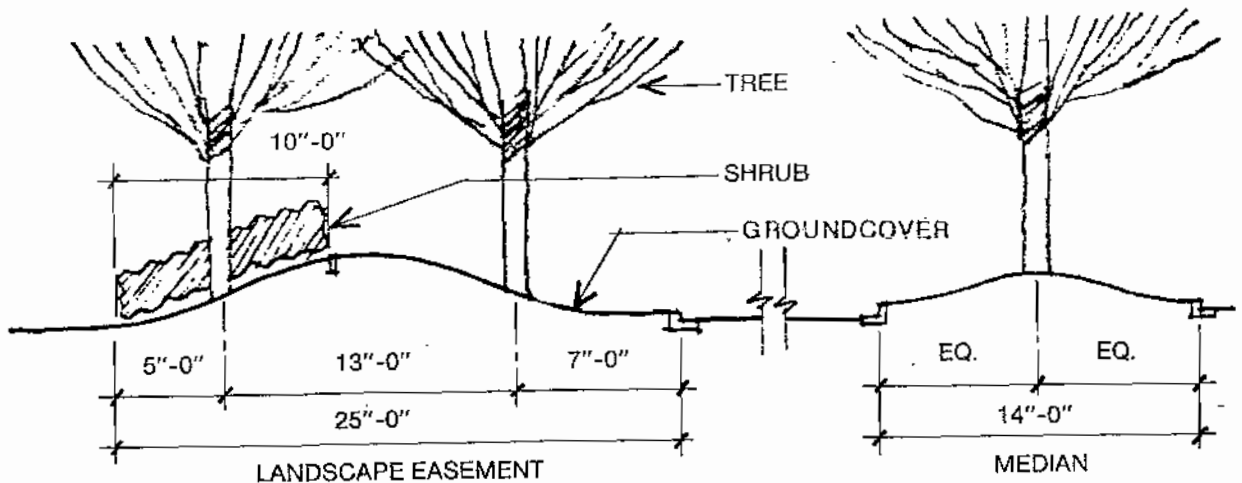
EXHIBIT 34C (Continued)

STREETSCAPE • STANDARD DIVIDED ARTERIAL/
STANDARD ARTERIAL I

Jurupa Street
(West of I-15 Freeway)

PLANT PALETTE

STREET	TREE	SHRUB	GROUNDCOVER
JURUPA STREET (West of Milliken)	<ul style="list-style-type: none"> PINUS CANARIENSIS Canary Island Pine MAGNOLIA "Samuel Sommer" LAGERSTROEMIA INDICA Crepe Myrtle 	<ul style="list-style-type: none"> LIGUSTRUM JAPONICA "TEXANUM" Privet 	<ul style="list-style-type: none"> VINCA MAJOR
JURUPA STREET (East of Milliken to West of I-15 Freeway)	<ul style="list-style-type: none"> PHOENIX DACTYLIFERA Date Palm* Quercus suber 	<ul style="list-style-type: none"> LIGUSTRUM JAPONICA "TEXANUM" Privet 	<ul style="list-style-type: none"> EURYOPES PECTINATUS N.C.N. Salvia greggii Turf Myoporum 'Putah Creek'
JURUPA STREET (East of I-15 Freeway) (No Median)	<ul style="list-style-type: none"> PYRUS CALLERYANA "BRADFORD" Bradford Pear Cork Oak 	<ul style="list-style-type: none"> LIGUSTRUM JAPONICA "TEXANUM" Privet 	<ul style="list-style-type: none"> GAZANIA LEUCOLAENA "SUNGLOW" Trailing Gazania Lonicera j. 'Halliana' LANTANA MONTEVIDENSIS N.C.N. Cotoneaster horizontalis



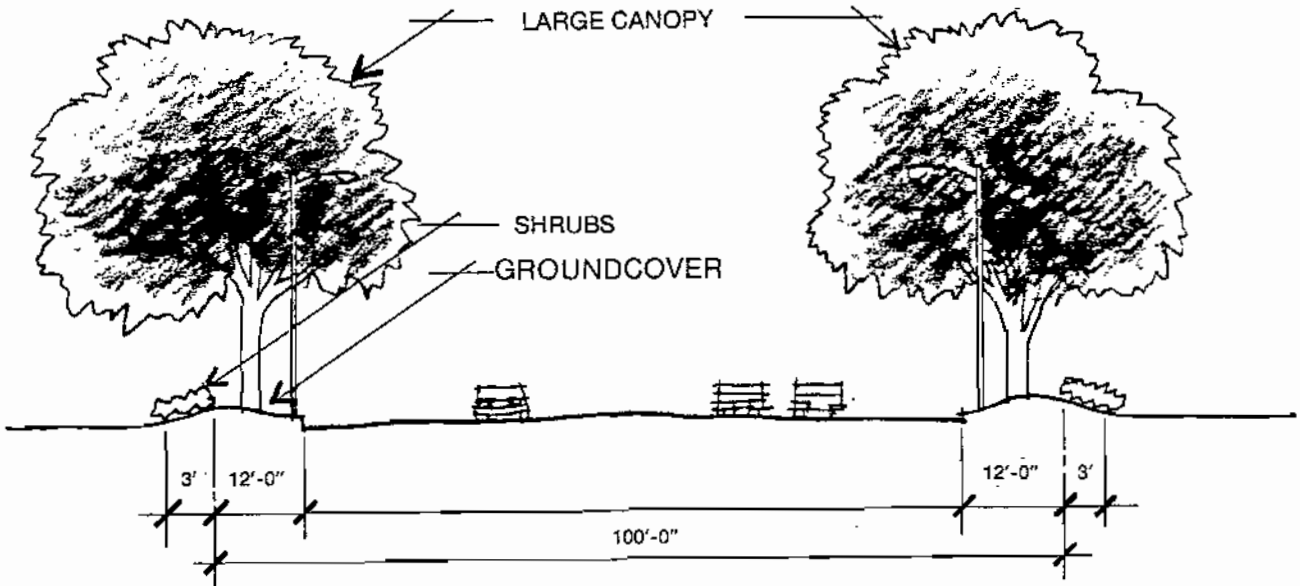
CONCEPTUAL PLANTING SECTION
1/8" x 1'-0"

*The "Date Palms" are under review for possible replacement.

EXHIBIT 34D

STREETScape • STANDARD ARTERIAL

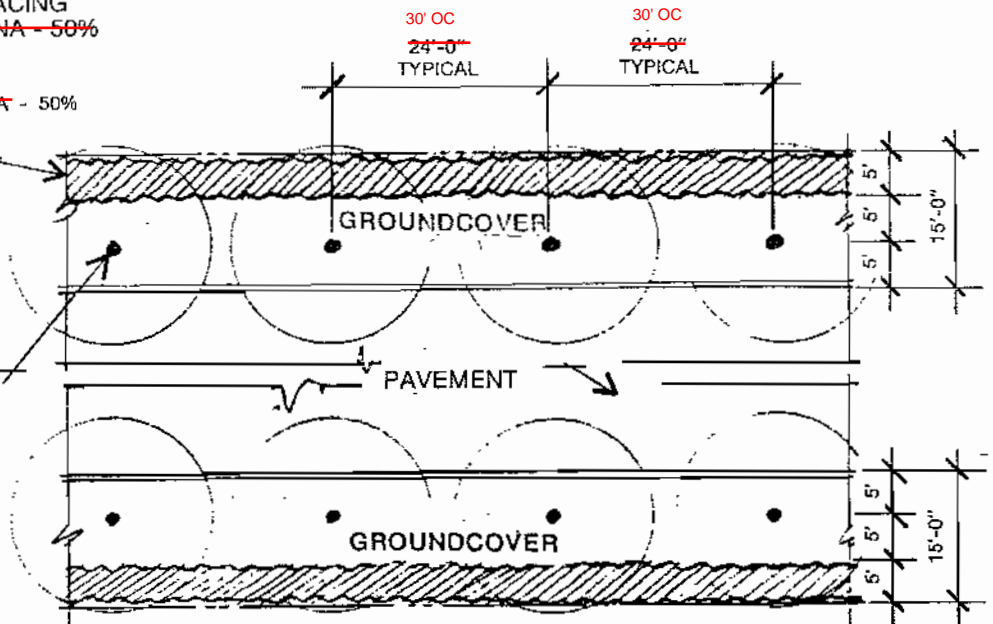
Airport Drive
(East of Milliken Avenue)



SECTION
(Not to Scale)

- SHRUBS: 4'-0" Δ SPACING
- ~~MYRSINE AFRICANA~~ - 50%
~~African Boxwood~~
~~Ligustrum j. 'Texanum'~~
 - ~~CARISSA GRANDIFLORA~~ - 50%
~~Natal Plum~~
~~Callistemon 'Little John'~~

- ~~ZELKOVA SERRATA~~
~~Japanese Zelkova~~
~~Koelreuteria bipinnata~~



CONCEPTUAL PLANTING PLAN
(1' = 20'-0")

EXHIBIT 34D (Continued)

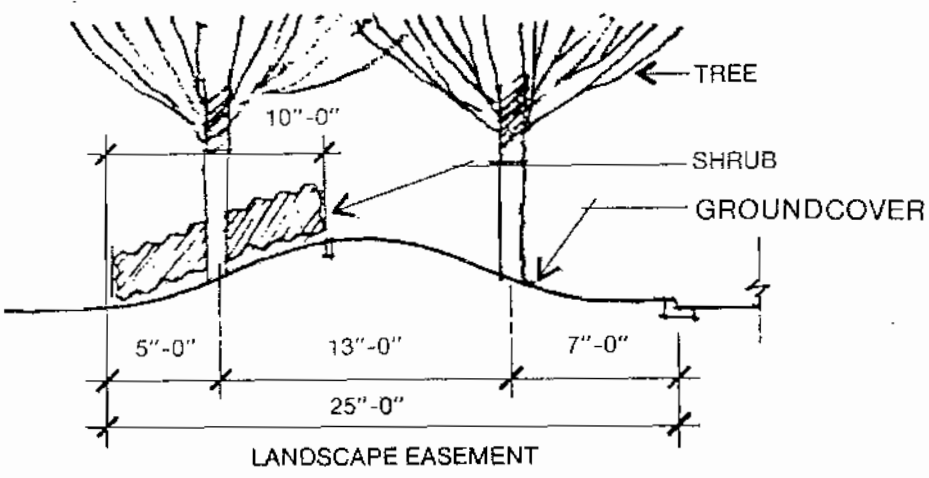
STREETSCAPE • STANDARD ARTERIAL

AIRPORT DRIVE
(East of Milliken Avenue)

PLANT PALETTE

STREET	TREE (Random Mix)	SHRUB (4' o.c. spacing)	GROUNDCOVER
AIRPORT DRIVE (EAST OF MILLIKEN AVENUE)	<ul style="list-style-type: none"> ZELKOVA SERRATA Japanese Zelkova Koelreuter bipinnata 	<ul style="list-style-type: none"> MYRSINE AFRICANA African Boxwood Ligustrum j. 'Texanam' CARISSA GRANDIFLORA Natal Plum Callistemon 'Little John' 	<ul style="list-style-type: none"> ACACIA REDOLEN Acacia Acacia 'Low Boy' GAZANIA Trailing Gazania Lonicera j. 'Halliana' ALYSSUM Alyssum Lonicera j. 'Halliana'

Koelreuteria



CONCEPTUAL PLANTING SECTION
1/4"=1'-0"

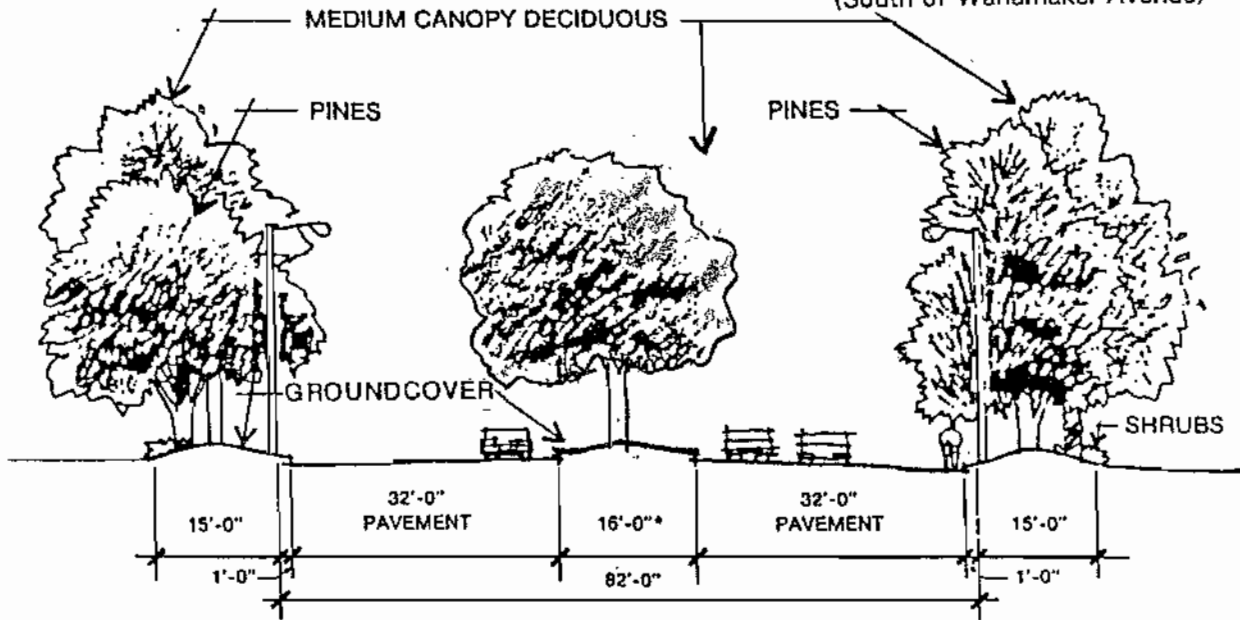
~~EXHIBIT 34E~~

~~DELETED~~

STREETSCAPE • DIVIDED COLLECTOR

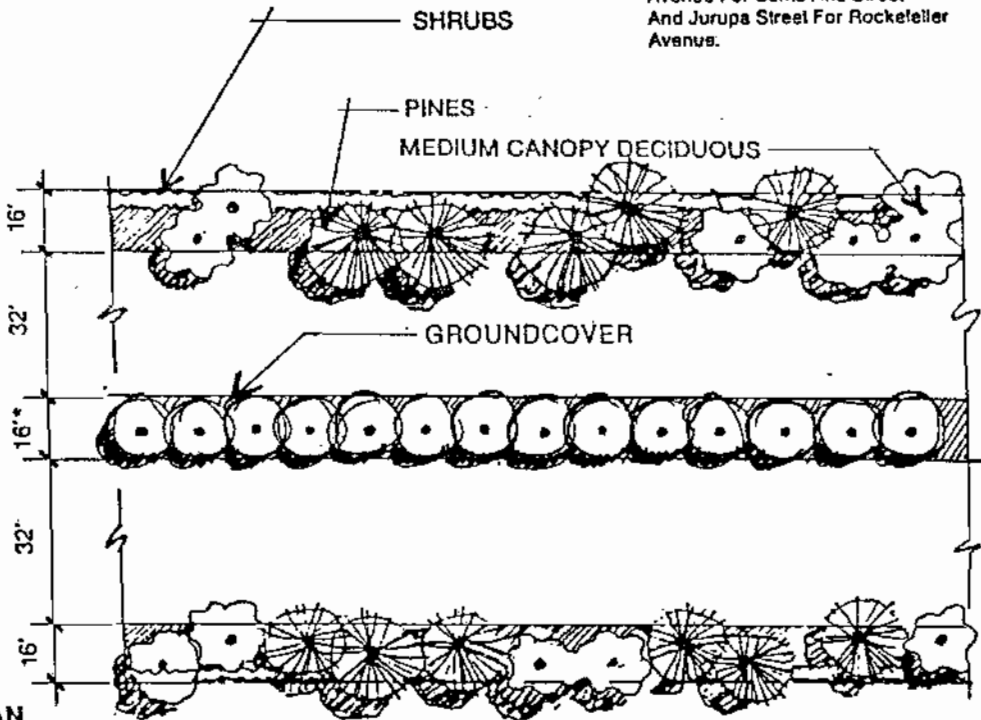
Santa Ana Street
Rockefeller Avenue

(South of Wanamaker Avenue)



SECTION
(Not to Scale)

*Center Median Only Within 200'
Of Commerce Parkway, Miliken
Avenue For Santa Ana Street
And Jurupa Street For Rockefeller
Avenue.

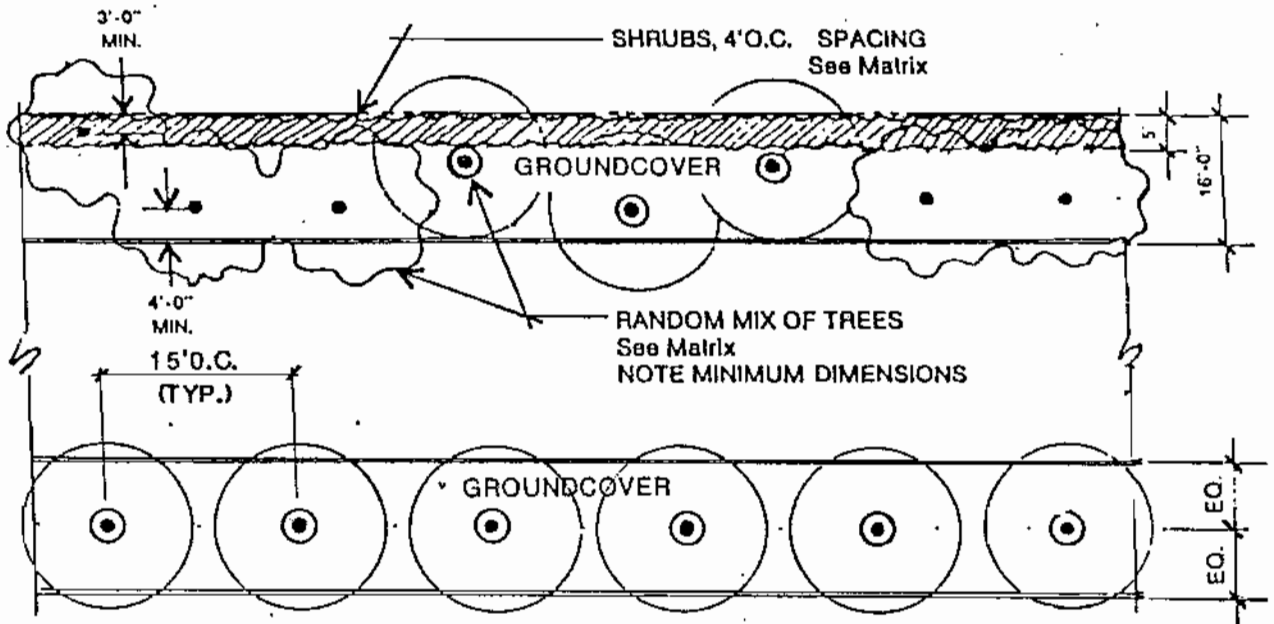


CONCEPTUAL PLAN
(Not to Scale)

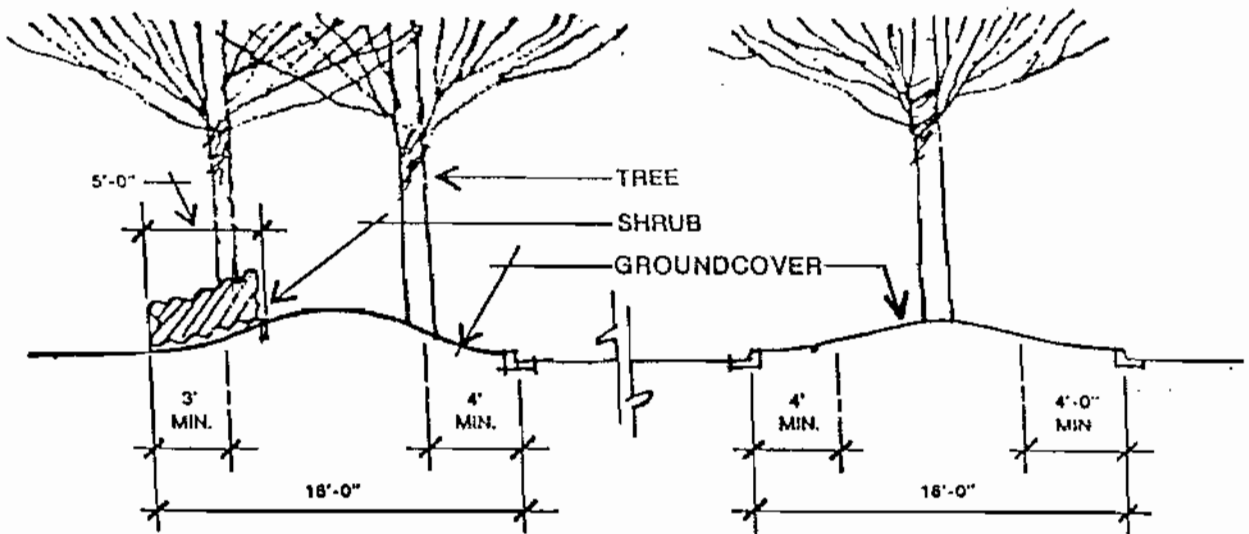
EXHIBIT 34F (Continued)

STREETSCAPE • DIVIDED COLLECTOR

Santa Ana Street
 Rockefeller Avenue
 (South of Wanamaker)



CONCEPTUAL PLANTING PLAN
 1" = 20'-0"



CONCEPTUAL PLANTING SECTION
 1/4" = 1'-0"

EXHIBIT 34F (Continued)

STREETSCAPE • DIVIDER COLLECTOR

Santa Ana Street
Rockefeller Avenue
(South of Wanamaker)

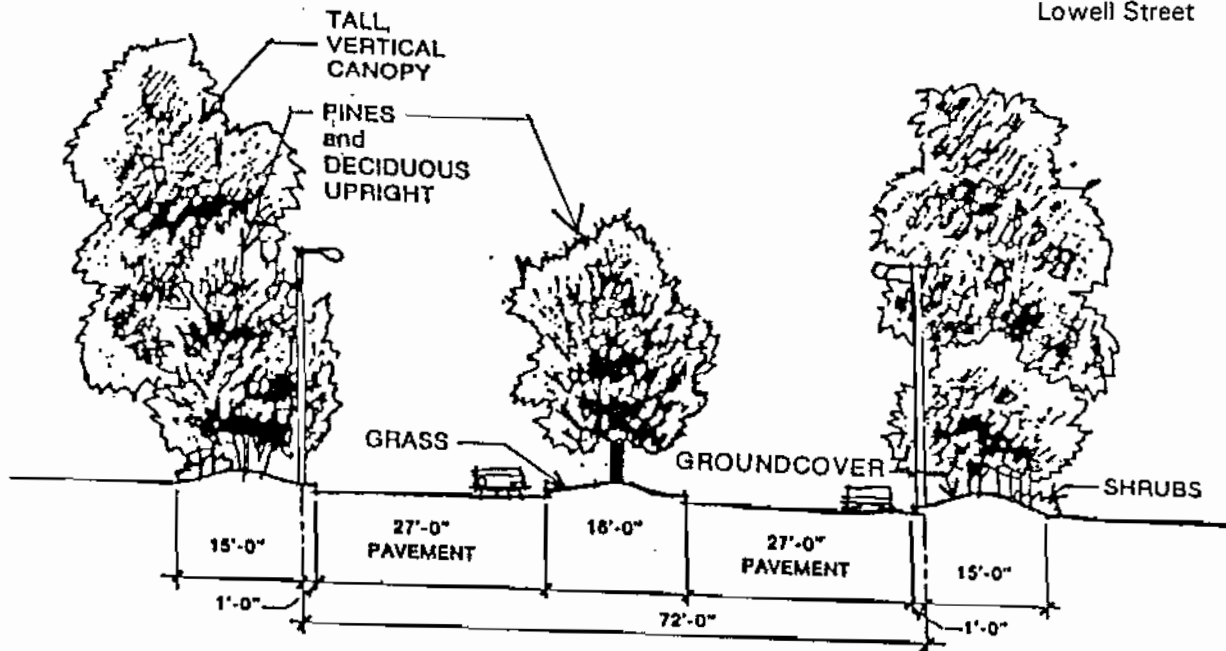
PLANT PALETTE

STREET	TREE (Random Mix)	SHRUB (4' o.c. SPACING)
ROCKEFELLER AVENUE (South of Wanamaker)	<ul style="list-style-type: none"> • PINUS HALEPENSIS Aleppo Pine 15'-20' o.c. 30' OC • PLATANUS RACEMOSA California Sycamore 20'-25' 30' OC • SCHINUS MOLLE California Pepper 20'-25' 30' OC • TRISTANIA CONFERTA Brisbane Box 15'-20' 25' OC • ULMUS PARVIFOLIA Chinese Elm 15'-20' 30' OC 	<ul style="list-style-type: none"> • ABELIA GRANDIFLORA Glossy Abelia Ligustrum j. 'Texanum'
SANTA ANA STREET Phase I & II	<ul style="list-style-type: none"> • PINUS HALEPENSIS Aleppo Pine 15'-20' o.c. 30' OC • PLATANUS RACEMOSA California Sycamore 20'-25' 30' OC • TRISTANIA CONFERTA Brisbane Box 15'-20' 25' OC 	<ul style="list-style-type: none"> • ABELIA GRANDIFLORA Glossy Abelia Ligustrum j. 'Texanum'

EXHIBIT 34G

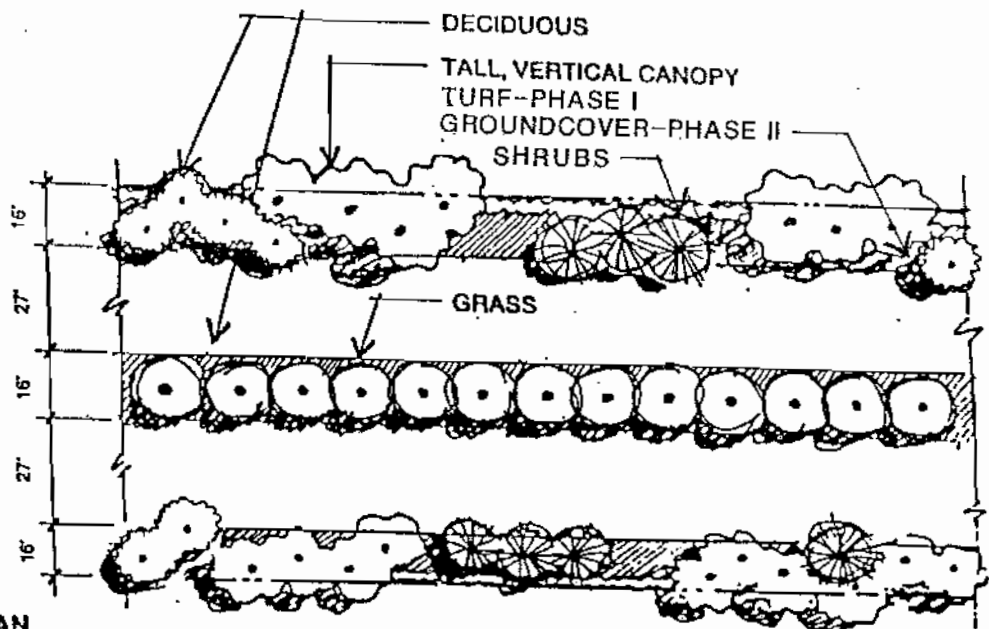
STREETSCAPE • LOCAL (DIVIDED)
INDUSTRIAL STREETS

Brickell Street
Lowell Street



NOTE: Information presented applies to Brickell and Lowell east of Milliken, see Exh. 22, Section F.

SECTION
(Not to Scale)



CONCEPTUAL PLAN
(Not to Scale)

EXHIBIT 34G (Continued)

STREETSCAPE • LOCAL (DIVIDED)
INDUSTRIAL STREETS

Brickell Street
Lowell Street

PLANT PALETTE

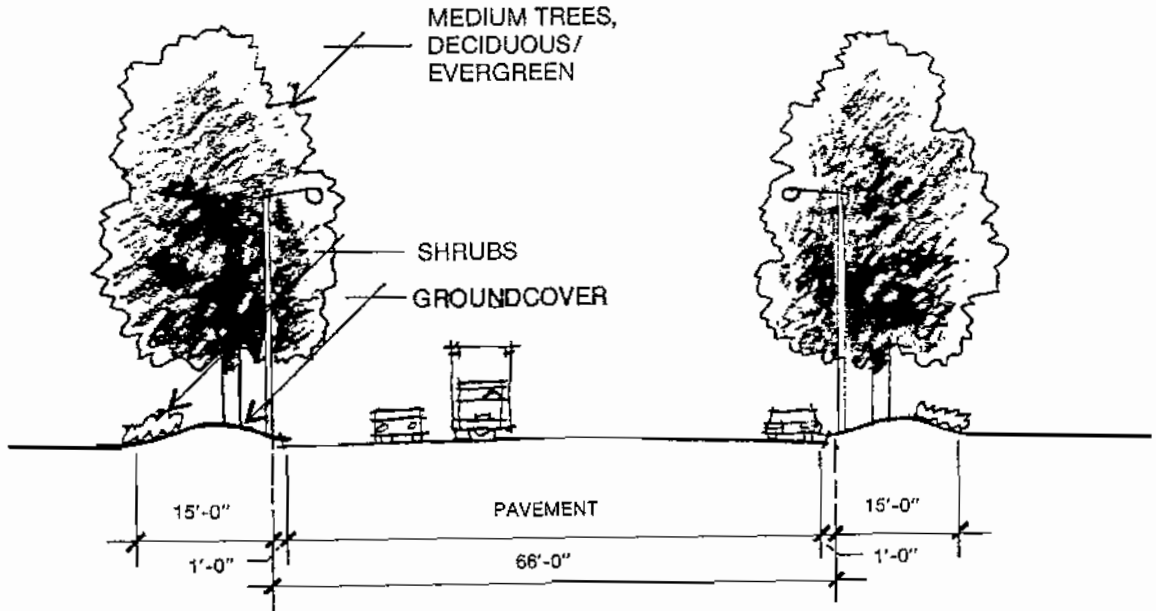
STREET	TREE	SHRUB	GROUNDCOVER
BRICKELL STREET Phase I & II	<ul style="list-style-type: none"> BRACHYCHITON POPULNEUS Bottle Tree 20'-25' 30' OC TRISTANIA CONFERTA Brisbane Box 15'-20' 25' OC PINUS PINEA Italian Stone Pine 15'-20' 30' OC 	<ul style="list-style-type: none"> PLUMBAGO AURICULATA Blue Cape Plumbago Leucophyllum frutescens 	<ul style="list-style-type: none"> MYOPORUM PAVIFOLIUM ^{Putah Creek'} Myoporum
	<ul style="list-style-type: none"> Fraxinus 'Raywood' GINKGO BILOBA Maidenhair Tree Raywood Ash PINUS HALEPENSIS Atappo Pine 15'-20' 30' OC PLATANUS RACEMOSA California Sycamore 	<ul style="list-style-type: none"> PHOTINIA FRASERI Ligustrum j. 'Texanum' 	<ul style="list-style-type: none"> TURF Myoporum 'Putah Creek'
	<ul style="list-style-type: none"> PISTACIA CHINENSIS Chinese Pistache PINUS PINEA Italian Stone Pine 15'-20' 30' OC EUCALYPTUS Maculata 	<ul style="list-style-type: none"> CEANOTHUS "Julia Phelps" Ceanothus Rhamnus 'Eve Case' 	<ul style="list-style-type: none"> MYOPORUM PARVIFOLIUM ^{Putah Creek} Myoporum
LOWELL STREET Phase I			
Phase II			

EXHIBIT 34H

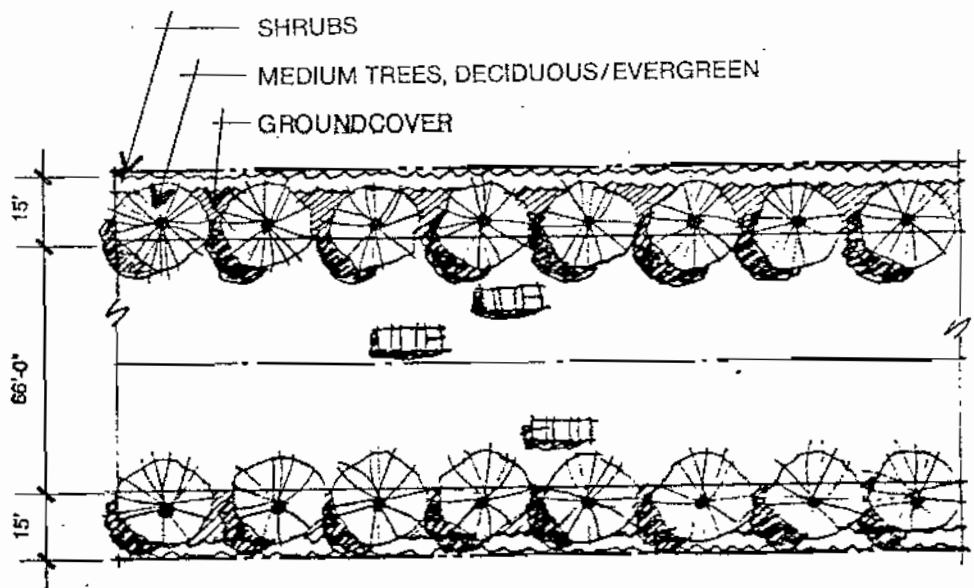
STREETSCAPE • LOCAL INDUSTRIAL STREETS

~~Commerce Parkway (extending approximately 700' north of Francis)~~
Rockefeller Avenue (North of Wanamaker)
McNamara Street

Carnegie Avenue
Doubleday Avenue
Dupont Avenue
Wanamaker Avenue



SECTION
(Not to Scale)



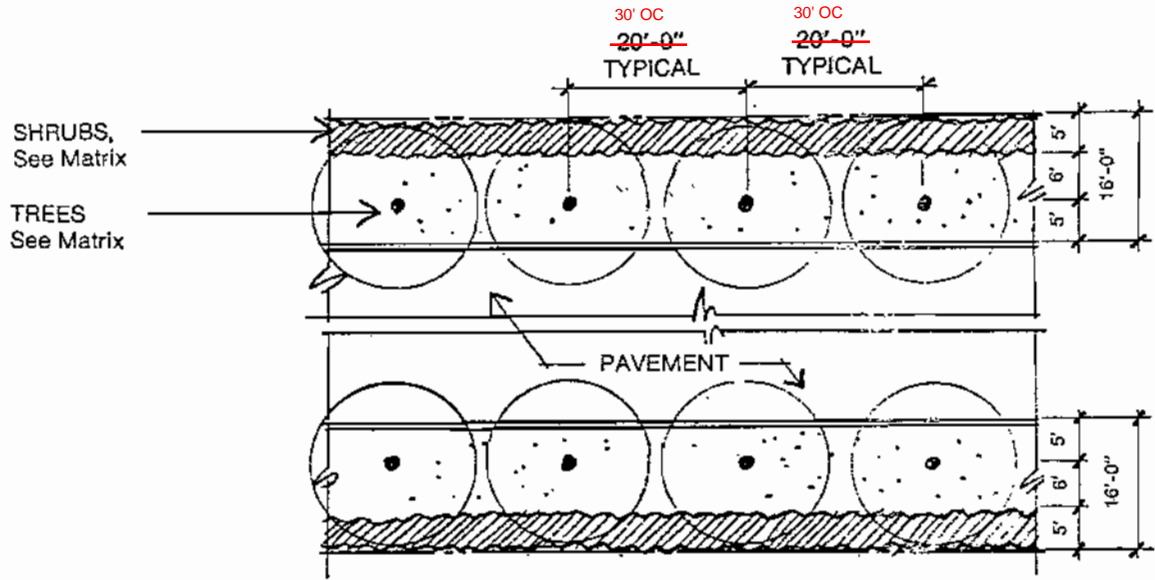
CONCEPTUAL PLAN
(Not to Scale)

EXHIBIT 34H
(Continued)

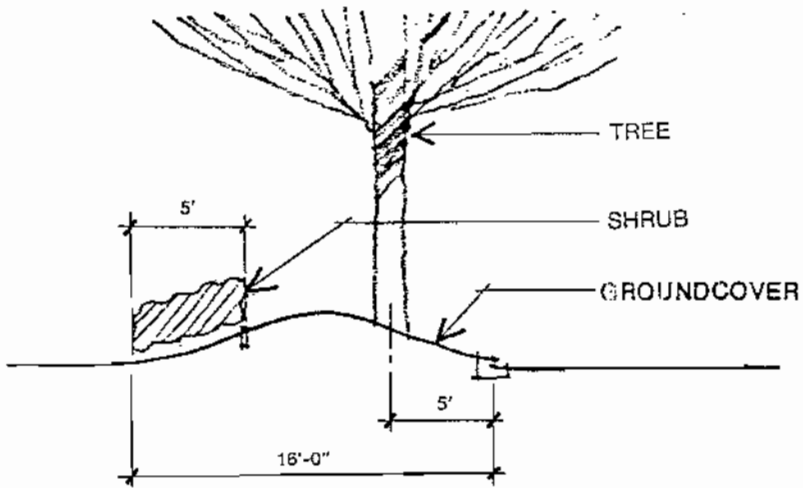
STREETSCAPE • LOCAL INDUSTRIAL STREETS

Commerce Parkway (extending approximately 700' north of Francis)
Rockefeller Avenue (North of Wanamaker)
McNamara Street

Carnegie Avenue
Doubleday Avenue
Dupont Avenue
Wanamaker Avenue



CONCEPTUAL PLANTING PLAN
(not to scale)

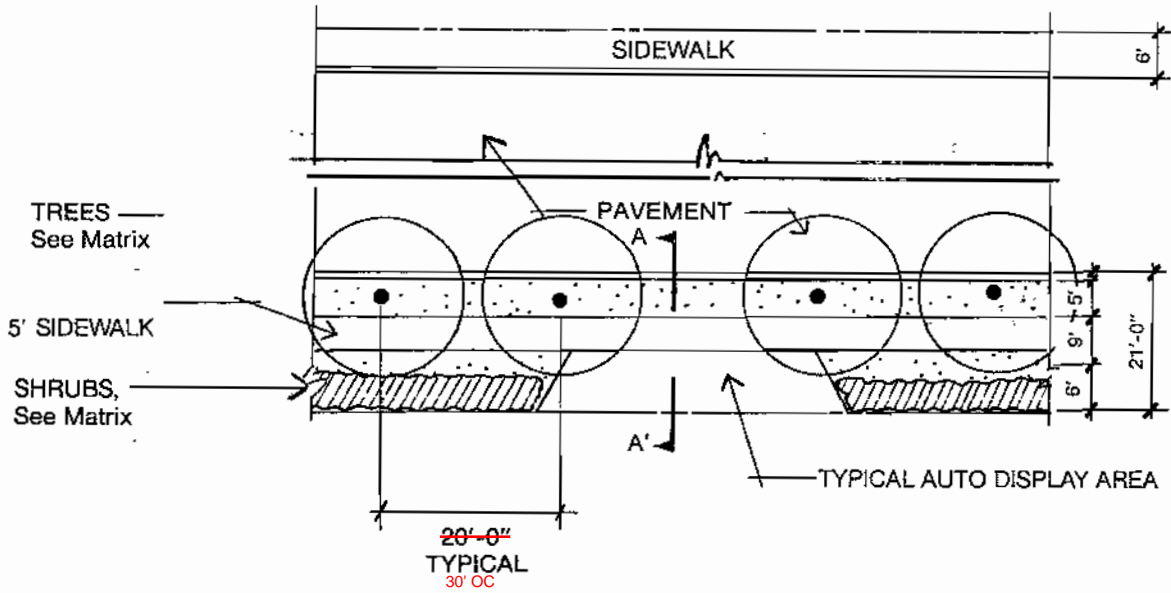


CONCEPTUAL PLANTING SECTION
(not to scale)

NOTE: McNamara Street and portions of Auto Center Drive in the Auto Center will receive landscaping treatment similar to Kettering Drive, including meandering sidewalks, display parking areas and varying landscaping design.

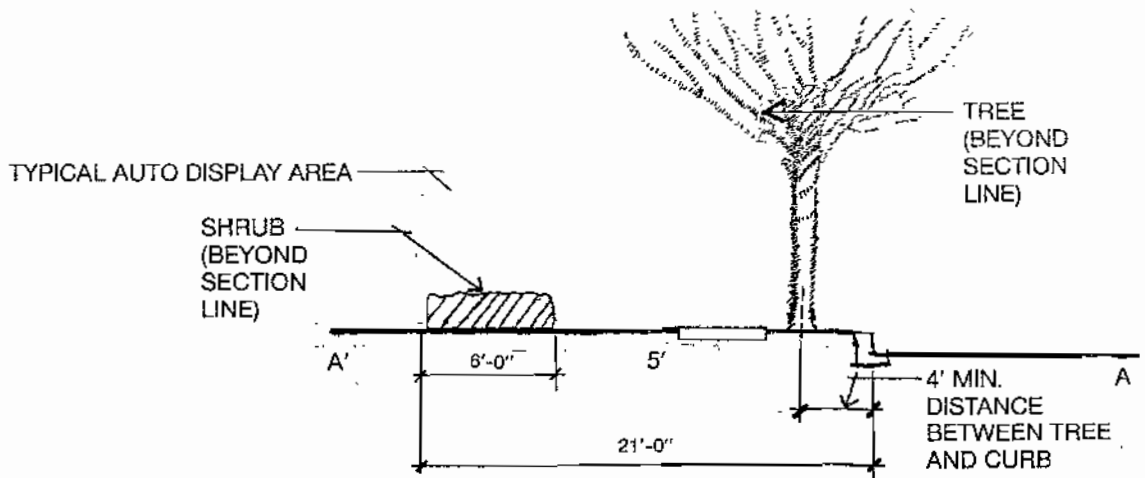
EXHIBIT 34H (Continued)

STREETSCAPE • LOCAL INDUSTRIAL STREETS
Kettering Drive



CONCEPTUAL PLANTING PLAN

(Not to Scale)

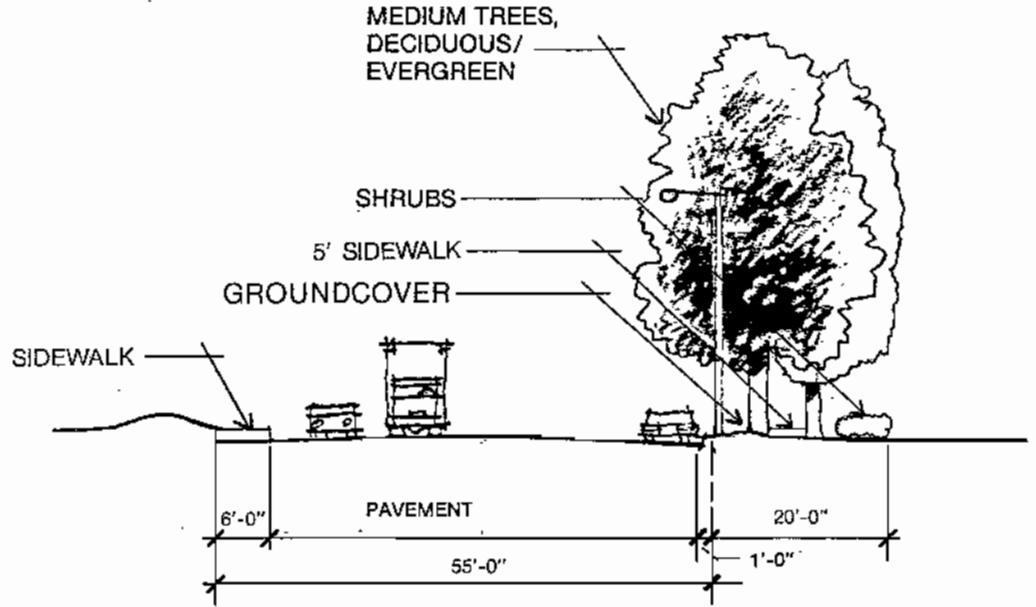


CONCEPTUAL PLANTING SECTION

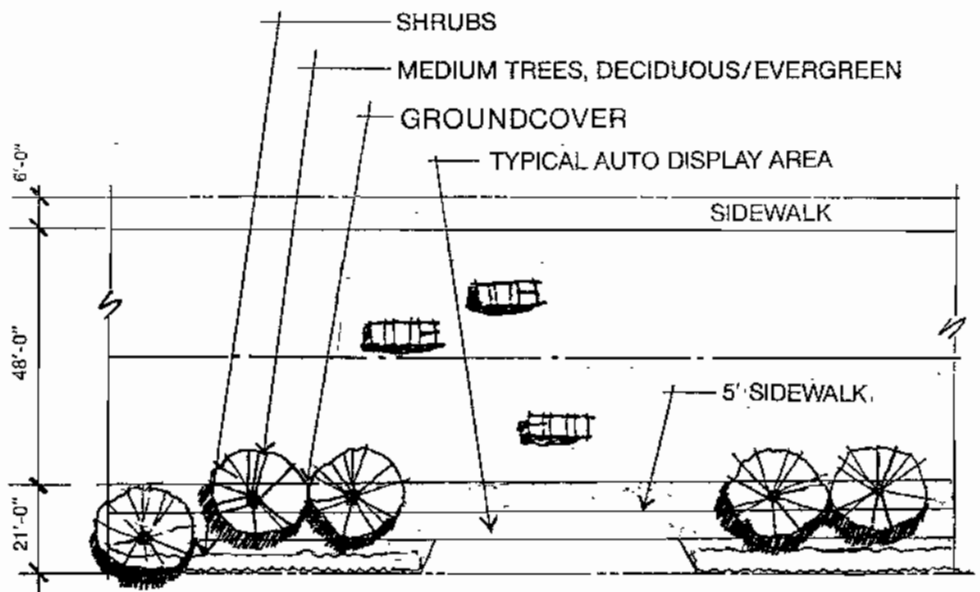
(1/4"=1'-0")

EXHIBIT 34H (Continued)

STREETScape • LOCAL INDUSTRIAL STREETS
Kettering Drive



SECTION
(Not to Scale)



CONCEPTUAL PLAN
(Not to Scale)

EXHIBIT 34H (Continued)

STREETSCAPE • LOCAL INDUSTRIAL STREETS

~~Commerce Parkway (extending approximately 700' south of Jurupa)~~
 Rockefeller Avenue (North of Wanamaker)
 McNamara Street
 Kettering Drive

Carnegie Avenue
 Doubleday Avenue
 Dupont Avenue
 Wanamaker Avenue

PLANT PALETTE

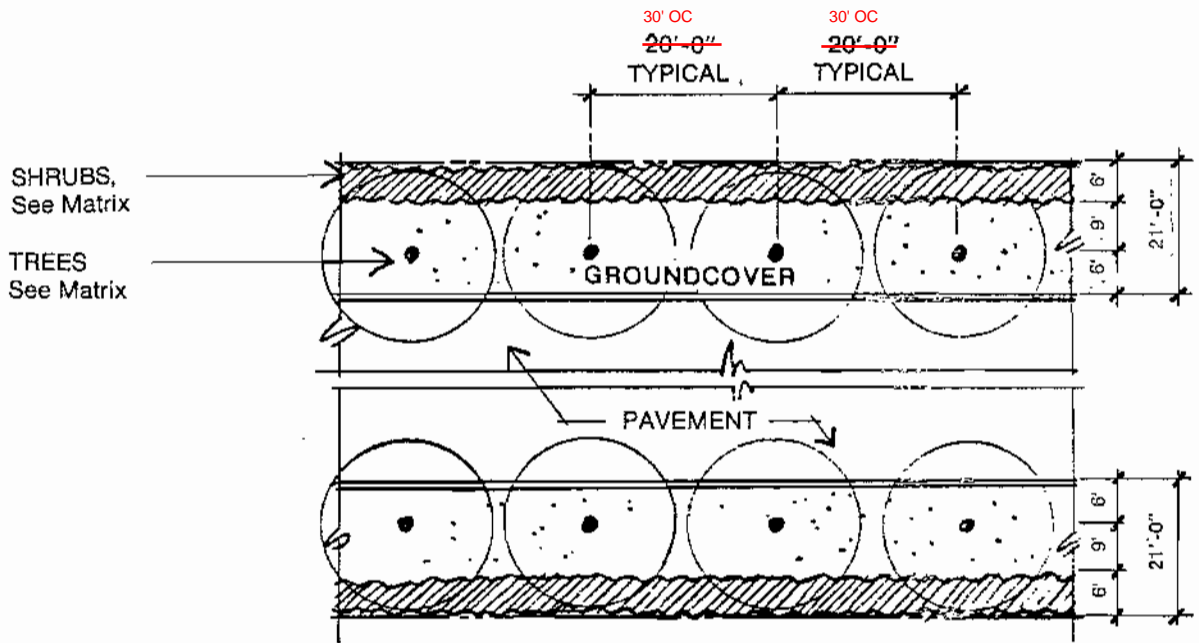
STREET	TREE	SHRUB (4' o.c.)	GROUNDCOVER
CARNEGIE AVENUE	<ul style="list-style-type: none"> LIRIODENDRON TULEPIFERA Tulip Tree 	<ul style="list-style-type: none"> CARISSA GRANDIFLORA Natal Plum Callistemon 'Little John' CEANOTHUS "JULIA PHELPS" Julia Phelps Ceanothus Rhamnus 'Eve Case' 	<ul style="list-style-type: none"> LONICERA JAPONICA "HALLIANA" Japanese Honeysuckle
DOUBLEDAY AVENUE	<ul style="list-style-type: none"> PISTACHIA CHINENSIS 30' OC Chinese Pistache 20' o.c. 	<ul style="list-style-type: none"> ARBUTUS UNEDO "COMPACTA" Compact Strawberry Tree 	<ul style="list-style-type: none"> LONICERA JAPONICA "HALLIANA" Japanese Honeysuckle
DUPONT AVENUE COMMERCE PARKWAY (Extending approximately 700' north of Francis)	<ul style="list-style-type: none"> PISTACHIA CHINENSIS 30' OC Chinese Pistache 20' o.c. 	<ul style="list-style-type: none"> LIGUSTRUM JAPONICUM "TEXANUM" Japanese Privet 	<ul style="list-style-type: none"> LONICERA JAPONICA "HALLIANA" Japanese Honeysuckle
KETTERING DRIVE MCNAMARA STREET	<ul style="list-style-type: none"> TRISTANIA CONFERTA 25' OC Brisbane Box 30' o.c. 	<ul style="list-style-type: none"> RAPHIOLEPIS INDICA "BALLERINA" India Hawthorne 	<ul style="list-style-type: none"> GAZANIA Trailing Gazania Myoporum 'Putah Creek' TURF
ROCKEFELLER AVE (North of Wanamaker)	<ul style="list-style-type: none"> LIQUIDAMBAR STYRACIFLUA American Sweetgum Platanus acerifolia 	<ul style="list-style-type: none"> PITTOSPORUM TOBIRA Mock Orange OSMANTHUS ILICIFOLIUS Holly Leaf Osmanthus Elaeagnus pungens MYRTUS COMMUNIS True Myrtle Ligustrum j. 'Texanum' 	<ul style="list-style-type: none"> TURF Myoporum 'Putah Creek'
WANAMAKER AVE	<ul style="list-style-type: none"> TRISTANIA CONFERTA Brisbane Box 	<ul style="list-style-type: none"> TEUCRIUM GERMANDER Bush Germander Leucophyllum frutescens 	<ul style="list-style-type: none"> GAZANIA Trailing Gazania Lonicera j. 'Halliana'

As noted on the Conceptual Landscape Plan, major landscaping along Kettering Drive will also be on the inner side of the street.

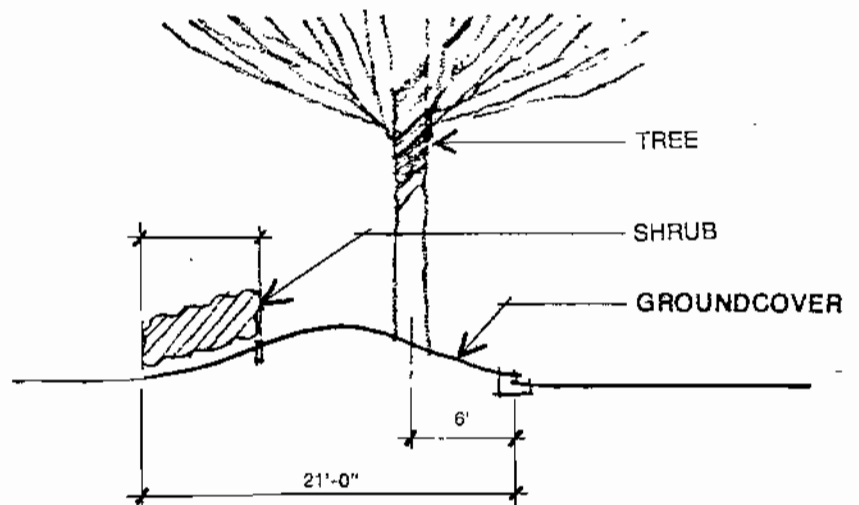
EXHIBIT 34H (Continued)

STREETSCAPE • LOCAL INDUSTRIAL STREETS

Hudson Avenue
Auto Center Drive
Woodruff Way



CONCEPTUAL PLANTING PLAN
(not to scale)



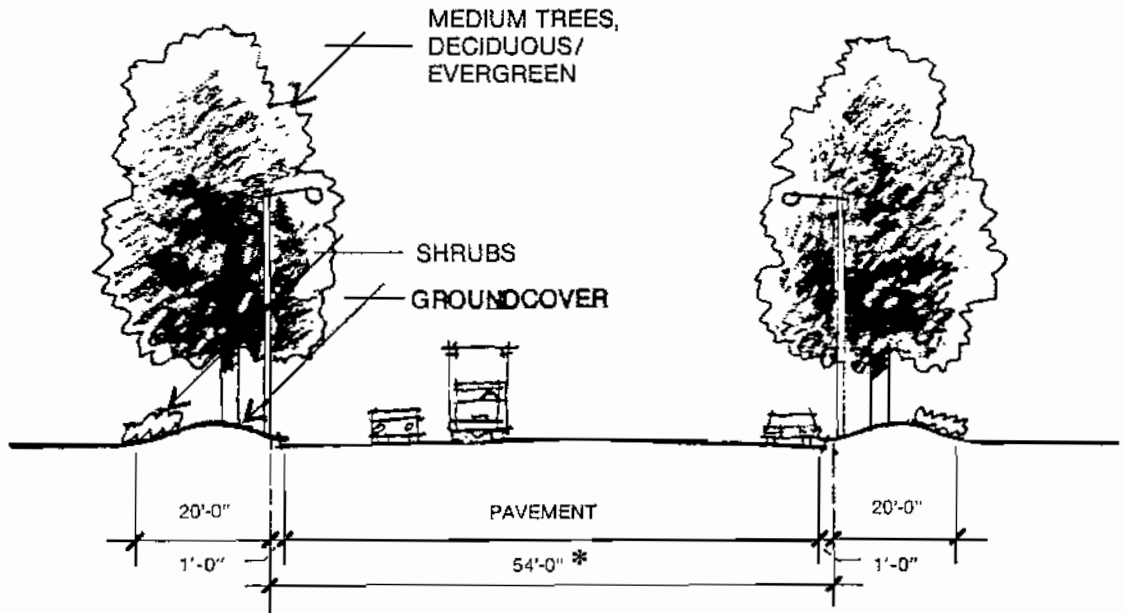
CONCEPTUAL PLANTING SECTION
(not to scale)

NOTE: McNamara Street and portions of Auto Center Drive in the Auto Center will receive landscaping treatment similar to Kettering Drive, including meandering sidewalks, display parking areas and varying landscaping design.

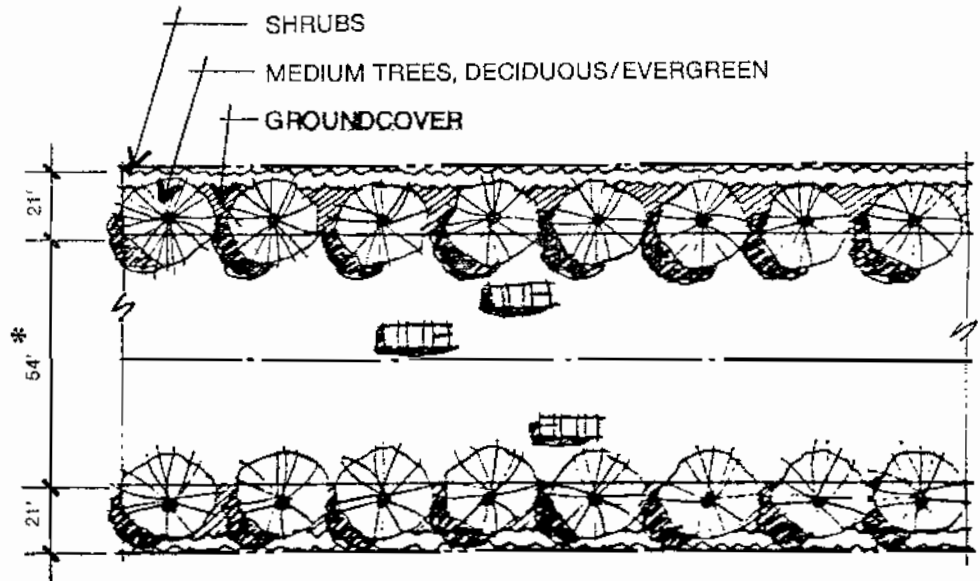
EXHIBIT 34H (Continued)

STREETSCAPE • LOCAL INDUSTRIAL STREETS

Hudson Avenue
Auto Center Drive
Woodruff Way



SECTION
(Not to Scale)



CONCEPTUAL PLAN
(Not to Scale)

* except Woodruff Way 50' R-O-W

EXHIBIT 34H (Continued)

STREETSCAPE • LOCAL INDUSTRIAL STREETS

Hudson Avenue
Auto Center Drive
Woodruff Way

PLANT PALETTE

STREET	TREE	SHRUB (4' o.c.)	GROUND COVER
HUDSON AVENUE	<ul style="list-style-type: none"> ZELKOVA SERRATA Japanese Zelkova Koelreuteria bipinnata 	<ul style="list-style-type: none"> NERIUM OLEANDER Oleander Leucophyllum frutescens COTINUS COGGYRIA "Purpureus" Purple Smoke Tree Salvia greggii 	<ul style="list-style-type: none"> GAZANIA Trailing Gazania Lonicera j. 'Halliana'
AUTO CENTER DRIVE (South of Jurupa)	<ul style="list-style-type: none"> PYRUS CALLERYANA "BRADFORD" Bradford Pear Fraxinus 'Raywood' 	<ul style="list-style-type: none"> LIGUSTRUM JAPONICA "TEXANUM" Privet 	<ul style="list-style-type: none"> GAZANIA Trailing Gazania Lonicera j. 'Halliana'
AUTO CENTER DRIVE (South of Jurupa) (Median)	<ul style="list-style-type: none"> PYRUS CALLERYANA "BRADFORD" Bradford Pear Fraxinus 'Raywood' 		<ul style="list-style-type: none"> GAZANIA Trailing Gazania Lonicera j. 'Halliana'
WOODRUFF WAY	<ul style="list-style-type: none"> ZELKOVA SERRATA Japanese Zelkova Koelreuteria bipinnata 	<ul style="list-style-type: none"> CEANOTHUS "JULIA PHELPS" Julia Phelps Ceanothus Feijoa sellowiana 	<ul style="list-style-type: none"> LONICERA JAPONICA "HALLIANA" Japanese Honeysuckle

EXHIBIT 34H (Continued)

STREETSCAPE • LOCAL INDUSTRIAL STREETS

LaSalle Street Vanderbilt Street
Rochester Avenue Wall Street
Francis Street

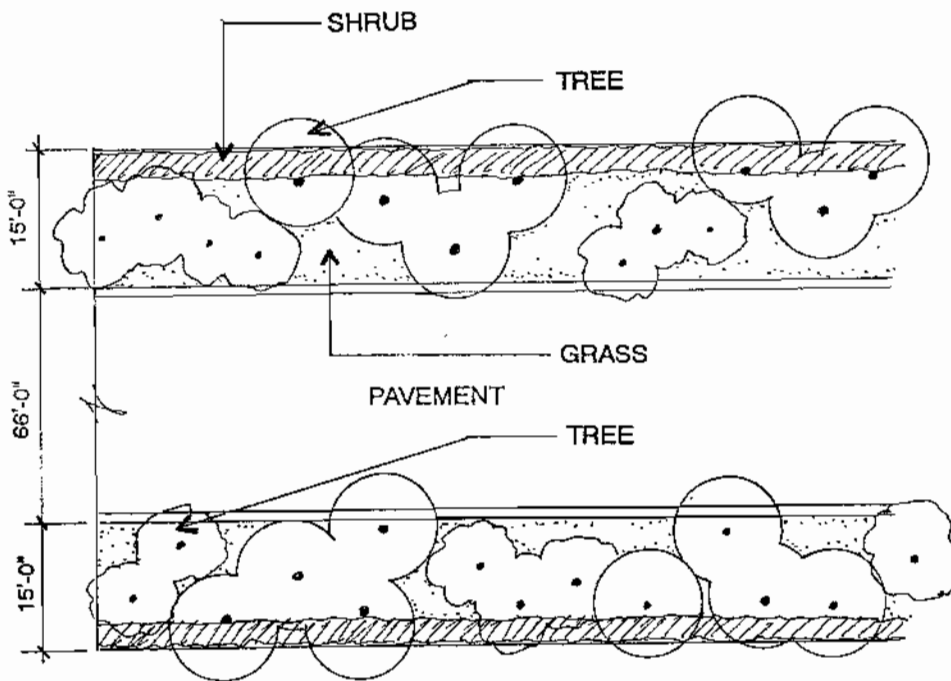
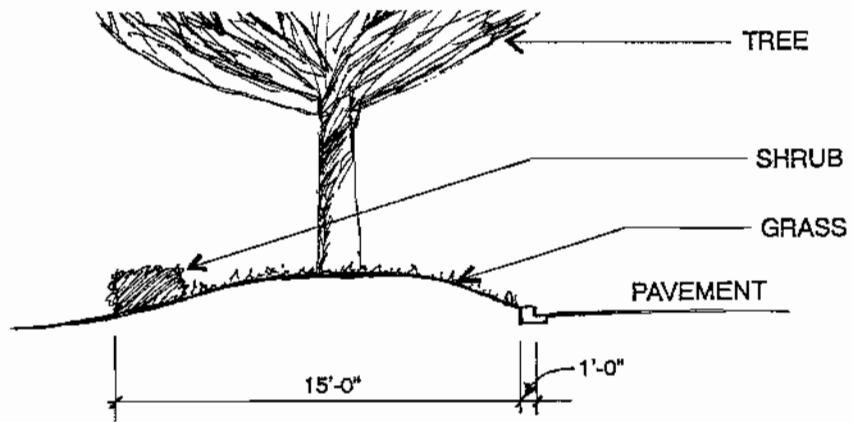
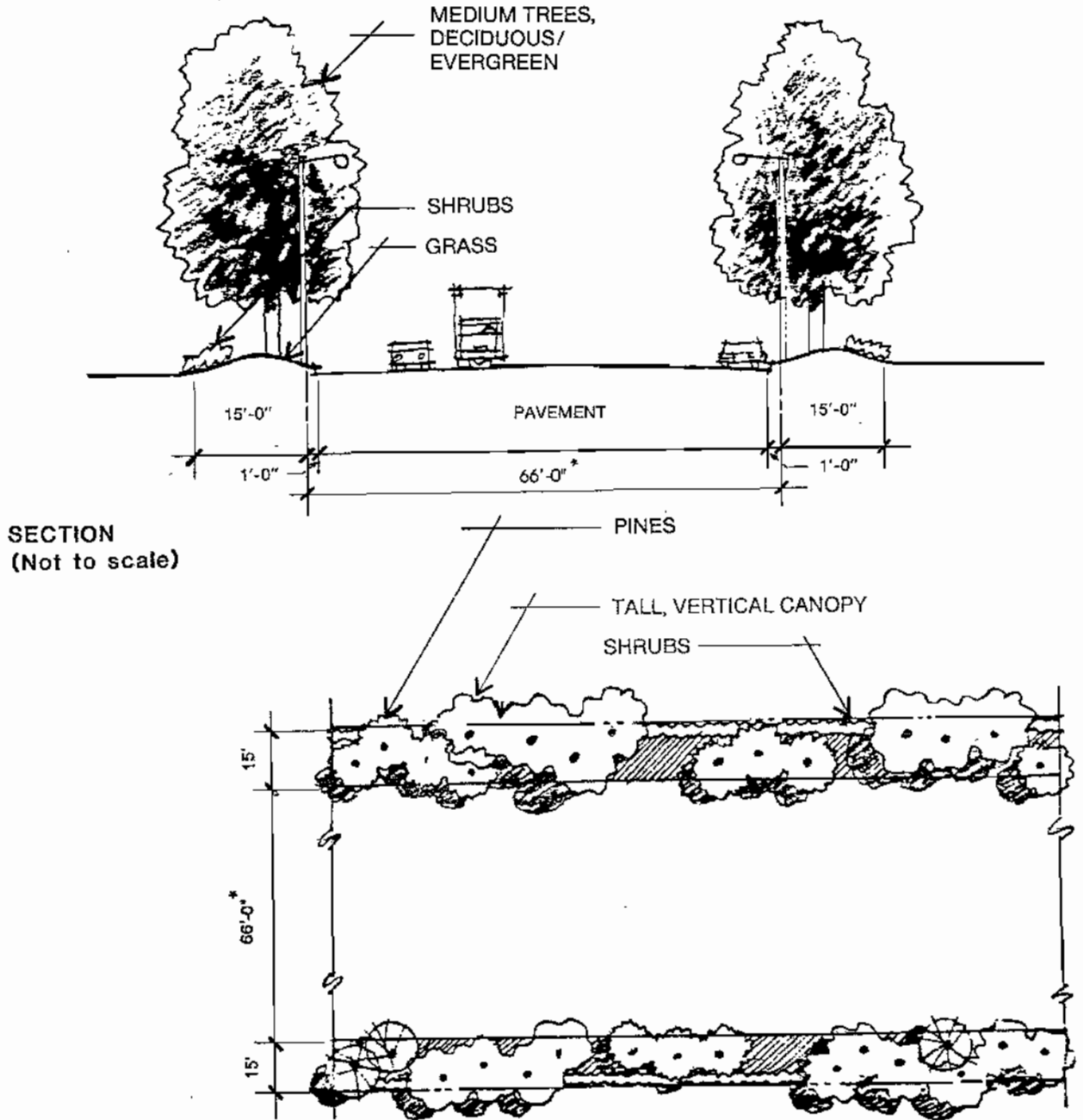


EXHIBIT 34H (Continued)

STREETSCAPE • LOCAL INDUSTRIAL STREETS

LaSalle Street Vanderbilt Street
Rochester Avenue Wall Street
Francis Street



CONCEPTUAL PLAN
(Not to Scale)

*ROCHESTER AVENUE AND FRANCIS STREET EAST OF MILLIKEN HAVE A 50' RIGHT-OF-WAY.

EXHIBIT 34H (Continued)

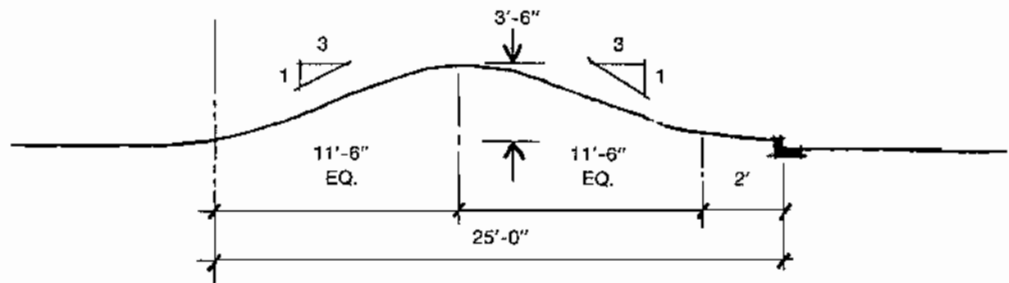
STREETSCAPE • LOCAL INDUSTRIAL STREETS

La Salle Street Vanderbilt Street
 Rochester Avenue Wall Street
 Francis Street

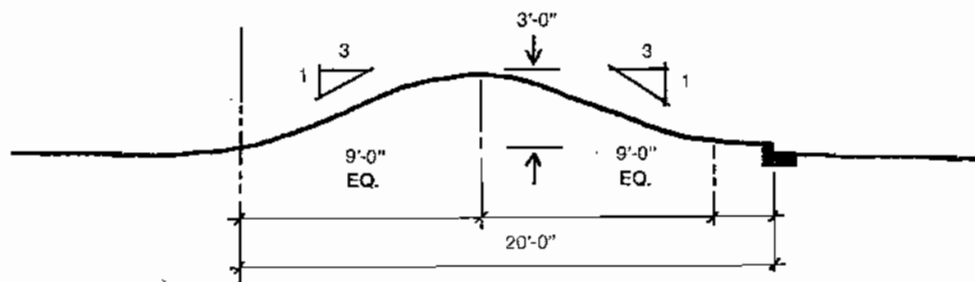
PLANT PALETTE

STREET	TREE (Spacing)	SHRUB (4' o.c.)
LaSALLE STREET	• EUCALYPTUS LEUCOXYLON White Ironbark 15'-20'	• GARRYA ELLIPTICA Coast Silktaasel Rhamnus 'Eve Case'
	• LIQUIDAMBAR STYRACIFLUA American Sweetgum 20'-25' Fraxinus 'Raywood'	• MYRSINE AFRICANA African Boxwood Ligustrum j. 'Halliana'
	• PINUS COULTERI Coulter Pine 15'-20' Pinus canariensis	
FRANCIS STREET ROCHESTER AVENUE	• POPULUS FREMONTII Western Cottonwood 20'-25' Platanus acerifolia	• TEUCRIUM FRUTICANS Bush Germander Leucophyllum frutescens
	• PINUS CANARIENSIS Canary Island Pine 15'-20'	
VANDERBILT STREET	• EUCALYPTUS MACULATA Spotted Gum 15'-20'	• CEANOTHUS "Julia Phelps" Ceanothus Leucophyllum frutescens
	• PISTACIA CHINENSIS Chinese Pistache	• LIGUSTRUM JAPONICUM "Texanum" Japanese Privet
	• PINUS PINEA Italian Stone Pine 15'-20'	
WALL STREET	• EUCALYPTUS CLADOCALYX Sugar Gum 15'-20'	• OSMANTHUS ILICIFOLIUS Holly Leaf Osmanthus Eleagnus pungens
	• PISTACIA CHINENSIS Chinese Pistache	• XYLOSMA CONGESTUM Shiny Xylosma
	• TRISTANIA CONFERTA Brisbane Box 15'-20'	

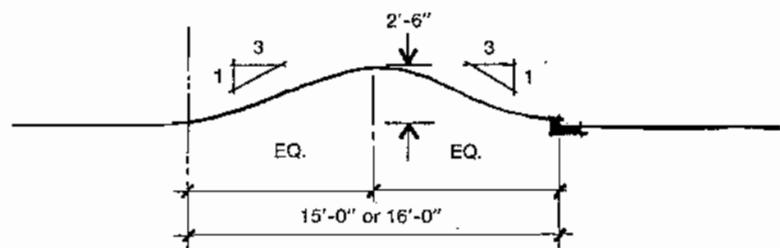
STREETSCAPE • GRADING CONCEPT



25' LANDSCAPE EASEMENT

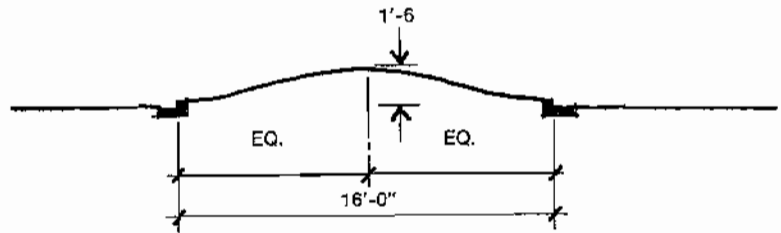


20' LANDSCAPE EASEMENT

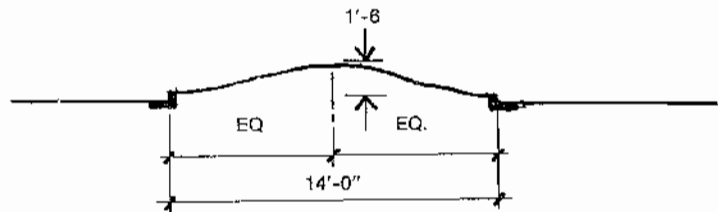


15' and 16' LANDSCAPE EASEMENT

STREETSCAPE • GRADING CONCEPT



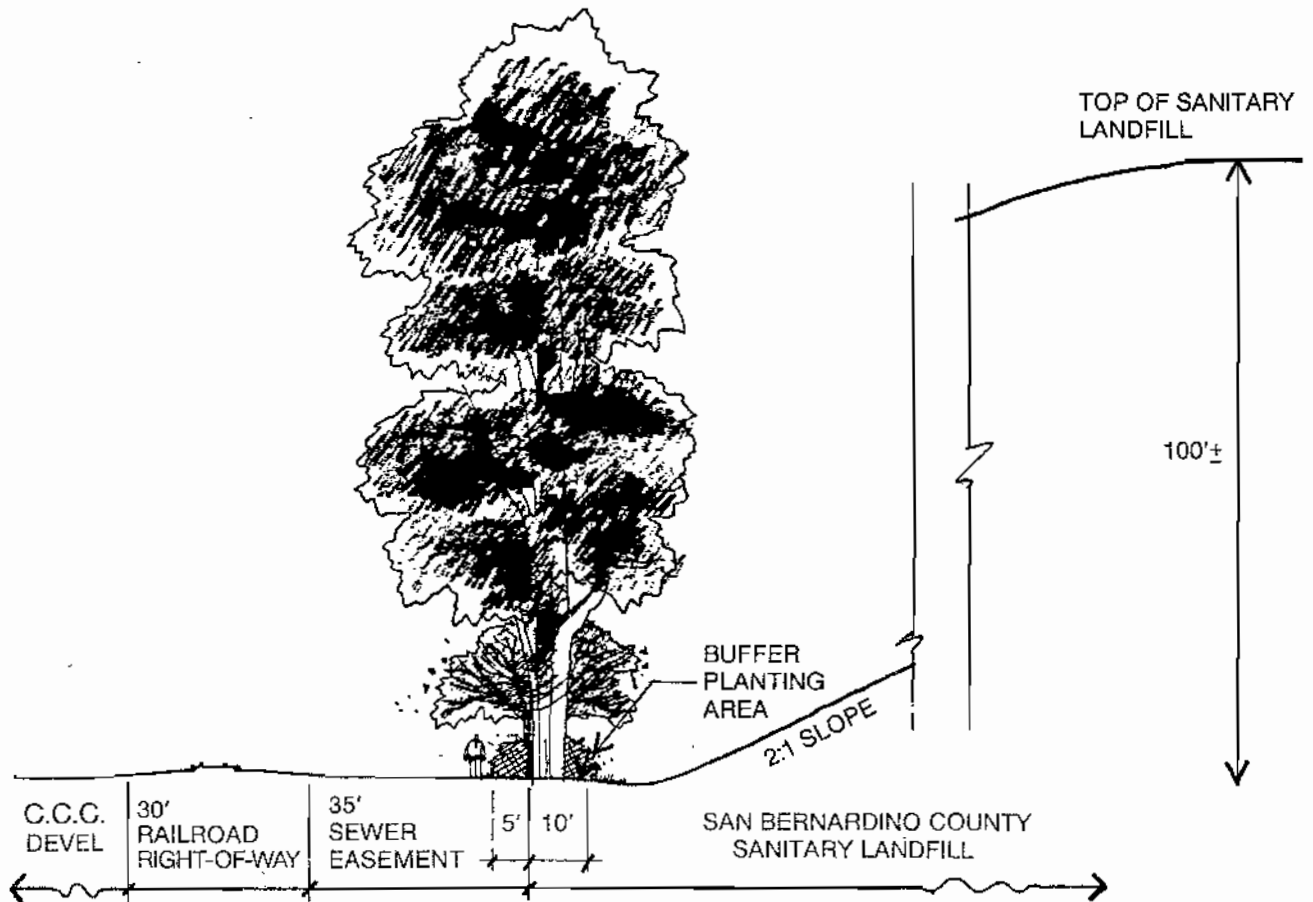
16' MEDIAN



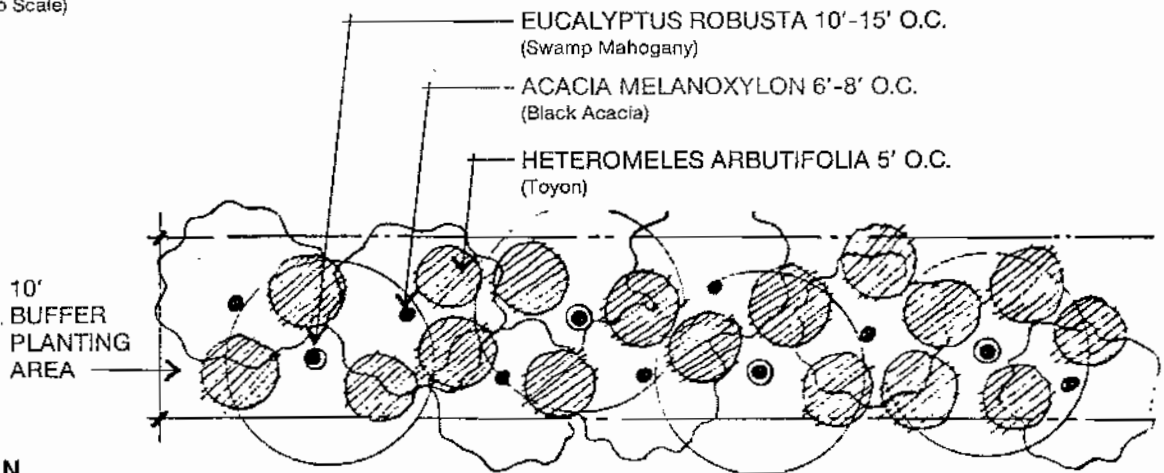
14' MEDIAN

EXHIBIT 34J

BUFFER PLANTING
San Bernardino County Sanitary Landfill



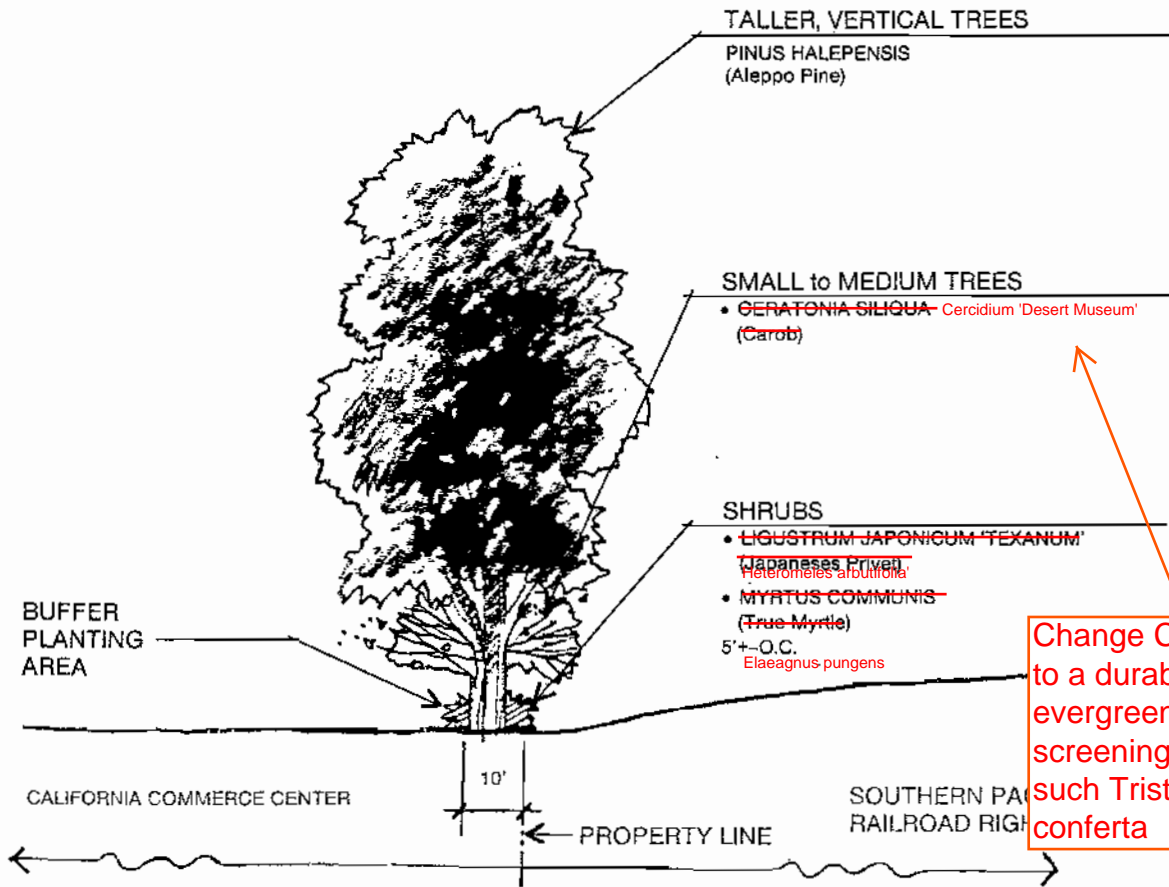
ELEVATION
(Not to Scale)



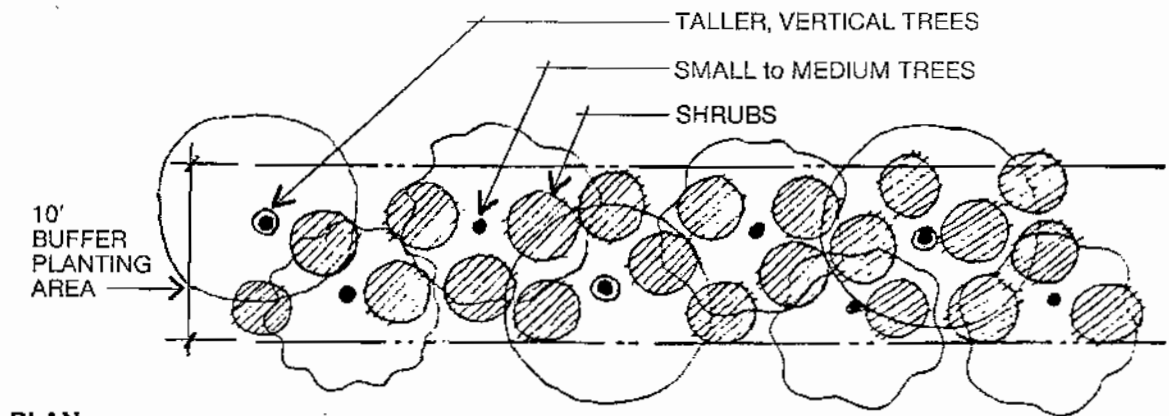
PLAN
1"=10'-0"

EXHIBIT 34K

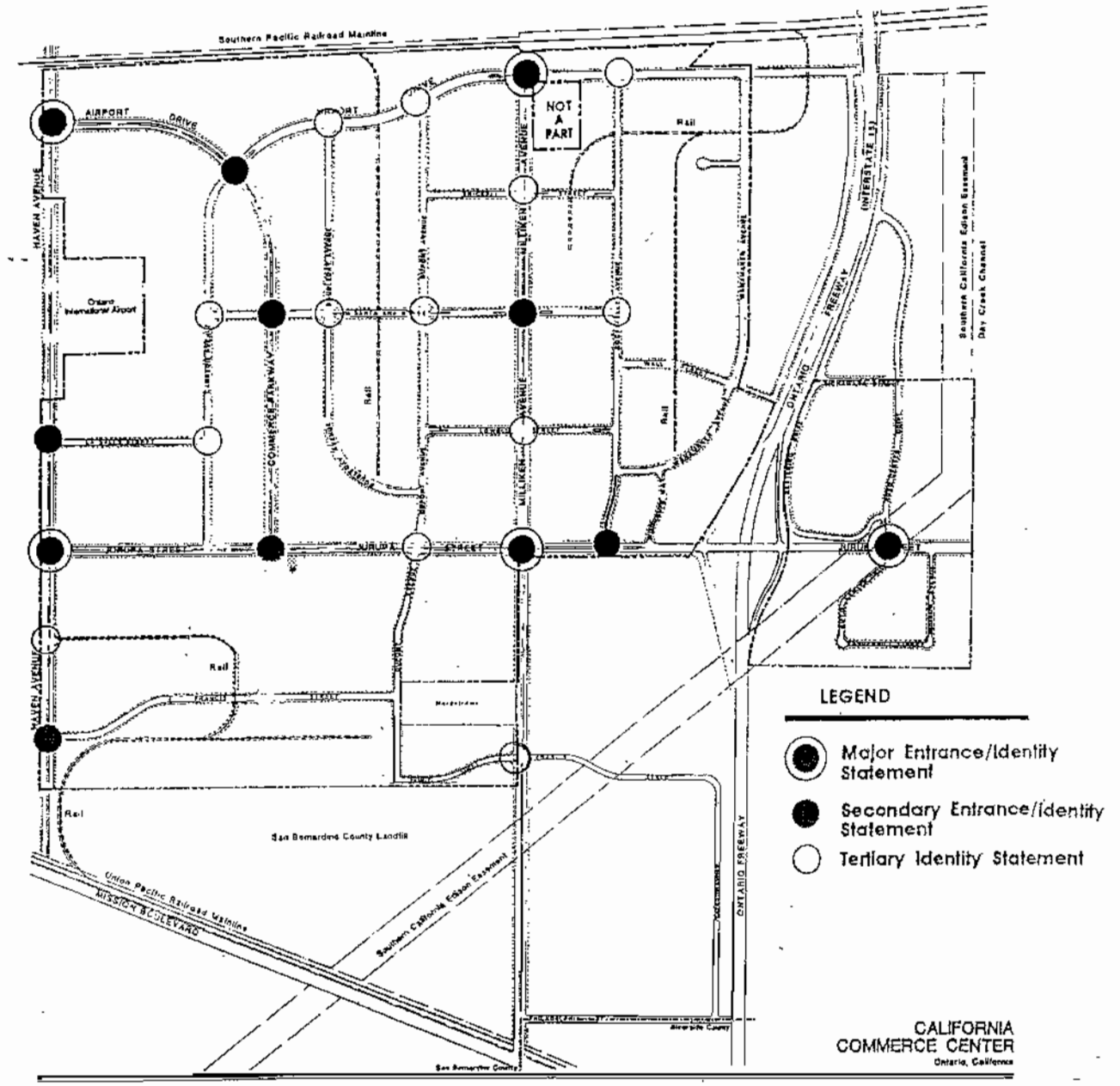
BUFFER PLANTING
Southern Pacific Railroad



Change Cercidium to a durable evergreen screening tree such *Tristania conferta*



CONCEPTUAL INTERSECTION LANDSCAPE PLAN



South side shall be Tertiary identity statement

CONCEPTUAL MAJOR ENTRANCE/
IDENTITY STATEMENT

TALL
COLUMNAR/VERTICAL
TREES (EVERGREEN)

SEASONAL COLOR
(ANNUAL FLOWERS,
GROUNDCOVER)

LOW, TERRACE
WALL with SIGNAGE

120'-0" *
RADIUS, TYP.

TALL VERTICALLY
COLUMNAR TREES

LOW TERRACE WALL with
SIGNAGE

BERM

CONCEPTUAL SECTION
(Not to Scale)

*Except Airport and Milliken which will be 78'.

EXHIBIT 35A (Continued)

CONCEPTUAL MAJOR ENTRANCE
IDENTITY STATEMENT

PLANT PALETTE

TREE	GROUND COVER/SHRUB
<ul style="list-style-type: none">• PHOENIX DACTYLIFERA Date Palm• WASHINGTONIA FILIFERA California Fan Palm	<ul style="list-style-type: none">• JUNIPERUS HORIZONTALIS BLUE CHIP Blue Chip Juniper• ESCALLONIA Escallonia Feijoa sellowiana• GRASS Sesleria autumnalis and Festuca mairei, Senecio mandraliscae• EURYOPS PECTINATUS Callistemon 'Little John', Salvia greggii, Salvia 'Santa Barbra• ANNUAL OR PERENNIAL COLOR

Move Senecio to
under annual or
perennial color
heading

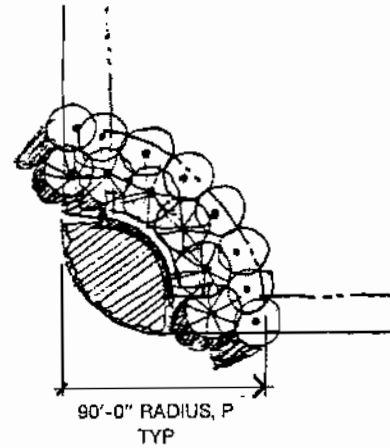
CONCEPTUAL SECONDARY ENTRANCE
IDENTITY STATEMENT

COLUMNAR EVERGREEN
TREES

FLOWERING CANOPY
TREES

GROUND COVER with
SEASONAL COLOR
or GRASS

LOW TERRACE WALL
(OPTIONAL)



CONCEPTUAL PLAN
(Not to Scale)

COLUMNAR EVERGREEN
TREES

FLOWERING CANOPY
TREES

BERM

CONCEPTUAL SECTION
(Not to Scale)

EXHIBIT 35B (Continued)

CONCEPTUAL SECONDARY ENTRANCE
IDENTITY STATEMENT

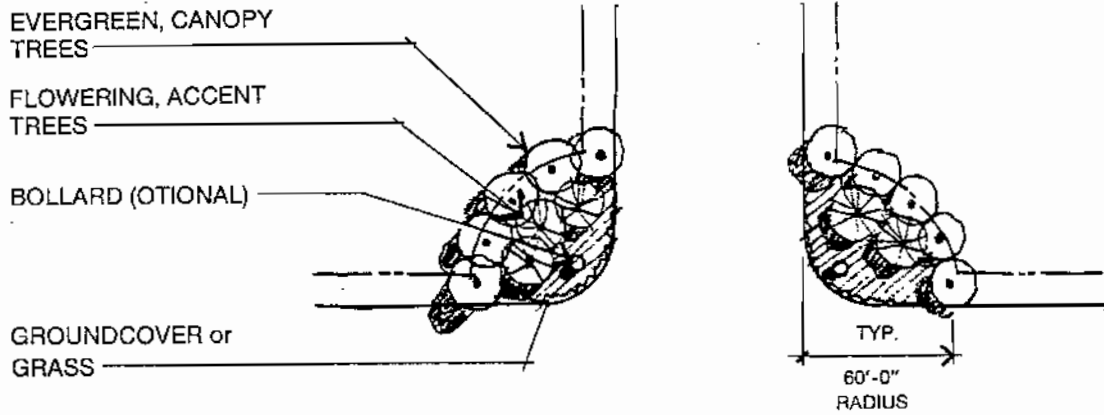
PLANT PALETTE

TREE	GROUND COVER/SHRUB
<ul style="list-style-type: none"> • BRACHYCHITON POPULNEUS Bottle Tree 	<ul style="list-style-type: none"> • VINCA MAJOR Periwinkle Rosmarinus o. Huntington Carpet'
<ul style="list-style-type: none"> • LIRIODENDRON TULIPIFERA Tulip Tree 	<ul style="list-style-type: none"> • LANTANA CAMARA "Dwarf" Lantana Rosa 'Flower Carpet'
<ul style="list-style-type: none"> • TRISTANIA CONFERTA Brisbane Box 	<ul style="list-style-type: none"> • JUNIPERUS HORIZONTALIS "Douglasi" Waukegan Juniper
<ul style="list-style-type: none"> • LIQUIDAMBAR STYRACIFLUA "FESTIVAL" Sweetgum Fraxinus 'Raywood' 	<ul style="list-style-type: none"> • GRASS Sesleria autumnalis, Festuca mairei, Senecio mandraliscae
<ul style="list-style-type: none"> • CHORISIA SPECIOSA "Majestic Beauty" Floss Silk Tree 	<ul style="list-style-type: none"> • EURYOPS PECTINATUS Callistemon 'Little John', Salvia greggii, Salvia 'Santa Barbra'
<ul style="list-style-type: none"> • LAGERSTROEMIA INDICA Crape Myrtle 	<ul style="list-style-type: none"> • ANNUAL OR PERENNIAL COLOR
<ul style="list-style-type: none"> • MAGNOLIA GRANDIFLORA Samuel Sommer' Magnolia 	
<ul style="list-style-type: none"> • PRUNUS CERASIFERA "Atropurpurea" Purple-leaf Plum Lagerstroemia indica 	
<ul style="list-style-type: none"> • JACARANDA MIMOSIFOLIA Jacaranda 	

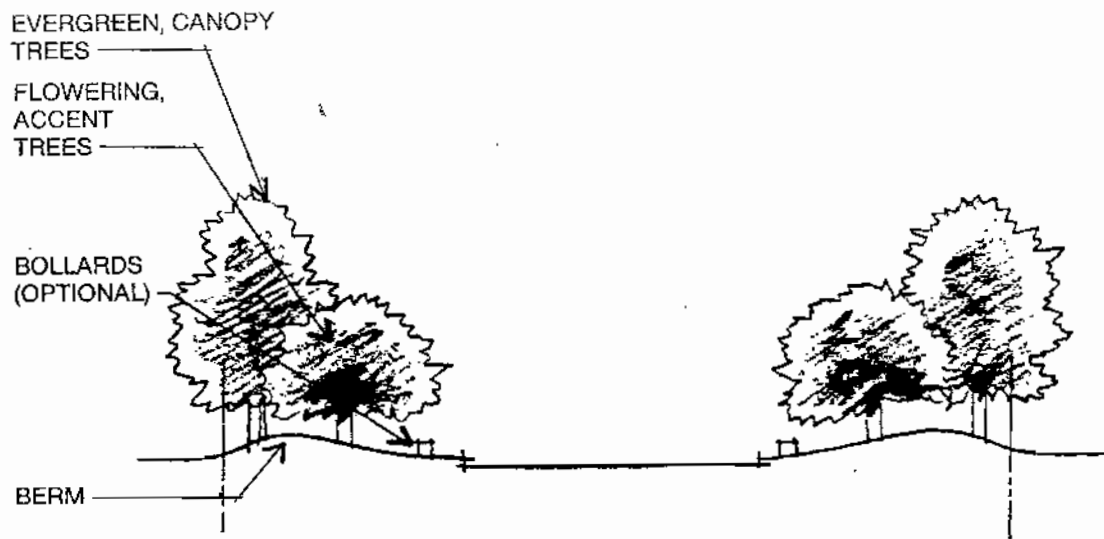
Move Senecio to under annual or perennial color heading

NOTE: As noted earlier, the plant palette at the intersection of Jurupa and Auto Center Drive within the Auto Center may be modified, due to location within the Southern California Edison fee-owned right-of-way (i.e. tree height, access issues).

CONCEPTUAL TERTIARY IDENTITY STATEMENT



CONCEPTUAL PLAN
(Not to Scale)



CONCEPTUAL SECTION
(Not to Scale)

EXHIBIT 35C (Continued)

CONCEPTUAL TERTIARY
IDENTITY STATEMENT

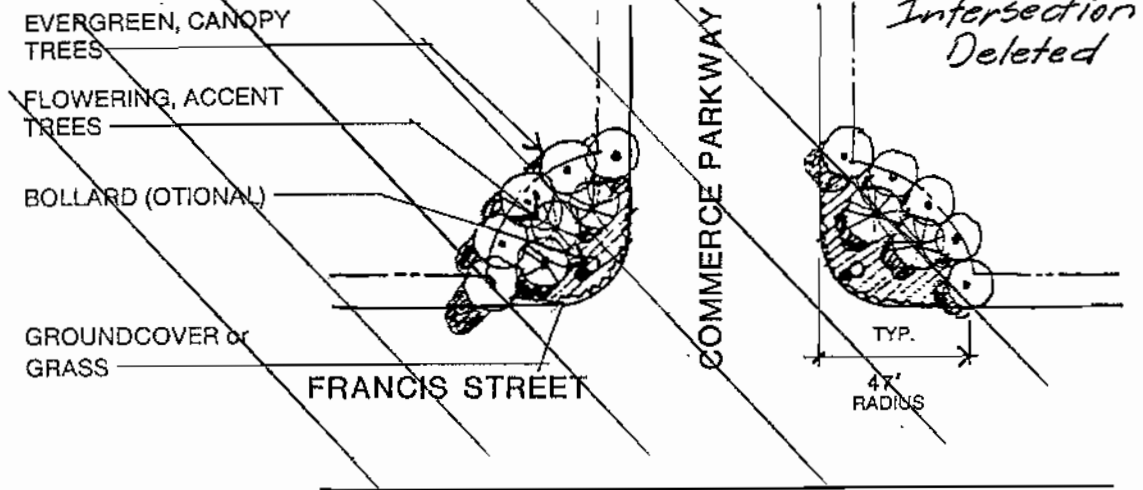
PLANT PALETTE

TREE	GROUND COVER/SHRUB
<ul style="list-style-type: none"> • LIRIODENDRON TULIPIFERA Tulip Tree • TRISTANIA CONFERTA Brisbane Box • LIQUIDAMBAR STYRACIFLUA "FESTIVAL" Fraxinus 'Raywood' American Sweetgum • LAGERSTROEMIA INDICA Crape Myrtle • MAGNOLIA GRANDIFLORA "Samuel Sommer" Magnolia • CHORISIA SPECIOSA "Majestic Beauty" Floss Silk Tree • PRUNUS CERASIFERA "Atropurpurea" Purple-leaf Plum Lagerstomia i. 'Muskogee' 	<ul style="list-style-type: none"> • VINCA MAJOR Periwinkle Rosmarinus o. 'Huntington Carpet' • LANTANA CAMARA "Dwarf" Lantana Rosa 'Flower Carpet' • JUNIPERUS HORIZONTALIS "Douglasi" Waukegan Juniper • GRASS Sesleria autumnalis, Festuca mairei, Senecio mandraliscae • EURYOPS PECTINATUS Callistemon 'Little John', Salvia greggii, Salvia 'Santa Barbra' • ANNUAL OR PERENNIAL COLOR

Move Senecio to
under annual or
perennial color
heading

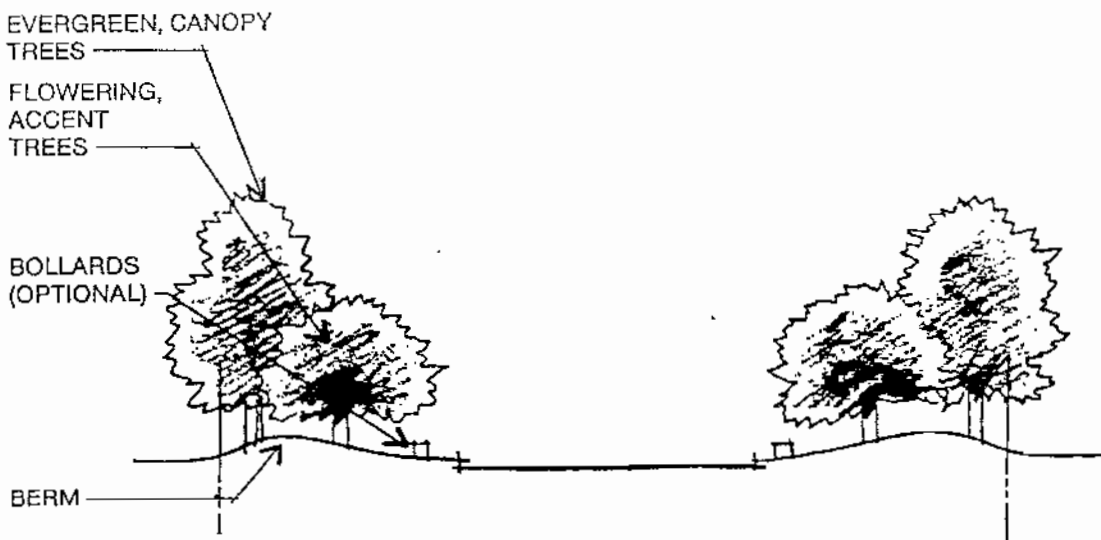
CONCEPTUAL TERTIARY IDENTITY STATEMENT

Commerce Parkway at Francis Street



This Page shall be deleted

CONCEPTUAL PLAN
(Not to Scale)



CONCEPTUAL SECTION
(Not to Scale)


H. ON-SITE LANDSCAPING

Landscape criteria has also been established for landscaping of on-site areas. This landscaping will be the responsibility of individual parcel owners, and will be reviewed and approved by California Commerce Center as part of the development site plan approval process.

These landscaped areas will include building and parking setbacks, parking areas, buffers, and areas directly adjacent to buildings. The landscape for these areas will provide a mixture of trees, shrubs, vines, groundcover and turf, as appropriate (see Exhibit 36, On-Site Landscaping). A recommended plant palette has been provided that offers a variety of plant material that do well in this climate (see Exhibit 37, Recommended Plant Palette for On-Site Landscape Development Plans). However, since the water requirements of plant materials may vary extensively, attention should be given to selecting plants with similar water requirements in particular planting areas. Attention should also be given to installing irrigation systems that can regulate water requirements as needed. Minimum sizes for tree plant material shall be 15 gallons; minimum sizes for shrub plant material must be 5 gallons. Smaller container-size plant material must be approved by California Commerce Center and the City of Ontario's ~~Public Facilities Department~~ Landscape Planning Department Coordinator.

The quantity and actual placement of trees, shrubs, groundcover, and turf shall be adequate to screen and soften buildings and their associated loading and parking areas from adjacent public streets. Such landscaping shall be designed with consideration given to parcel size and the intended building use.

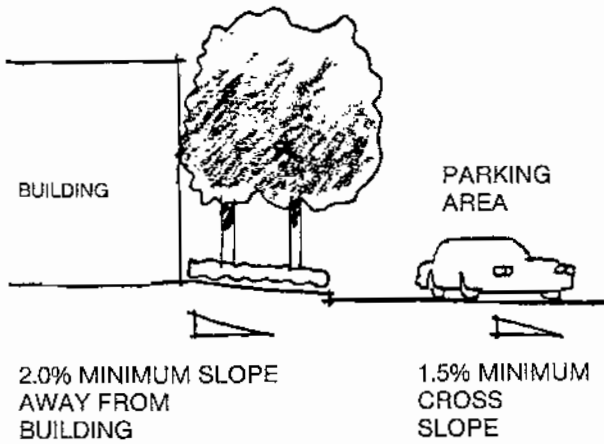
Note: As noted earlier, the plant palette at the intersection of Jurupa Street and Auto Center Drive within the Auto Center may be modified, due to location within the Southern California Edison fee-owned right-of-way (i.e. tree height, access issues).



Add note: Street trees should have a separate irrigation system with pop up stream spray bubblers or drip emitters with min. 90gph or 1.5 gpm.

EXHIBIT 36

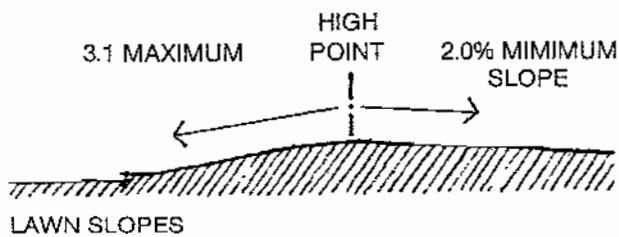
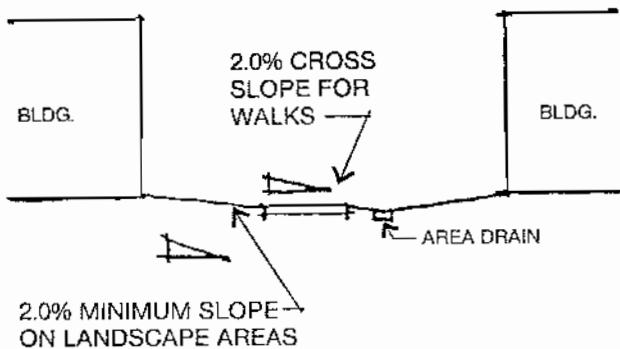
ON-SITE LANDSCAPING



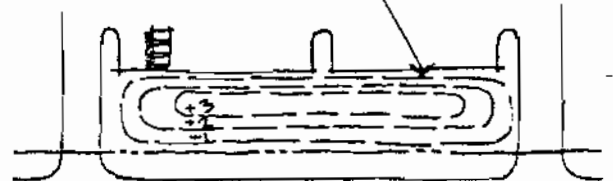
SMOOTH TRANSITIONS WITH SOFT, NATURAL FORMS ARE RECOMMENDED FOR BERMS



BERMS ARE NOT TO BE ABRUPT or "LUMPY"



IN AREAS OF LIMITED HORIZONTAL RUN, A CONTINUOUS BERM IS RECOMMENDED

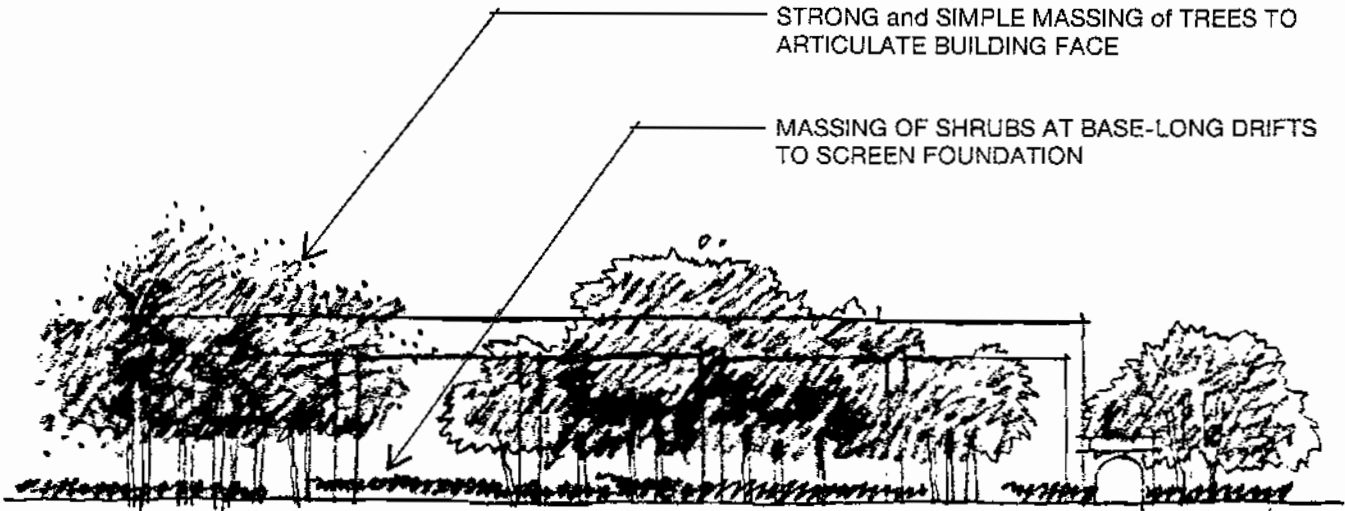


GRADING CONCEPT
(Not to Scale)

BERMING CONCEPT
(Not to Scale)

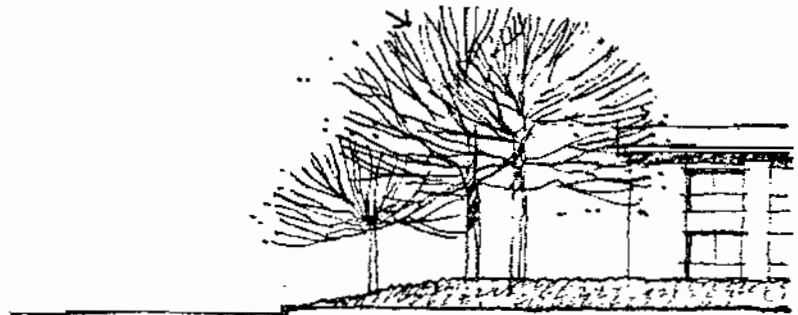
EXHIBIT 36 (Continued)

ON-SITE LANDSCAPING

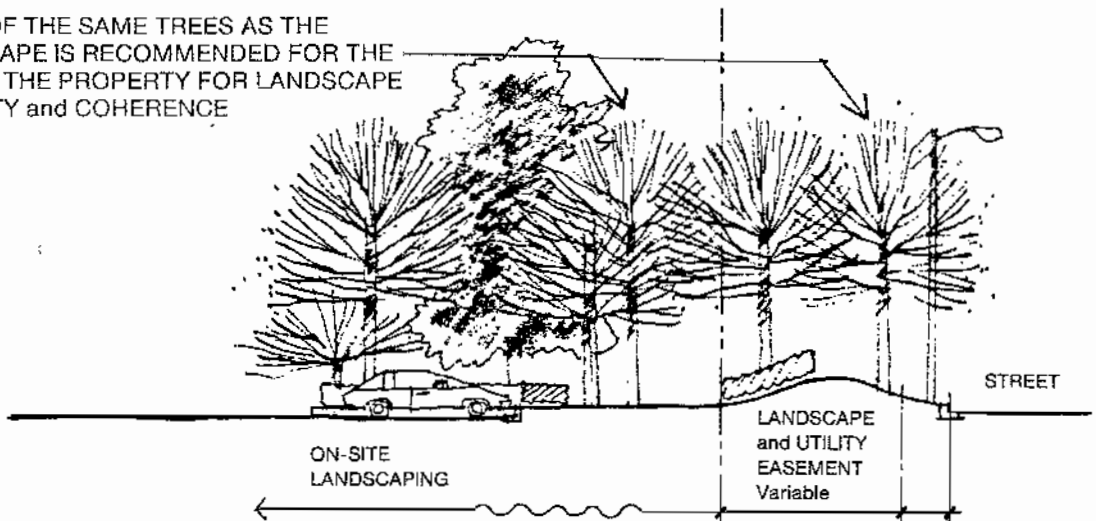


GENERAL NOTE: TREES PLANTED ALONG WEST and SOUTH SIDES SHOULD BE PREDOMINANTLY EVERGREEN

LARGE, TALL TREES AGAINST BUILDINGS, APPROPRIATELY SCALED

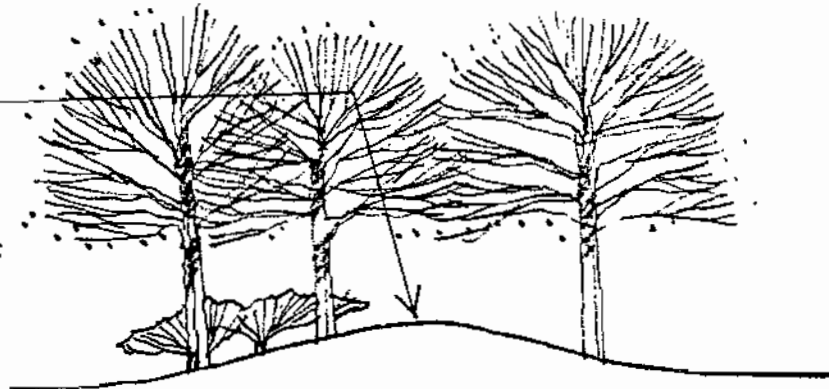


THE USE OF THE SAME TREES AS THE STREETScape IS RECOMMENDED FOR THE FRONT OF THE PROPERTY FOR LANDSCAPE CONTINUITY and COHERENCE



ON-SITE LANDSCAPING

TREES and SHRUBS
SHOULD NOT BE
PLACED ON THE
CREST OF THE BERM



DESIGN CONCEPT • ON-SITE LANDSCAPING

THE OVERALL INTENTION IS THE CREATION OF A SIMPLE, STRONG LANDSCAPE SETTING, IN SCALE WITH LARGE BUILDINGS, WIDE STREETS, and LARGE PARKING AREAS OF AN INDUSTRIAL/BUSINESS CENTER. THIS RESULT CAN BE ACHIEVED THROUGH THE USE OF A LIMITED PALETTE, WITH SKILLFULLY ARRANGED MASSING OF SIMILAR PLANT MATERIALS, ESPECIALLY ALONG STREET FRONTAGES and AT VEHICULAR ENTRIES. LARGE SWEEPS OF SINGLE SPECIES ARE RECOMMENDED. MORE DETAIL, ACCENT TREES and SHRUBS ARE RECOMMENDED FOR COURTYARDS, GARDENS and FORMAL ENTRIES.

TABLE 3

	PROPERTY OWNERS' ASSOCIATION	MAINTENANCE DISTRICT	INDIVIDUAL PROPERTY OWNER	CITY OF ONTARIO
LANDSCAPE PARKWAY	•			
LANDSCAPE MEDIANS	•			
LANDSCAPE COMMON AREAS	•			
STREET LIGHTING		•		
PUBLIC STREETS				•
SIDEWALKS/ HARDSCAPE OFF-SITE/ COMMON AREAS	•			
SIDEWALKS/ HARDSCAPE ON-SITE			•	
PUBLIC STORM DRAINS				•
BUFFER PLANTING	•			
PROJECT/INDIVIDUAL SIGNAGE	•		•	

EXHIBIT 37

RECOMMENDED PLANT PALETTE
FOR ON-SITE LANDSCAPE DEVELOPMENT PLANS

- A Medium to Large Trees
- B Small Trees
- C Specimen/Accent Trees
- D Columnar Trees
- E Conifers
- F Buffer Plants • Trees
- G Buffer Plants • Shrubs
- H Shrubs
- I Vines
- J Groundcover Accents
- K Groundcovers

EXHIBIT 37 (Continued)

A. MEDIUM to LARGE TREES

PLANT NAME	EVERGREEN	DECIDUOUS	HEIGHT	SOUTHWEST EXPOSURE	DROUGHT TOLERANT	GROWTH RATE	SEASONAL COLOR	COMMENTS
BRACHYCHITON POPULNEUS Bottle Tree	•		40'	•	•	M		Wind tolerant
CHORISIA SPECIOSA "Majestic Beauty" Floss-Silk Tree		•	50'	•		M	Fall Pink	
EUCALYPTUS CAMADULENSIS Quercus suber Red Gum	•		50' 100'	•	•	F		Some litter
EUCALYPTUS CLADOCALYX Quercus ilex Sugar Gum	•		50' 85'	•	•	F		Some litter
EUCALYPTUS LEUCOXYLON White Ironbark	•		50'	•		F		Wind tolerant Some litter
EUCALYPTUS MACULATA Spotted Gum Cercidium 'Desert Museum'	•		30' 60'			F		Some litter
EUCALYPTUS MICROTHECA Nicholii Flooded Box	•		35'		•	F		Wind tolerant Some litter
EUCALYPTUS SIDEROXYLON "Rosea" Red Ironbark	•		50'					Some litter
EUCALYPTUS VIMINALIS Wina Gum	•		100'					Some litter
GINKGO BILOBA "Autumn Gold"-Male Only Maidenhair Tree		•	50'					
GINKGO BILOBA "Saratoga"-Male Only Maidenhair Tree		•	50'	•	M	S	Pink	
GLEDITSIA TRIACANTHOS Jacaranda mimosifolia Honey Locust		•	35' 50'	•	L	F		Wind tolerant Surface roots Some litter
GREVILLEA ROBUSTA Milliken Parkway Only Silk Oak	•		50'	•		F		
LIQUIDAMBAR FORMOSANA Fraxinus 'Raywood' Chinese Sweet Gum		•	50'		L	M	Spring & Fall Red	Surface roots
LIQUIDAMBAR STYRACIFLUA Quercus agrifolia American Sweet Gum		•	60'			M	Fall Red	Surface roots
LIQUIDAMBAR STYRACIFLUA "Burgundy" Burgundy Sweet Gum		•	60'		L	M	Fall Winter Purple	Surface roots
LIRIODENDRON TULIPIFERA Tulip Tree		•	50'		L	F	Fall Yellow	Surface roots
MAYTENUS BOARIA Cinnimomum camphora Mayten Tree	•		40'		M	M		
MELALEUCA LINARIFOLIA Flaxleaf Paperbark	•		35'	•	•	F		
MALALEUCA STYPHELIODES	•		40'	•	•	F		
PISTACIA CHINENSIS Chinese Pistache		•	60'	•	M	M	Fall Crimson	Some litter
PLATANUS ACERIFOLIA London Plane Tree		•	80'		L	F		
PLATANUS RACEMOSA California Sycamore		•	80'	•	M	F		Wind tolerant Some litter
POPULUS FREMONTII Male Only Western Cottonwood		•	50'	•	M	F		
SCHINUS MOLLE California Pepper	•		35'		•	F		Surface roots
TRISTANIA CONFERTA Brisbane Box	•		50'	•	•	F	Summer White	Some litter
ULMUS PARVIFOLIA-Drake or Brea		•	50'		M	F		
ZELKOVA SERRATA Japanese Zelkova		•	60'	•	L	F	Fall Yellow	

Remove Cercidium

check all comments, Jacaranda not wind tolerant

EXHIBIT 37 (Continued)

B. SMALL TREES

PLANT NAME	EVERGREEN	DECIDUOUS	HEIGHT	SOUTHWEST EXPOSURE	DROUGHT TOLERANT	GROWTH RATE	SEASONAL COLOR	COMMENTS
ACACIA BAILEYANA Bailey Acacia	•		25'	•	•	F	Spring Yellow	Wind tolerant Surface roots
ACACIA BAILEYANA "Purpurea" Purple-leaf Acacia	•		25'	•	•	F	Spring Yellow	Wind tolerant Surface roots
ACACIA MELANOXYLON Black Acacia	•		40'	•	•	F	Spring Yellow	Wind/smog tolerant Surface roots
ALBIZIA JULIBRISSIN "Rosea" Silk Tree		•	40'	•	•	F	Summer Pink	
CERATONIA SILIGUA Carob	•		35'	•	•	M		Surface roots
GELJERA PARVIFLORA Australian Willow	•		25'	•	M	F		
JACARANDA MIMOSIFOLIA Jacaranda		•	30'	•	L	M	Spring, Summer Lavender-blue	
KOELREUTERIA PANICULATA <i>bipinnata</i> Golden Rain Tree		•	25'	•	•	M	Summer, Fall Yellow	Wind, smog tolerant
LIQUIDAMBAR ORIENTALIS Oriental Sweet Gum		•	25'		M	M	Fall Red	
RHUS LANCEA African Sumac	•		25'	•	•	M		

C. SPECIMEN/ACCENT TREES

BRACHYCHITON ACERIFOLIUS Flame Tree		•	50'	•	M	S	Summer Red	
CHORISIA SPECIOSA "Majestic Beauty" Floss-Silk Tree		•	50'	•		M	Fall Pink	
CINNAMOMUM CAMPHORA Camphor Tree	•		40'			S	Spring Flowers	Surface roots
FAGUS SYLVATICA "Atropunicea" Purple Beech		•	60'	•	No	M		
LAGERSTROEMIA INDICA Crape Myrtle		•	20'	•	•	S	Spring, Summer White, Pink	
MAGNOLIA GRANDIFLORA "Samuel Sommer" Samuel Sommer Magnolia	•		50'	•		M	Summer, Fall White	Surface roots Some litter
MELIA AZEDARACH "Umbraculifera" Texas Umbrella Tree		•	30'	•		M		
PRUNUS CERASIFERA "Atropurpurea" Purple-leaf Plum		•	30'	•	No	M	Spring White	

D. COLUMNAR TREES

LIQUIDAMBAR STYRACIFLUA "Festival" Sweetgum		•	50'	•	L	M	Fall Orange	Surface roots
POPULUS NIGRA "Italica" -Milliken Parkway Only Lombardy Poplar		•	60'		L	F		

Quercus agrifolia,
Quercus engelmannii

EXHIBIT 37 (Continued)

E. CONIFERS

PLANT NAME	EVERGREEN	DECIDUOUS	HEIGHT	SOUTHWEST EXPOSURE	DROUGHT TOLERANT	GROWTH RATE	SEASONAL COLOR	COMMENTS
PINUS CANARIENSIS Canary Island Pine	•		70'	•	M	F		Wind tolerant
PINUS COLTERTI Coulter Pine	•		50'	•	•	M		Wind tolerant
PINUS HALEPENSIS Aleppo Pine	•		40'	•	•	F		Wind tolerant
PINUS PINEA Italian Stone Pine	•		50'	•	•	M		Wind tolerant

F. BUFFER PLANTS • TREES

CERATONIA SILICUA - Male only Carob <i>Quercus ilex</i>	•		25'	•	•	M		
EUCALYPTUS SIDEROXYLON "Rosea" Red Ironbark	•		50'	•		M	Fall to Spring Pink	Some litter
PINUS HALEPENSIS Aleppo Pine	•		40'	•	•	F		Wind tolerant
PINUS PINEA <i>elderica</i> Italian Stone Pine	•		50'	•	•	M		Wind tolerant
TRISTANIA CONFERTA Brisbane Box	•		50'	•	•	F	Summer White	Some litter

G. BUFFER PLANTS • SHRUBS

ACACIA MELANOXYLON Black Acacia	•		40'	•	•	F	Spring Yellow	Wind/smog tolerant Surface roots
DODONAEA VISCOSA "Purpurea" Hopseed Tree	•		15"	•	•	F		Wind/smog tolerant
FEIJOA SELLOWIANA Pineapple Guava	•		12'	•	•	M		
LEPTOSPERMUM LAEVIGATUM Australian Tea Tree <i>Leucophylum fruticosum</i>	•		15'	•	•	F	Some White	Wind tolerant
LIGUSTRUM JAPONICUM "Texanum" Japanese Privet	•		9'	•	No	M	Spring, Summer White	
LIGUSTRUM OVIFOLIUM California <i>Eleaagnus pungens</i>	•		15'	•	No	M	Spring, Summer White	
MELALEUCA NESOPHILA Pink Melaleuca	•		20'	•	•	F	Summer Pink-Purple	Wind tolerant
MYRTUS COMMUNIS True Myrtle <i>Heteromeles arbutifolia</i>	•		15'	•	•	S	Summer White	
NERIUM OLEANDER Oleander <i>Salvia greggii</i>	•		12'	•	•	F	Spring, Fall White, Pink	Wind/smog tolerant
OSMANTHUS ILICIFOLIUS Holly Leaf Osmanthea <i>Rhamnus 'Eve Case'</i>	•		8'		L	M	Fall White	
VIBURNUM JAPONICUM Japanese Viburnum	•		15'		L	M	Spring White	

EXHIBIT 37 (Continued)

H. SHRUBS

PLANT NAME	EVERGREEN	DECIDUOUS	HEIGHT	SOUTHWEST EXPOSURE	DROUGHT TOLERANT	GROWTH RATE	SEASONAL COLOR	COMMENTS
ABELIA GRANDIFLORA Glossy Abelia	*		8'	*	L	F	Summer Pink	Good hedge
ARBUTUS UNEDO "Compacta" Compact Strawberry Tree	*		5'	*	M	M	Fall, Winter Pink	
CALLISTEMON CITRINUS "Little John" Lemon Bottlebrush	*		15'	*	M	F	Spring to Winter Red	Wind/smog tolerant Good hedge
CARISSA GRANDIFLORA Natal Plum	*		7'	*	M	F	Spring to Winter Red	Wind/smog tolerant Good hedge
GEANOETHUS "Julia Phelps" Julia Phelps Ceanothus	*		5'	*	*	F	Spring Blue	Wind tolerant
GEANOETHUS RIGIDUS "Snowball" Snowball Ceanothus	*		6'	*	*	F	Spring White	Wind tolerant
CISTUS LADANIFER "Pink Sunset" Spotted Rock Rose	*		6'	*	*	F	Spring, Summer White	Wind tolerant
CISTUS PURPUREUS Orchid-Spot Rock Rose	*		4'	*	*	F	Spring, Summer Orchid	Wind tolerant
COTINUS COGGYGRIA "Purpureus" Purple Smoke Tree	*		20'	*	*	M	Fall Yellow-Orange	Good hedge Not too much H ₂ O
DODONAEA VISCOSA "Purpurea" Purple Hop Bush	*		15'	*	*	F		Wind/smog tolerant Good hedge
ERYTHRINA BIDWILLII Bidwill's Coral Tree		*	15'	*	L	F		Wind tolerant
FEIJOWA SELLOWIANA Pineapple Guava	*		12'	*	*	M	Spring Pink	
FREMONTODENDRON CALIFORNICUM Flannel Bush	*		15'	*	*	F	Spring Yellow	Not too much H ₂ O
GARRYA ELLIPTICA Goat Slickseed - Salvia greggii	*		10'	*	M	M	Spring to Winter Red	Needs both Male and Female
HETEROMELES ARBUTIFOLIA California Holly	*		20'	*	*	M	Summer to Winter Cream and Red	Smog tolerant
LEPTOSPERMUM LAEVIGATUM Australian Tea Tree - Westringia 'Grey Box'	*		15'	*	*	F	Spring White	Wind tolerant Good hedge
LIGUSTRUM JAPONICUM "Texanum" Japanese Privet	*		9'	*	No	M	Spring, Summer White	Good hedge
LIGUSTRUM OVAFOLIUM California Privet - Ilex vomitoria	*		15'	*	No	F	Spring, Summer White	Good hedge
MELALEUCA NESOPHILA Pink Melaleuca	*		20'	*	*	F	Summer Pink, Purple	Wind tolerant Good hedge
MYRSINE AFRICANA African Boxwood	*		8'	*	*	M		Smog tolerant
MYRTUS COMMUNIS Salvia greggii True Myrtle	*		6'	*	*	S	Summer White	Good hedge
NERIUM OLEANDER Salvia 'Santa Barbara' Oleander	*		12'	*	*	F	Summer to Fall White, Pink	Wind/smog tolerant Good hedge
OSMANTHUS ILICIFOLIUS Holly Leaf Osmanthus	*		8'	*	*	S	Fall White	Good hedge
PITOSPORUM TOBIRA Mock Orange	*		15'	*	M	M	Spring White	
PITOSPORUM TOBIRA "Wheeler" Mock Orange	*		2'	*	M	M	Spring White	

EXHIBIT 37 (Continued)

I. VINES

PLANT NAME	EVERGREEN	DECIDUOUS	HEIGHT	SOUTHWEST EXPOSURE	DROUGHT TOLERANT	GROWTH RATE	SEASONAL COLOR	COMMENTS
PLUMBAGO AURICULATA Blue Cape Plumbago		•	6'	•	•	M	Spring to Winter Blue	
RAPHIOLEPIS INDICA India Hawthorn	•		5'	•	M	S	Fall to Spring Pink	Smog tolerant
RHUS OVATA Sugar Bush	•		6'	•	M	M	Spring Pink	
TEUCRUM FRUTICANS Bush Germander	•		6'	•	•	M	Summer Blue	Not too much H ₂ O
VIBURNUM JAPONICUM Japanese Viburnum	•		15'		L	M	Spring White	Need some shade
XYLOSMA CONGESTUM Shiny Xylosma	•		9'	•	M	F		
JUNIPERUS CHINENSIS "Pfitzerana" Pfitzer Juniper	•		15'	•	•	M		

I. VINES

AKEBIA QUINATA Fiveleaf Akebia		•		•	No	F	Spring Purple	Shade tolerant Needs support
CLEMATIS ARMANDII Distictus Evergreen Clematis	•			•	No	F	Spring White	Shade tolerant Needs support
CLYTOSTOMA CALLISTEGIODES Violet Trumpet Vine	•			•	No	F	Spring to Fall Violet	Shade tolerant Needs support
FICUS PUMILA Creeping Fig	•			•	M	F		Shade tolerant
JASMINUM GRANDIFLORUM Spanish Jasmine		•			L	F	Summer White	Shade tolerant Needs support
PASSIFLORA ALATYCAERULEA Passion Vine	•			•	No	F	Summer White	
PASSIFLORA JAMESONII Red Passion Flower	•			•	No	F	Summer Coral	
ROSA BANKSIAE "Lutea" Lady Bank's Rose		•		•	M	M	Spring, Summer Yellow	Needs support
SOLANUM JASMINOIDES Potato Vine		•		•	No	F	Spring to Winter White	Shade tolerant Need support
WISTERIA FLORIBUNDA Japanese Wisteria		•		•	No	F	Spring Purple	Shade tolerant Needs support
WISTERIA SINENSIS Chinese Wisteria		•		•	No	F	Spring Purple	Shade tolerant Needs support

Remove Tulbaghia

J. GROUNDCOVER ACCENTS

AGAPANTHUS AFRICANUS Lily-of-the-Nile	•		15'	•	•	F	Summer Blue	Shade tolerant
ARTEMISIA SCHMIDTIANA "Silver Mound" Angel's Hair Tulbaghia			12'	•	•	M		
HERMEROCALLIS Day Lily			8'	•	No	M	Summer, Fall Yellow, Orange	Needs shade
LIRIOPE MUSCARI Lily Turf	•		8'		No	M	Summer Lavender	
MORAEA INDIODES Diets bicolor African Iris Dianella	•			•	•	M	Spring to Fall White	

EXHIBIT 37 (Continued)

K. GROUNDCOVERS

PLANT NAME	EVERGREEN	DECIDUOUS	HEIGHT	SOUTHWEST EXPOSURE	DROUGHT TOLERANT	GROWTH RATE	SEASONAL COLOR	COMMENTS
ACACIA REDOLENS 'Low Boy' Acacia	*		3'	*	*	F	Spring Yellow	Wind/smog tolerant
ARCTOTHECA CALENDULA Cape Weed	*		10'	*	*	F	Spring to Winter Yellow	
ARMERIA MARITIMA Sea Pink	*		6'	*	*	M	Spring Pink	
BACCHARIS PILULARIS "Twin Peaks" Coyote Brush	*		12'	*	*	M		Wind/smog tolerant
GEANOTHUS GRISEUS HORIZONTALIS "Santa Ana"	*		2'	*	*	F	Spring Blue	Wind tolerant
COTONEASTER DAMMERI "Lowfast" Bearberry Cotoneaster	*		6'	*	*	F	Spring White	
GAZANIA RIGENS LEUCOLAENA Gazania	*		10'	*	M	F	Spring to Winter Yellow to Red	
HYPERICUM CALYGINUM St. Johnswort	*		1'	*	M	M	Spring Yellow	
JUNIPERUS CHINENSIS "Procumbens Nana" Japanese Garden Juniper	*		1'	*	*	M		
JUNIPERUS HORIZONTALIS "Blue Rug" Blue Rug Juniper	*		4'	*	*	M		
JUNIPERUS SABINA "Buffalo" Sabina Juniper	*		12'			M		
LANTANA MONTEVIDENSIS Lantana	*		2'	*	M	F	Spring to Winter Lilac	Smog tolerant
LONICERA JAPONICA "Halliana" Japanese Honeysuckle	*		18'	*	M	F	Spring, Summer White to Yellow	
MYOPORUM PARVIFOLIUM 'Putah Creek' Myoporum	*		3'	*	M	F	Summer White	
O'CONNOR'S LEGUME	*		6'	*	M	F		Wind/smog tolerant
ROSEMARINUM OFFICINALIS 'Huntington Carpet' Rosemary	*		4'	*	*	F	Winter, Spring Orchid	
THYMUS HERBA-BARONA Caraway-Scented Thyme	*		6'	*	M	F	Summer, Fall Rose-Pink	
BERMUDA Santa Ana Tiffgreen								Warm season
FALL FESCUE Rebel, Hounddog, Olympic								Cool season
ACHILLEA MILLEFOLIUM Yarrow								

Sesleria autumnalis

Carex pansa

Carex tumulicola

Festuca mairei

Senecio mandraliscae

**CALIFORNIA
COMMERCE
CENTER**

AT ONTARIO

**VI. DEVELOPMENT STANDARDS AND
CRITERIA**

VI. DEVELOPMENT STANDARDS AND CRITERIA

- A. RAIL INDUSTRIAL**
- B. LIGHT INDUSTRIAL**
- C. OFFICE**
- D. COMMERCIAL/FOOD/HOTEL**
- E. AIRPORT RELATED ALTERNATIVE**
- F. BUILDING AND PARKING SETBACKS**
- G. FEDERAL AVIATION ADMINISTRATION'S REGULATIONS ON CLEAR ZONE/BUILDING HEIGHTS**
- H. SOUND ATTENUATION CRITERIA**
- I. CRITERIA FOR DEVELOPING ADJACENT TO FREEWAYS**
- J. AIRPORT RESTRICTIVE OVERLAYS/AIRPORT RESERVATION AREA/CLEAR ZONE/LOW EMPLOYEE INTENSITY AREA**

The following regulations and criteria establish minimum development standards for the land uses proposed in this project. These regulations shall govern all property within the California Commerce Center and shall supersede the City of Ontario Zoning Ordinance.

The Approving Agent for California Commerce Center shall review all proposed development plans prior to review and approval by the City of Ontario.

All development proposals shall be consistent with the Ontario International Airport Land Use Compatibility Plan. Refer to the Ontario International Airport Land Use Compatibility Plan for additional criteria and policies that may limit the restriction of allowable land uses, allowable FAR, overall site design and building/structure heights.

**TABLE 4
APPLICABLE MITIGATION MEASURES**

	DUST CONTROL	NOISE	DRAINAGE	ENERGY CONSERVATION	TRAFFIC/ TRANSIT	WATER CONSERVATION	AESTHETICS	BUILDING HEIGHT	SOILS/GROUND STABILITY	RECYCLING	SAFETY/ SECURITY
	2,3,4	9,37,39, 38	15	16,17,18,19, 20	22,23, 48,49, 49A,50, 51,52, 53,56, 57,58, 59	26	31,65, 31A	33,33A	41,42,43,44, 44A	72,72A	72-79
A. Rail Industrial	X	X	X	X	X	X		X	X	X	X
B. Light Industrial	X	X	X	X	X	X	X	X	X	X	X
C. Office	X	X	X	X	X	X	X	X	X	X	X
D. Commercial/ Food/Hotel	X	X	X	X	X	X	X	X	X	X	X

*The Environmental Mitigation Measures listed in Section VIII-B apply to the development of projects within CCC. Please consult this chart for specifics.

RAIL INDUSTRIAL

PERMITTED USES

- Administrative/professional/business offices associated with on-site permitted uses
- Distribution/storage/warehousing, within an enclosed structure
- Interim agricultural production
- Manufacturing/assembly, testing/repair
- Research/development/laboratories
- Wholesale and limited retail sales of products manufactured or warehoused on-site

LIMITED USES

The following uses require review by the City Planner prior to approval of a site plan or business license. To approve the use at the proposed location, the City Planner must determine that parking, access, and/or any other factors associated with the use or the location will be adequately resolved.

- Auto/truck services

All other uses are prohibited unless a finding is made by the Planning Commission that the use is similar to and no more objectionable than a permitted or a limited use.

MINIMUM PARCEL SIZE	2.5 acres
MAXIMUM BUILDING HEIGHT	Refer to Federal Aviation Administration Regulations as shown in Section VI.G
MINIMUM BUILDING SETBACKS (Measured from property line)	Refer to Building Setbacks Summary, Exhibit 48
MINIMUM PARKING SETBACKS	Refer to Parking Setbacks Summary, Exhibit 49
PARKING REGULATIONS (per City of Ontario Parking Standards)	Refer to Appendix B

LANDSCAPE

MINIMUM LANDSCAPE REQUIREMENTS

- | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|
| • Minimum landscape coverage | Not applicable |
| • Building front and exterior side setbacks | 100% |
| • Parking front and exterior side setbacks | 100% |
| • Front and exterior side building elevations softened by minimum landscaped area | 10' |
| • Interior side building setback (interior parcels, in front of concrete screenwall) | 5' |
| • In front of screewalls (see Exhibit 39) | 6' |
| • All parking visible from any public street must be shielded by bermed mounding planted with trees, shrubs, and grass per Mater Streetscape Plan | Front and exterior setbacks |
| • Maximum 10 cars between finger type planters, minimum 6' wide from parking areas (in front of concrete screenwall) | Front, exterior side and interior side (refer to Conceptual Site Plan) |
| • All landscaped area to be delineated with minimum 6" concrete curb | 100% |

All development proposals shall be consistent with the Ontario International Airport Land Use Compatibility Plan. Refer to the Ontario International Airport Land Use Compatibility Plan for additional criteria and policies that may limit the restriction of allowable land uses, allowable FAR, overall site design and building/structure heights.

A.

EXHIBIT 38 (Continued)

RAIL INDUSTRIAL

LOADING AREAS

1. Loading areas shall be designed to provide for backing and maneuvering on-site and not from a public street.
2. Loading areas shall not encroach into building setbacks.
3. All loading areas shall be screened from adjacent parcels and streets.
4. Buildings shall be designed per the conceptual site plans shown in Exhibits 39, 40, 42, 43 which show loading areas primarily located to the side and rear of the building.
5. Where loading doors front a public street, roll-up doors and openings in the screen wall shall be positioned such that the doors are not visible from the street.
6. All loading areas fronting a public street shall be screened by a combination of screen walls, ornamental landscaping, and/or portions of the building such that the roll-up doors are not visible from the street.
7. Loading areas and doors not fronting a public street shall be screened from view of the public street by concrete wing walls with redwood slatted gate (or equal) and ornamental landscaping.
8. Loading doors fronting a public street shall not be closer than 70' from property line.
9. All screenwalls and wing walls shall be a maximum of 12' in height.
10. A sight-line analysis shall be required with all development applications, and shall show that all roll-up doors are screened from view from adjoining parcels and public streets (see diagram on following page as an example of acceptable sight-line analysis - Exhibit 40A).

OUTDOOR STORAGE

- No outdoor storage shall be permitted unless adequately screened by an opaque material approved by California Commerce Center's Approving Agent.
- All storage screening shall be a minimum of 8' in height and no material shall be stored higher than 8'.
- All storage areas fronting a public street shall be screened by a concrete screen wall and ornamental landscaping.
- Location of outdoor storage areas shall be shown on the development site plan, and shall be subject to approval by California Commerce Center's Approving Agent and the City of Ontario Development Advisory Board.

EXTERIOR BUILDING MATERIALS

- All building improvements, with the exception of trim and minor architectural features, shall be constructed of masonry, concrete, glass, or other material approved by California Commerce Center's Approving Agent (no precision block).
- All exterior walls shall be painted or suitably treated.

ROOFING AND ROOFTOP EQUIPMENT

- Opaque screening approved by California Commerce Center's Approving Agent, shall be provided to conceal all rooftop equipment.
- Unless roofing materials are a part of the design element (shingles, tile, etc.), the ridge line elevation shall not exceed the parapet elevation.
- All mechanical equipment on top of the roof shall be painted to blend with the building and roofing materials.

SIGNAGE

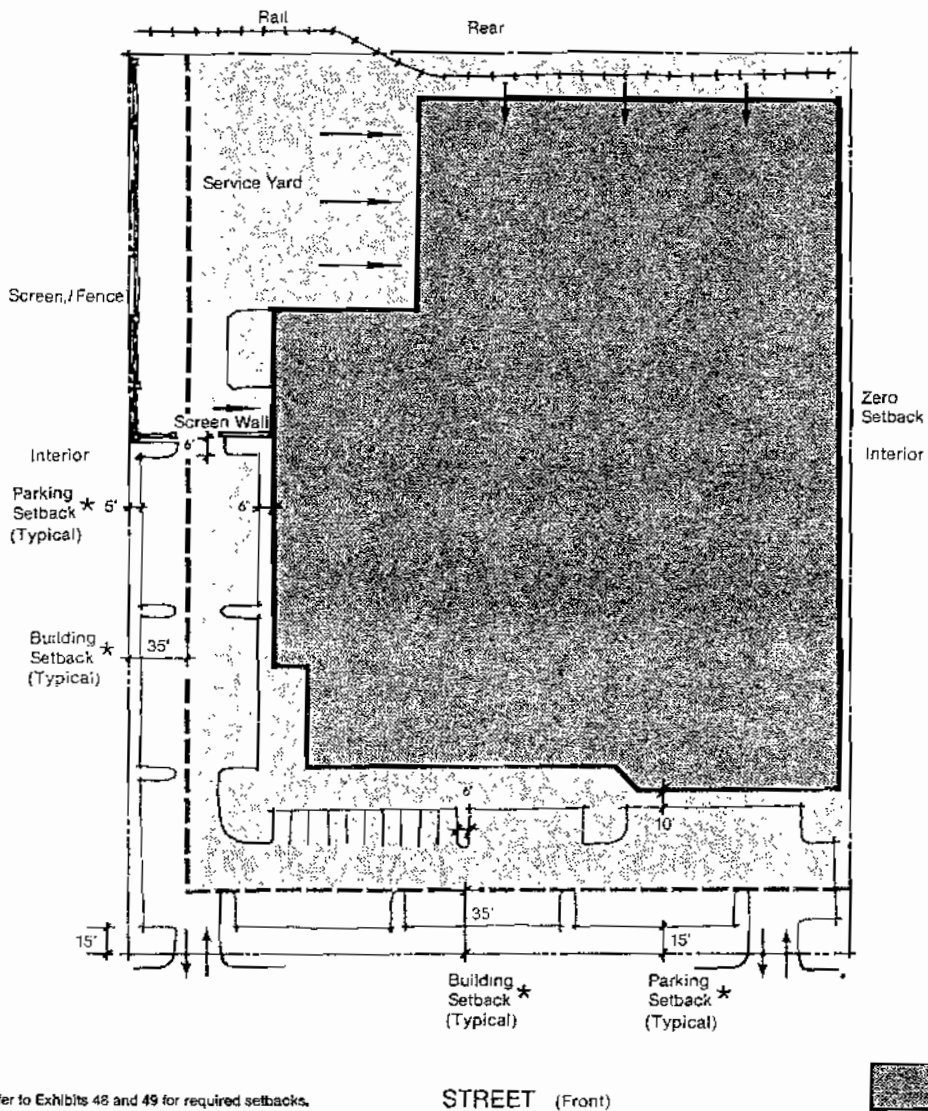
- All signs shall be subject to the provisions of the Master Signage Plan and will require the approval of California Commerce Center's Approving Agent and the City of Ontario (refer to Section VII. A and Signage and Graphics Criteria, Exhibit 56).

A.

EXHIBIT 39



RAIL INDUSTRIAL
(Interior Parcel)

Conceptual Site Plan



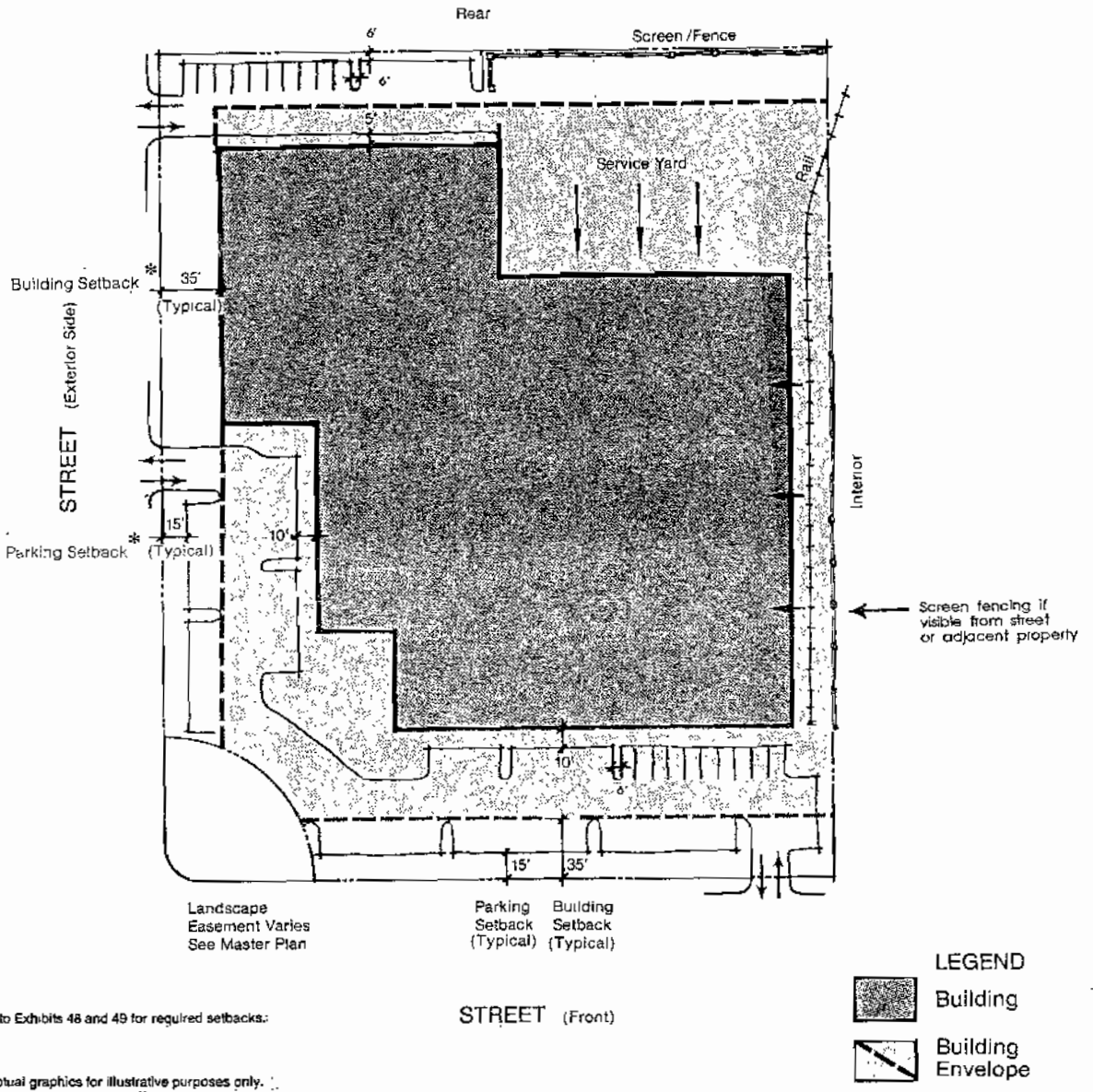
*Refer to Exhibits 48 and 49 for required setbacks.

Conceptual graphics for illustrative purposes only.

- LEGEND
-  Building
 -  Building Envelope

RAIL INDUSTRIAL
(Corner Parcel)

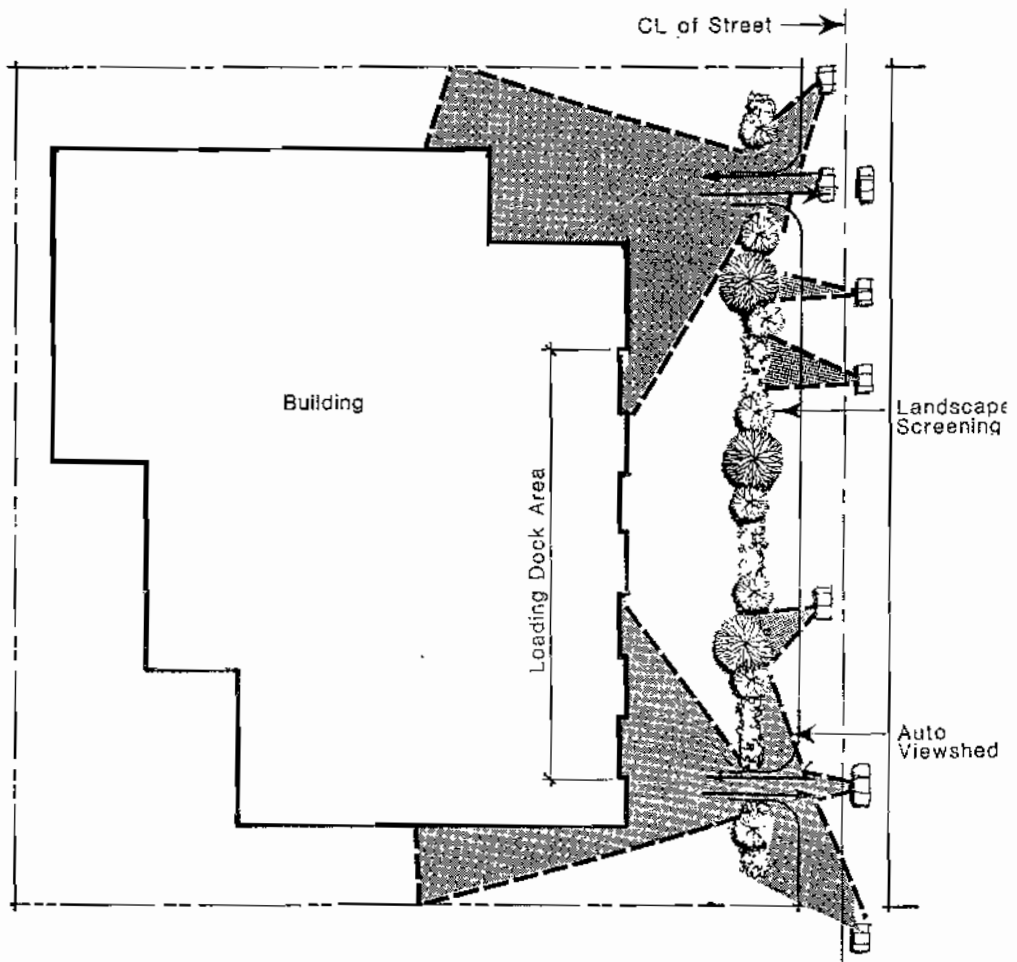
Conceptual Site Plan



A.

EXHIBIT 40-A

SIGHT LINE ANALYSIS



LIGHT INDUSTRIAL

PERMITTED USES

- Administrative/professional/general business offices in conjunction with an on-site permitted use
- Airport related uses such as Air Cargo and airline food service facilities (refer to Exhibit 47C, Airport Related Alternative)
- Distribution/storage/warehousing, within an enclosed structure
- Manufacturing/assembly/testing/repair
- Research/development/laboratories
- Retail auto center east of 1-15 Freeway and at the northeast corner of Jurupa Street and Woodruff Way, including ancillary uses, e.g., auto repair
- Service industries including, but not limited to: public utilities, printing/lithography, auto rental agencies
- Wholesale and limited retail sales of products manufactured or warehoused on-site

LIMITED USES

The following uses require review by the City Planner prior to approval of a site plan or business license. To approve the use at the proposed location, the City Planner must determine that parking, access, and/or any other factors associated with the use or the location will be adequately resolved.

- Administrative/professional/general business offices
- Financial institutions
- Medical and healthcare clinics
- Recreation facilities
- Restaurants, sandwich shops, delicatessens, donut shops, etc.

All other uses are prohibited unless a finding is made by the Planning Commission that the use is similar to and no more objectionable than a permitted or a limited use.

MINIMUM PARCEL SIZE 1.0 ACRE EXCEPT AS FOLLOWS:
A subdivision with less than one (1) acre parcels may be permitted subject to the following conditions:

- a. Minimum site area shall be twenty (20) acres.
- b. The 20-acre site shall be masterplanned as a unit subject to approval by the City of Ontario Development Advisory Board.
- c. Construction must be underway, or building permits must be issued, for those buildings located on the proposed subdivision site.
- d. Minimum parcel size under this provision shall be one half (0.5) acre.

MAXIMUM BUILDING HEIGHT	Refer to Federal Aviation Administration Regulations as shown in Section VI.G
MINIMUM BUILDING SETBACKS (Measured from property line)	Refer to Building Setbacks Summary, Exhibit 48
MINIMUM PARKING SETBACKS	Refer to Parking Setbacks Summary, Exhibit 49
PARKING REGULATIONS (per City of Ontario Parking Standards)	Refer to Appendix B

All development proposals shall be consistent with the Ontario International Airport Land Use Compatibility Plan. Refer to the Ontario International Airport Land Use Compatibility Plan for additional criteria and policies that may limit the restriction of allowable land uses, allowable FAR, overall site design and building/structure heights.

LIGHT INDUSTRIAL

LANDSCAPE

MINIMUM LANDSCAPE REQUIREMENTS

•	Minimum landscape coverage	Not applicable
•	Building front and exterior side setbacks	100%
•	Parking front and exterior side setbacks	100%
•	Front and exterior side building elevations softened by minimum landscaped area	10'
•	Interior side parking setback (in front of concrete screenwall)	(see exhibits 42 and 43)
•	All parking visible from any public street must be shielded by bermed mounding planted with trees, shrubs, and grass per Master Streetscape Plan	Front and exterior setbacks
•	Maximum 10 cars between finger type planters, minimum 6' wide from parking areas	100%
•	All landscaped areas to be delineated with minimum 6" concrete curb	

LOADING AREAS

1. Loading areas shall be designed to provide for backing and maneuvering on-site and not from a public street.
2. Repealed.
3. All loading areas shall be screened from adjacent parcels and streets.
4. Buildings shall be designed per the conceptual site plans shown in Exhibits 39, 40, 42, 43 which show loading areas primarily located to the side and rear of the building.
5. Where loading doors front a public street, roll-up doors and openings in the screen wall shall be positioned such that the doors are not visible from the street.
6. All loading areas fronting a public street shall be screened by a combination of screen walls, ornamental landscaping, and/or portions of the building such that the roll-up doors are not visible from the street.
7. Loading areas and doors not fronting a public street shall be screened from view of the public street by concrete wing walls with redwood slatted gate, or equal.
8. Loading doors fronting a public street shall not be closer than 70' from property line.
9. All screenwalls and wing walls shall be a maximum of 14' in height.
10. A sight-line analysis shall be required with all development applications, and shall show that all roll-up doors are screened from view from adjoining parcels and public streets (see diagram in Exhibit 40A).

OUTDOOR STORAGE

- No outdoor storage shall be permitted unless adequately screened by an opaque material approved by California Commerce Center's Approving Agent.
- All storage screening shall be a minimum of 8' in height and no material shall be stored higher than 8'.
- All storage areas fronting a public street shall be screened by a concrete screen wall and ornamental landscaping.
- Location of outdoor storage areas shall be shown on the development site plan, and shall be subject to approval by California Commerce Center's Approving Agent and the City of Ontario Development Advisory Board.

EXTERIOR BUILDING MATERIALS

- All building improvements, with the exception of trim and minor architectural features, shall be constructed of masonry, concrete, glass, or other material approved by California Commerce Center's Approving Agent (no precision block).
- All exterior walls shall be painted or suitably treated.

LIGHT INDUSTRIAL

ROOFING AND ROOFTOP EQUIPMENT

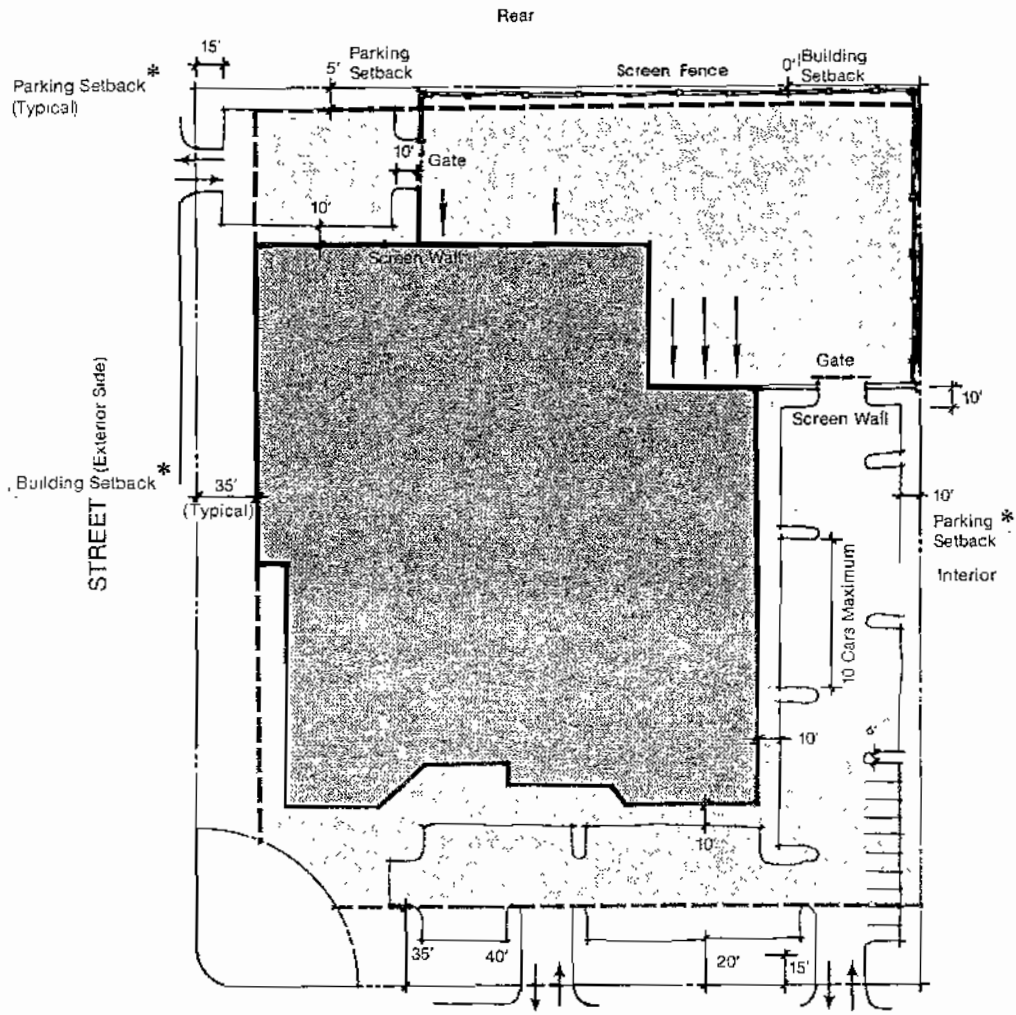
- Opaque screening approved by California Commerce Center's Approving Agent shall be provided to conceal all rooftop equipment.
- Unless roofing materials are a part of the design element (shingles, tile, etc.), the ridge line elevation shall not exceed the parapet elevation.
- All mechanical equipment on top of the roof shall be painted to blend with the building and roofing materials.

SIGNAGE

- All signs shall be subject to the provisions of the Master Signage Plan and will require the approval of California Commerce Center's Approving Agent and the City of Ontario, (refer to Section VII.A and Signage and Graphics Criteria, Exhibit 56).

LIGHT INDUSTRIAL
(Corner Parcel)

Conceptual Site Plan



Landscape Easement Varies See Master Plan

Building * Setback, (Typical)

Parking Setback * (Typical)

LEGEND

-  Building
-  Building Envelope

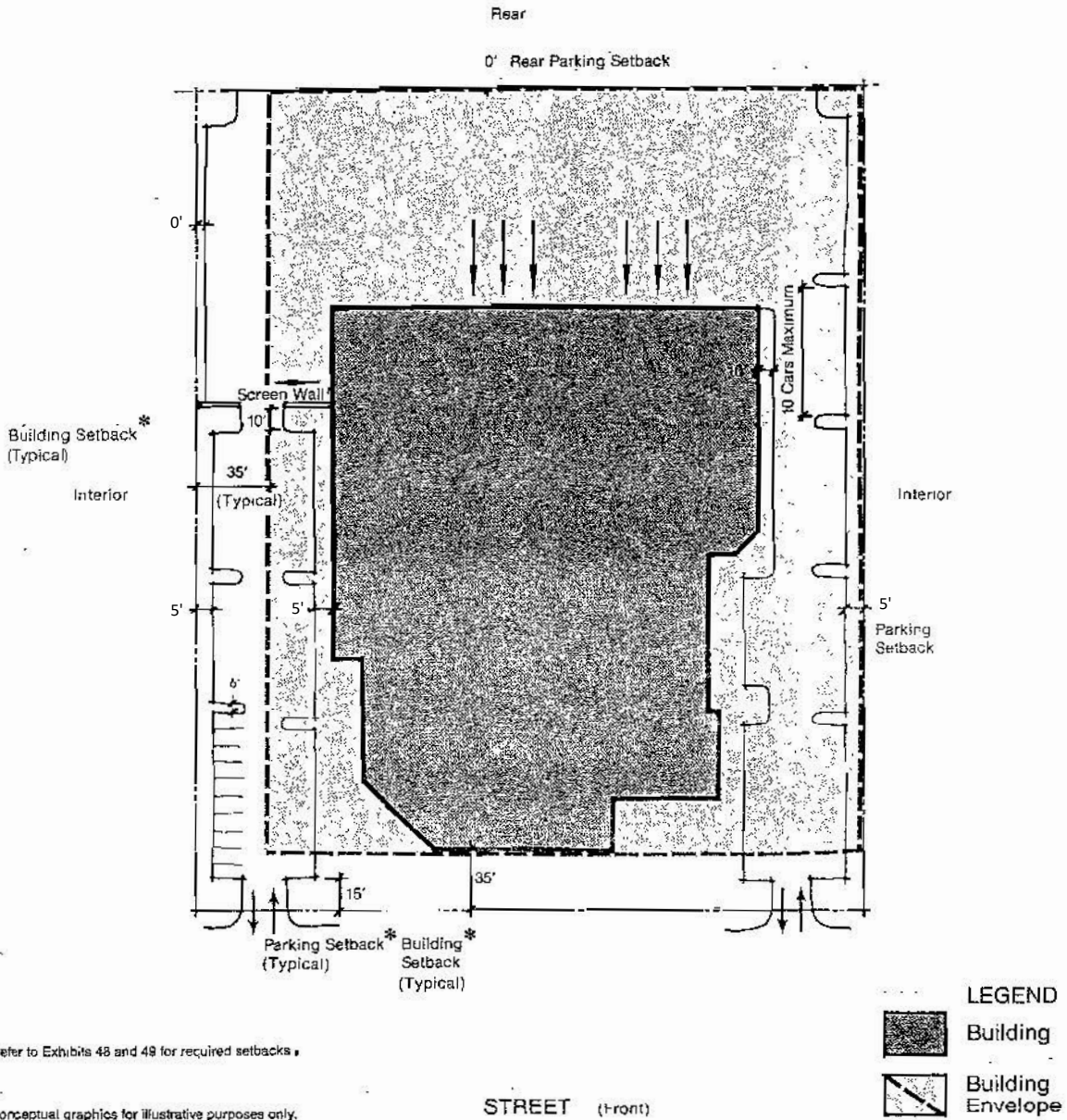
*Refer to Exhibits 48 and 49 for required setbacks.

Conceptual graphics for illustrative purposes only.

STREET (Front)

LIGHT INDUSTRIAL
(Interior Parcel)

Conceptual Site Plan



PERMITTED USES

- Administrative/professional/business offices
- Commercial and office services, e.g. print shops/retail office supplies
- Financial Institutions
- Interim agricultural uses
- Medical/health care clinics
- Research/development/laboratories
- Restaurants/sandwich shops, delicatessens, donut shops, etc.

All other uses are prohibited unless a finding is made by the Planning Commission that the use is similar to and no more objectionable than a permitted or a limited use.

MINIMUM PARCEL SIZE	Not Applicable
MAXIMUM BUILDING HEIGHT	Refer to Federal Aviation Administration Regulations as shown in Section VI.G
MINIMUM BUILDING SETBACKS (Measured from property line)	Refer to Building Setbacks Summary, Exhibit 48
MINIMUM PARKING SETBACKS	Refer to Parking Setbacks Summary, Exhibit 49
PARKING REGULATIONS (per City of Ontario Parking Standards)	Refer to Appendix B

LANDSCAPE

MINIMUM LANDSCAPE REQUIREMENTS

- | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------|------|
| • Minimum landscape coverage | 15% |
| • Building front and exterior side, interior and rear side setbacks | 100% |
| • Parking front and exterior, interior and rear side setbacks | 100% |
| • Elevations softened by minimum landscaped area | 15' |
| • All parking visible from any public street must be shielded by bermed mounding planted with trees, shrubs, and grass per Mater Streetscape Plan | 100% |
| • Maximum 10 cars between finger type planters, minimum 6' wide from parking areas | 100% |
| • All landscaped area to be delineated with minimum 6" concrete curb | 100% |

LOADING AREAS

- Loading areas shall be designed to provide for backing and maneuvering on-site and not from a public street.
- Loading areas shall not be visible from street or on-site passenger circulation drives and shall be screened from adjacent parcels.

OUTDOOR STORAGE

- No outdoor storage shall be permitted unless adequately screened by an opaque material approved by California Commerce Center's Approving Agent.

All development proposals shall be consistent with the Ontario International Airport Land Use Compatibility Plan. Refer to the Ontario International Airport Land Use Compatibility Plan for additional criteria and policies that may limit the restriction of allowable land uses, allowable FAR, overall site design and building/structure heights.

- All storage areas fronting a public street shall be screened by a concrete screen wall and ornamental landscaping.
- Location of outdoor storage areas shall be shown on the development site plan, and shall be subject to approval by California Commerce Center's Approving Agent and the City of Ontario Development Advisory Board.

EXTERIOR BUILDING MATERIALS

- All building improvements, with the exception of trim and minor architectural features shall be constructed of masonry, concrete, glass or other material approved by California Commerce Center's Approving Agent (no precision block).
- All exterior walls shall be painted or suitably treated.

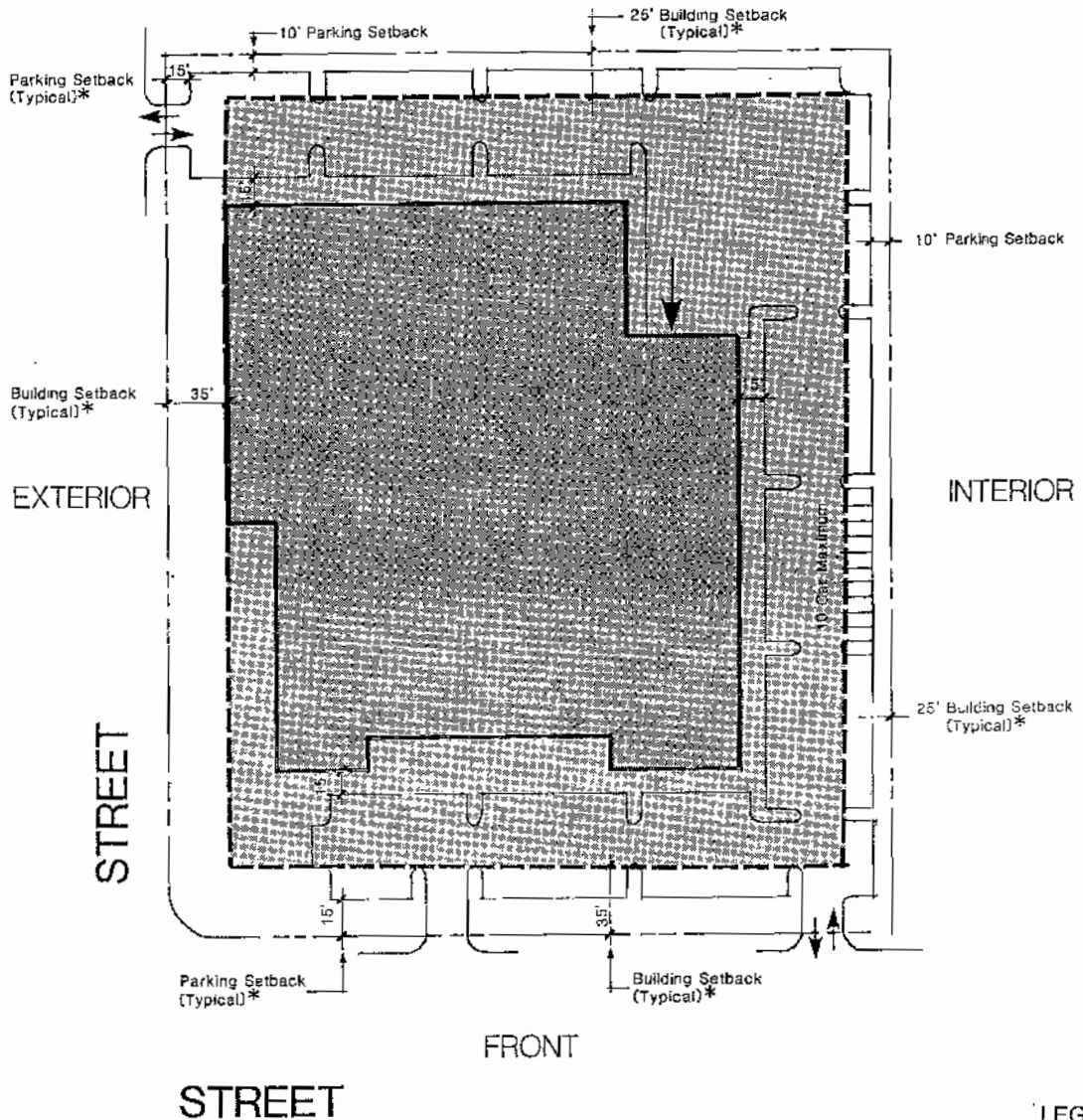
ROOFING AND ROOFTOP EQUIPMENT

- Opaque screening approved by California Commerce Center's Approving Agent, shall be provided to conceal all rooftop equipment.
- Unless roofing materials are a part of the design element (shingles, tile, etc.), the ridge line elevation shall not exceed the parapet elevation.
- All mechanical equipment on top of the roof shall be painted to blend with the building and roofing materials.

SIGNAGE



- All signs shall be subject to the provisions of the Master Signage Plan and will require the approval of California Commerce Center's Approving Agent and the City of Ontario, (refer to Section VII.A and Signage and Graphics Criteria, Exhibit 56.)

Conceptual Site Plan



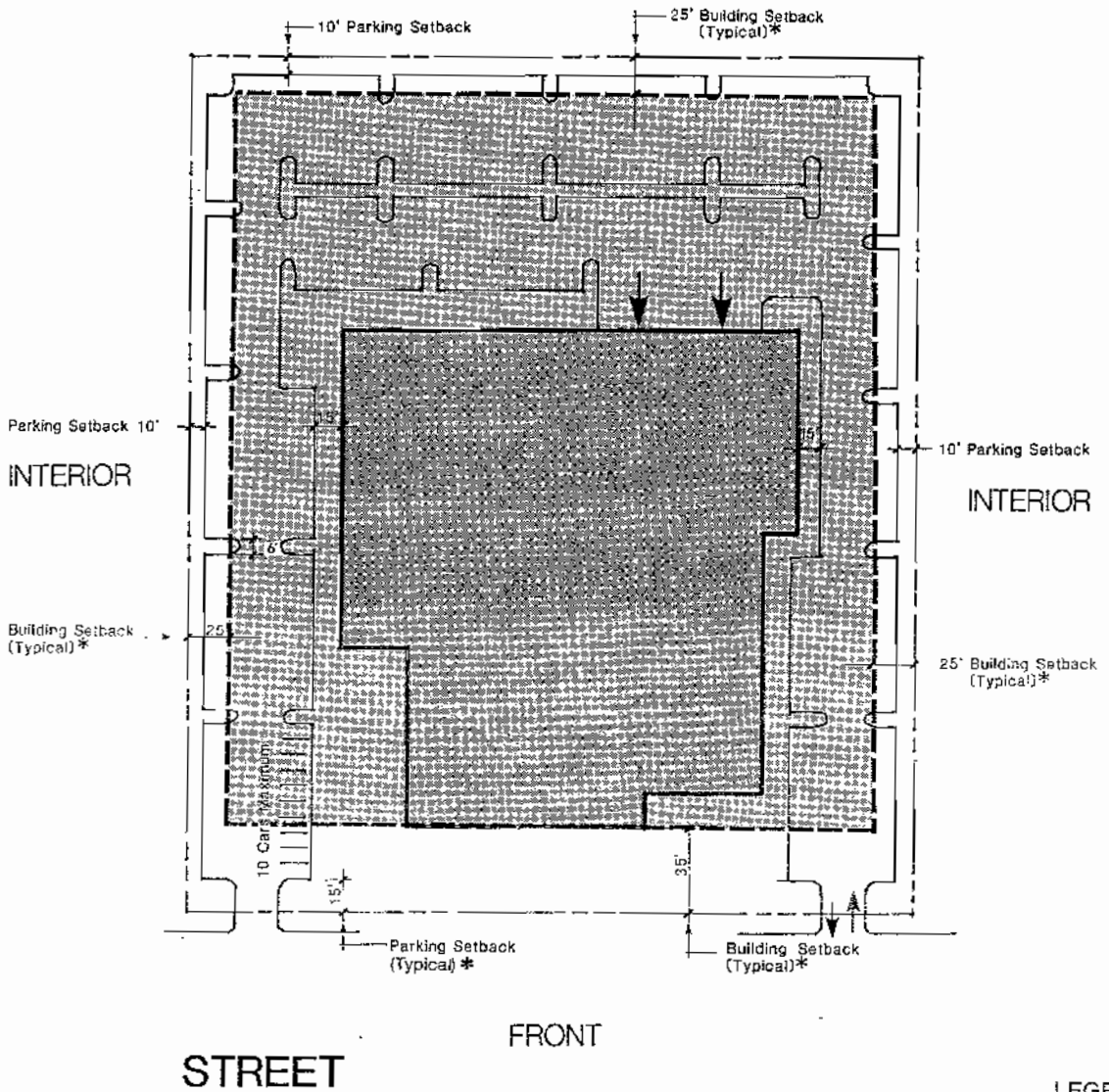
*Refer to Exhibits 48 and 49 for required setbacks.

Conceptual graphics for illustrative purposes only.

- LEGEND
-  Building
 -  Building Envelope



OFFICE
(Interior Parcel)

Conceptual Site Plan



*Refer to Exhibits 48 and 49 for required setbacks.

Conceptual graphics for illustrative purposes only.

- LEGEND -
-  Building
 -  Building Envelope

COMMERICAL/FOOD/HOTEL

PERMITTED USES

- Administrative/professional/business offices
- Automobile rental agencies
- Auto service
- Financial Institutions
- Health and recreational facilities
- Hotels/motels/hometels
- Interim agricultural production
- Medical and health care facilities
- Restaurants/sandwich shops, delicatessens, donut shops, etc.
- Retail sales (excluding auto and truck sales and office services, e.g. print shops, courier services, etc.)

LIMITED USES

The following uses require review by the City Planner prior to approval of a site plan or business license. To approve the use at the proposed location, the City Planner must determine that parking, access, and/or any other factors associated with the use or the location will be adequately resolved.

- Child day care centers

All other uses are prohibited unless a finding is made by the Planning Commission that the use is similar to and no more objectionable than a permitted or a limited use.

MINIMUM PARCEL SIZE	Not Applicable
MAXIMUM BUILDING HEIGHT	Refer to Federal Aviation Administration Regulations as shown in Section VI.G
MINIMUM BUILDING SETBACKS (Measured from property line)	Refer to Building Setbacks Summary, Exhibit 48
MINIMUM PARKING SETBACKS	Refer to Parking Setbacks Summary, Exhibit 49
PARKING REGULATIONS (per City of Ontario Parking Standards)	Refer to Appendix B

LANDSCAPE

MINIMUM LANDSCAPE REQUIREMENTS

- | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------|------|
| • Minimum landscape coverage | 15% |
| • Building front and exterior side, interior and rear side setbacks | 100% |
| • Parking front and exterior, interior and rear side setbacks | 100% |
| • Elevations softened by minimum landscaped area | 15' |
| • All parking visible from any public street must be shielded by bermed mounding planted with trees, shrubs, and grass per Mater Streetscape Plan | 100% |
| • Maximum 10 cars between finger type planters, minimum 6' wide from parking areas | 100% |
| • All landscaped area to be delineated with minimum 6" concrete curb | 100% |

All development proposals shall be consistent with the Ontario International Airport Land Use Compatibility Plan. Refer to the Ontario International Airport Land Use Compatibility Plan for additional criteria and policies that may limit the restriction of allowable land uses, allowable FAR, overall site design and building/structure heights

D. EXHIBIT 47 (Continued)

COMMERCIAL/FOOD/HOTEL

LOADING AREAS

- Loading areas shall be designed to provide for backing and maneuvering on-site and not from a public street.
- Loading areas shall not be visible from street or on-site passenger circulation drives and shall be screened from adjacent parcels.

OUTDOOR STORAGE

- No outdoor storage shall be permitted.

EXTERIOR BUILDING MATERIALS

- All building improvements, with the exception of trim and minor architectural features, shall be constructed of masonry, concrete, glass, or other material approved by California Commerce Center's Approving Agent (no precision block).
- All exterior walls shall be painted or suitably treated.

ROOFING AND ROOFTOP EQUIPMENT

- Opaque screening approved by California Commerce Center's Approving Agent, shall be provided to conceal all rooftop equipment.
- Unless roofing materials are a part of the design element (shingles, tile, etc.), the ridge line elevation shall not exceed the parapet elevation.
- All mechanical equipment on top of the roof shall be painted to blend with the building and roofing materials.

SIGNAGE

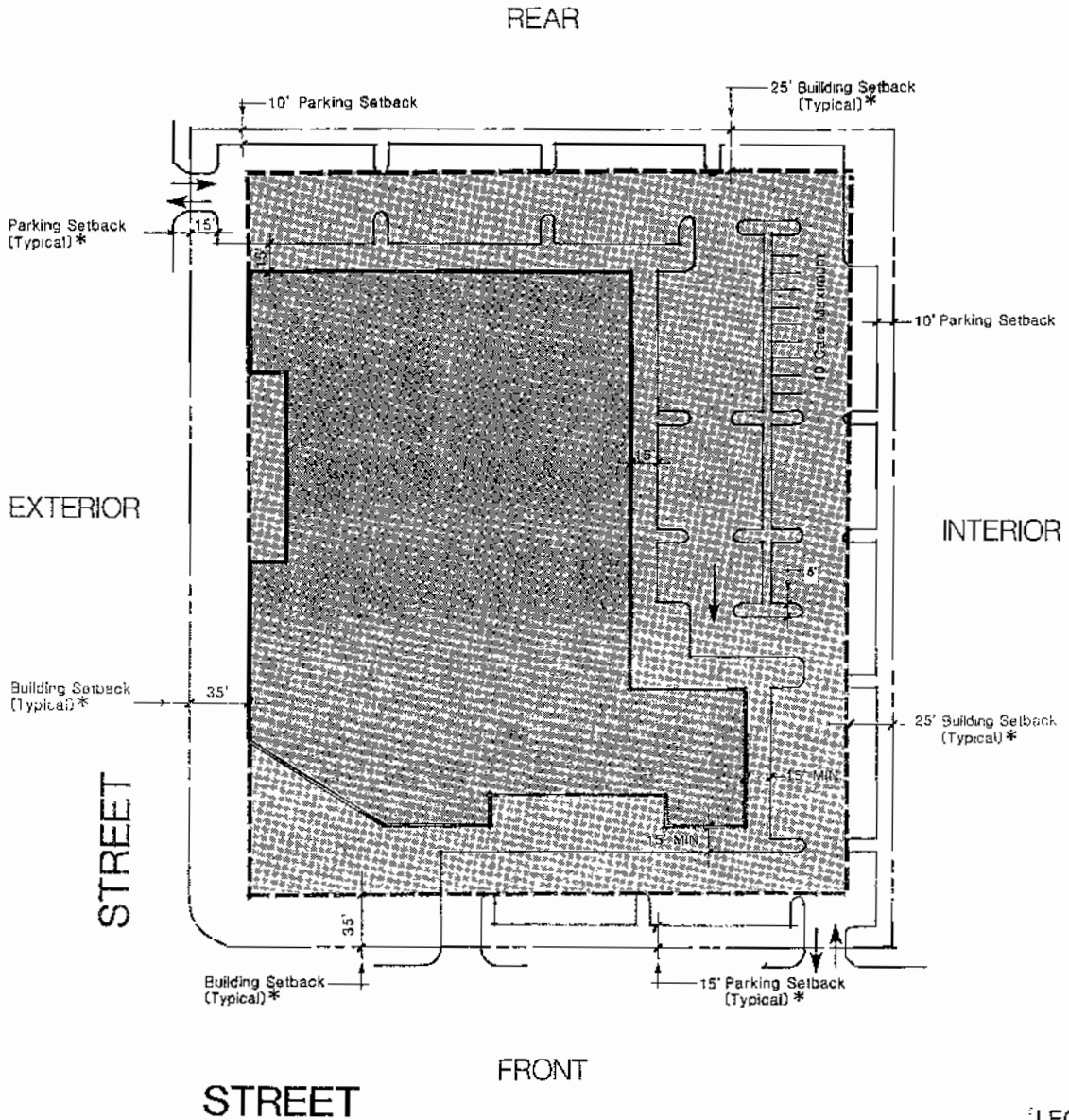
- All signs shall be subject to the provisions of the Master Signage Plan and will require the approval of California Commerce Center's Approving Agent and the City of Ontario, (refer to Section VII.A and Signage and Graphics Criteria, Exhibit 56).

D.

EXHIBIT 47-A

COMMERCIAL/FOOD/HOTEL
(Corner Parcel)

Conceptual Site Plan



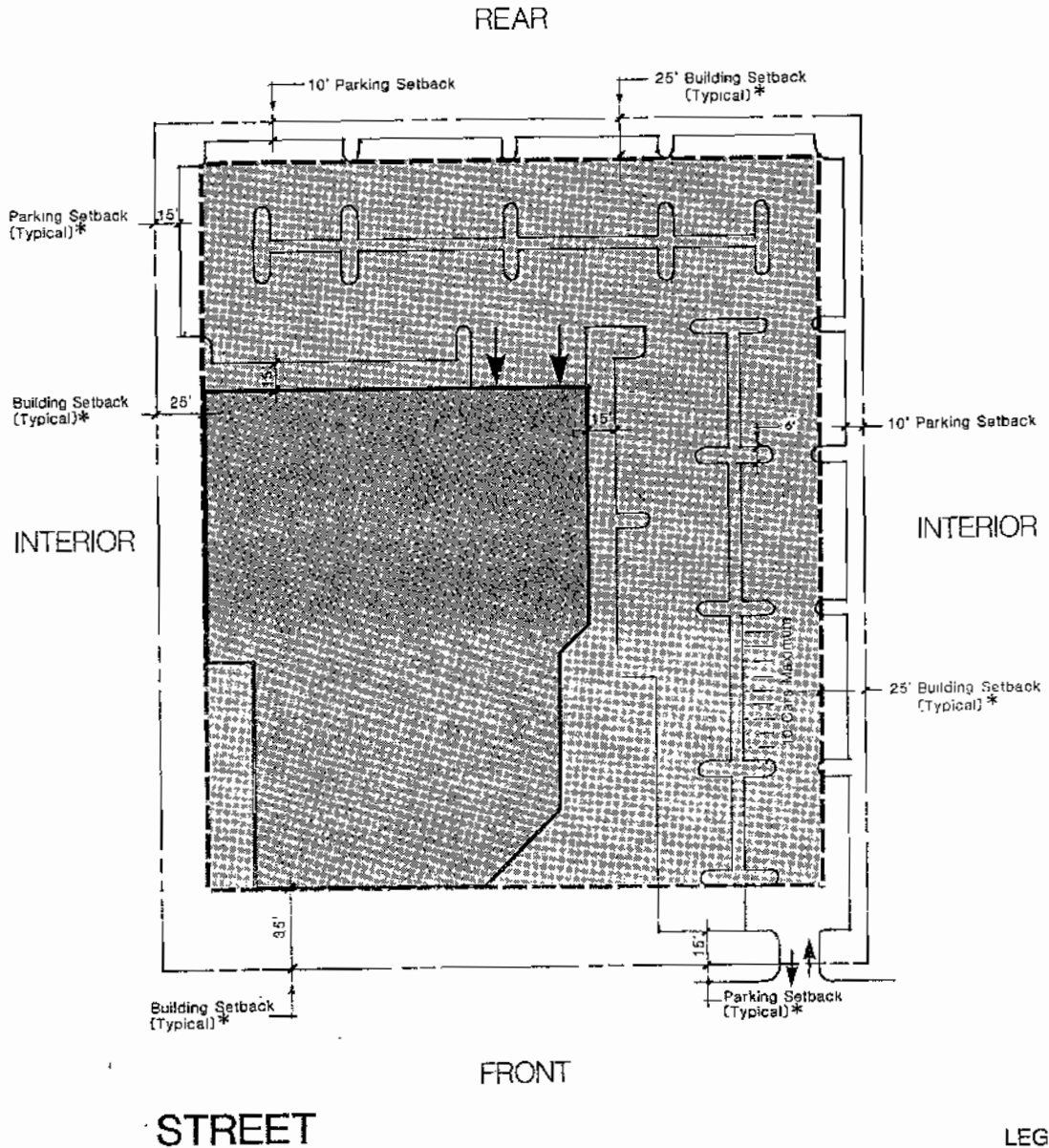
- LEGEND
-  Building
 -  Building Envelope

*Refer to Exhibits 48 and 49 for required setbacks

Conceptual graphics for illustrative purposes only.



COMMERCIAL/FOOD/HOTEL
(Interior Parcel)

Conceptual Site Plan



*Refer to Exhibits 48 and 49 for required setbacks.

Conceptual graphics for illustrative purposes only.

- LEGEND
-  Building
 -  Building Envelope

AIRPORT RELATED ALTERNATIVE

PERMITTED USES

- Potential taxiway access to Ontario International Airport
- Aircraft manufacturing and Service
- Aircraft storage
- Air cargo
- Airline food service
- Executive air terminals
- General aviation facilities and related uses

MINIMUM PARCEL SIZE

BUILDING COVERAGE, HEIGHT & SETBACKS

MAXIMUM BUILDING COVERAGE

MAXIMUM BUILDING HEIGHT

MINIMUM BUILDING SETBACKS (measured from property line)

- Front
- Exterior Side (corner parcels)
- Interior Side (1 side only)
- Rear (interior parcels)
- All Buildings over 35' in height
- All Buildings over 150' in length (length determined by its dimension parallel to street)

PARKING

MINIMUM PARKING SETBACKS

- Front
- Exterior Side (corner parcels)
- Interior Sides (front of Screenwall)
- Rear (interior parcels)

PARKING REQUIREMENTS

MINIMUM PARKING REQUIREMENTS

- Aircraft manufacturing
- Service area
- Storage/Air cargo areas
- Airline food service area
- Executive Air Terminals
- General Aviation Facilities
- Related Uses

LANDSCAPE

All development proposals shall be consistent with the Ontario International Airport Land Use Compatibility Plan. Refer to the Ontario International Airport Land Use Compatibility Plan for additional criteria and policies that may limit the restriction of allowable land uses, allowable FAR, overall site design and building/structure heights.

MINIMUM LANDSCAPE REQUIREMENTS

LOADING AREAS

OUTDOOR STORAGE

EXTERIOR BUILDING MATERIALS

Note: If this alternative is implemented, development standards will be prepared during the "minor revision process", based on a more specific development design and prior to submittal of a specific development plan. That which is provided above is a general outline for use in developing any future standards.

ROOFING AND ROOFTOP EQUIPMENT

SIGNAGE

BUILDING SETBACK SUMMARY

	RAIL INDUSTRIAL	LIGHT INDUSTRIAL	OFFICE	COMMERCIAL/ FOOD/HOTEL
<u>Jurupa Street, Commerce Parkway</u> (from Airport Drive extending approx. 700' south of Jurupa) and Airport Drive (west of Miliken)				
Front	40'	40'	40'	40'
Exterior Side (Corner parcels)	40'	40'	40'	40'
Interior Side (One side only)	-0-	-0-	35'	35'
Interior Side (Other side)	35'	-0-	35'	35'
Rear	-0-	-0-	35'	35'
<u>Miliken Avenue, Haven Avenue</u>				
Front	45'	45'	45'	45'
Exterior Side (Corner parcels)	32'	32'	32'	32'
Interior Side (One side only)	-0-	-0-	35'	35'
Interior Side (Other side)	35'	-0-	35'	35'
Rear	-0-	-0-	35'	35'
<u>Airport Drive</u> (east of Miliken Avenue)				
Front	23'	23'	23'	23'
Exterior Side (Corner parcels)	40'	40'	40'	40'
Interior Side (One side only)	-0-	-0-	35'	35'
Interior Side (Other side)	35'	-0-	35'	35'
Rear	-0-	-0-	35'	35'
<u>All Other Streets</u>				
Front	35'	35'	35'	35'
Exterior Side (Corner parcels)	35'	35'	35'	35'
Interior Side (One side only)	-0-	-0-	25'	25'
Interior Side (Other side)	35'	-0-	25'	25'
Rear	-0-	-0-	25'	25'

Notes:

1. All setbacks are measured from the property line.
2. All rear setbacks for rail served parcels shall be subject to final approval of California Commerce Center's Approving Agent based upon the final design standards and guidelines of the CCRB's.
3. Rear and Interior side building setbacks shall be subject to the following requirements pursuant to section 506(b) of the California Uniform Building Code:
 - (a)
 - (i) Either maintain a minimum of 50 feet building setback when adjacent parcels are undeveloped; or
 - (ii) Maintain an overall 50 feet building separation between the proposed building and existing buildings on adjacent parcels; or
 - (iii) Maintain a minimum of 30 feet building setback when buildings on adjacent parcels are setback a minimum of 30 feet.
 - (b) Any other Rear and Interior side setbacks may be as indicated in the Specific Plan Standards so long as proposed buildings meet all other Uniform Building Code Standards.

PARKING SETBACK SUMMARY

	RAIL INDUSTRIAL	LIGHT INDUSTRIAL	OFFICE	COMMERCIAL/ FOOD HOTEL
<u>Jurupa Street, Commerce Parkway</u> (between Airport Drive and Peashtree Street) and <u>Airport Drive</u> (west of Milliken Avenue)				
Front	20'	20'	20'	20'
Exterior Side (Corner Parcels)	20'	20'	20'	20'
Interior Sides	5'	5'	10'	10'
Rear	-0-	-0-	10'	10'
<u>Milliken Avenue</u> <u>Haven Avenue</u>				
Front	12'	12'	12'	12'
Exterior Side (Corner Parcels)	12'	12'	12'	12'
Interior Sides	5'	5'	10'	10'
Rear	-0-	-0-	10'	10'
<u>Airport Drive</u> (east of Milliken Avenue)				
Front	3'	3'	3'	3'
Exterior Side (Corner Parcels)	3'	3'	3'	3'
Interior Sides	5'	5'	10'	10'
Rear	-0-	-0-	10'	10'
<u>All Other Streets</u>				
Front	15'	15'	15'	15'
Exterior Side (Corner Parcels)	15'	15'	15'	15'
Interior Sides	5'	5'	10'	10'
Rear	-0-	-0-	10'	10'

Note: All setbacks are measured from the property line.

A. FEDERAL AVIATION ADMINISTRATION'S REGULATIONS ON CLEAR ZONES/BUILDING HEIGHTS

Because of the close proximity of the project to Ontario International Airport, building heights will be restricted as required under the Revised Part 77 of the Federal Aviation Administration (FAA) Regulations.

Refer to the Ontario International Airport Land Use Compatibility Plan for allowable building heights and FAA notification requirements.

H. SOUND ATTENUATION CRITERIA

The project's location, adjacent to the Ontario International Airport, the Ontario Freeway, and the mainlines of Southern Pacific and Union Pacific Railroads, requires the implementation of sound attenuation measures for interior spaces. Maximum interior sound level criteria have been established for each land use. Exhibit 52 illustrates the maximum permitted interior noise levels (measured in LEQ_{12}) for non-residential and residential construction (see Exhibit 53, Existing 1981 Noise Contours (CNEL) and Exhibit 54, CNELS for Airport Dual Runway).

**MAXIMUM INTERIOR NOISE LEVELS,
NON-RESIDENTIAL CONSTRUCTION**

Noise Level Criteria for Hotel/Motel Construction

Noise levels during the hours from 7:00 a.m. to 7:00 p.m. which shall not be exceeded for the interior industrial/office/commercial spaces are as follows:

<u>USE</u>	<u>SOUND LEVEL, LEQ₁₂</u>
Private Offices	40-50 dBA
General Offices, Reception,	45-55
Typing, Clerical, Banks, Retail Stores	50-55
Other Uses and Areas for Manufacturing, Assembly Testing, etc	55-65

Where LEQ₁₂ is the Energy Equivalent Sound Level during the hours 7:00 a.m. to 7:00 p.m.

I. CRITERIA FOR DEVELOPING ADJACENT TO FREEWAYS

The City of Ontario has established standards for regulating development adjacent to Mission Boulevard, the San Bernardino Freeway (1-10), the Pomona Freeway (SR 60), and the Ontario Freeway (1-15). These standards have been adopted by the Ontario Planning Commission, Resolution No. 2392, May 27, 1980, and shall apply to such development within the California Commerce Center's project.

1. BUILDING ORIENTATION

- a. All buildings shall face the highway, except where the highway is substantially elevated.
- b. The size, height, number, and type of on-premise signs shall be the minimum necessary for identification pursuant to the California Commerce Center's Master Signage Plan.
- c. Open storage of materials and equipment should be permitted only when incidental to the permitted use, provided that such storage area shall not face the highway, and shall be shown and approved on the site plan.
- d. Overhead doors, garages or loading zones shall be placed facing away from view of the highway.
- e. All mechanical equipment shall be screened from public view.

2. LANDSCAPING

- a. Not less than 20 feet of landscaping, measured from the public right-of-way, shall be provided and permanently maintained.
- b. Proposed development should be designed to preserve existing stands of trees wherever practicable.

I. AIRPORT RESTRICTIVE OVERLAYS

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.

Refer to the Ontario International Airport Land Use Compatibility Plan for additional criteria and policies that may limited to the restriction of allowable land uses, allowable FAR, overall site design and building/structure heights.

K. COMMUNITY FACILITIES - POLICE PROTECTION

Commercial developments within the project area may require the use of on-site security, and/or Ontario Police department facilities. If on-site security is required, the applicant will have the option of providing in-house security, or contracting with an outside security company. Whatever security system is chosen, it must meet with the approval of the Ontario Police Department pursuant to OMC 3-1601.

The use of physical security measures, i.e. CCTV, Card Access, Burglar and Robbery Alarms, as well as other electronic security measures, will be utilized as necessary to provide adequate surveillance of the site and security for persons and property at the site.

The projected fiscal impact to the Ontario Police Department may be mitigated by the payment of a one-time developer impact assessment fee according to a schedule of fees contained in a pending Development Assessment Fee Ordinance that is yet to be adopted by the Ontario City Council.

In addition to the payment of Impact Fees, the developer must also comply with all physical security requirements contained in the Ontario Security Code, OMC 4-11.01.

**CALIFORNIA
COMMERCE
CENTER**

AT ONTARIO

VII. ARCHITECTURAL/DESIGN CONCEPTS

VII. ARCHITECTURAL/DESIGN CONCEPTS

A. SIGNAGE AND GRAPHICS

A master program for signage and graphics has been developed for the California Commerce Center to ensure a high quality visual environment, project identity, and cohesiveness. The master program establishes overall general criteria for graphics and signage within the project area. California Commerce Center will have the authority to interpret these criteria for general conformance, in order to allow for creativity in architectural design (see Exhibit 56, Signage and Graphics Criteria).

1. DEFINITION OF SIGN TYPES AND RELATED TERMS

a. Entry Statements/Master Identification

Signs, graphics, and landscape treatments at perimeter access points to the project defining the entries to the development.

b. Freestanding Identification

Signs along streets and roadways which identify facilities, businesses, tenants, and addresses.

c. Building Identification

Signs mounted on the face(s) of buildings and which identify the building or the major building tenant.

d. Complex Identification

Signs which are freestanding and identify a multi-building development.

e. Tenant Identification

Signs mounted on the face(s) of buildings or which are freestanding and identify a single tenant within the building.

f. Building Street Address

Signs mounted on buildings designating the street address number.

g. Tenant Directories

Signs in commercial facilities which identify the location of individual tenants.

h. Directional and Regulatory Signs

Signs within the development and within individual projects which control and direct the circulation of vehicles and pedestrians.

i. Temporary Signs

Any sign, barrier, pennant, valance, or advertising display used for marketing purposes for a short period of time.

j. Sign Area

The area of a sign having an integral part of a building, wall, awning, canopy, marquee, or other part of a structure as its background shall be the area enclosed within the shortest line drawn to include all letters, designs, tubing, direct illumination sources, or other components of the sign, including all intervening spaces. The area of all other signs shall be the largest cross-sectional area measured to a line encompassing all portions of the sign, including the background and tubing, but excluding the supporting posts or poles without attached lighting. In determining the area of a sign having more than one face, only the area of one face shall be counted.

k. Halo Lit Letters

Opaque, fabricated metal letterform with internal luminous tubing, mounted a few inches off face of building. Illumination falls only on building surface immediately adjacent to letter, creating halo effect.

l. Interior Illuminated Letters

Fabricated letterform with internal luminous tubing and translucent acrylic face.

m. Post and Panel Sign

A post supports each end of a sign panel.

n. Flag Sign

Sign panel projects horizontally from a single pole.

o. Flush Left Layout

Typography begins at left margin, and any additional lines of typography are also flush with the first line at left margin.

p. Centered Layout

Each line of typography is centered horizontally within the sign panel

q. Integral Graphic Band

Constant horizontal band or fascia area of an architectural complex, where graphics must be placed.

2. GENERAL REQUIREMENTS

- a. All owner/tenant identification signs shall conform to the guidelines of the Specific Signage Requirements Summary at the end of this section.
- b. A sign program shall be submitted in conjunction with the submittal of a site plan and/or architectural plans.
- c. All signing shall be of materials compatible with exterior building colors, materials and finishes, and be of a high quality of fabrication.
- d. No signing will be permitted which does not directly relate to the primary service or function of the given owner/tenant activity.
- e. All owner(s)/tenant(s) shall be responsible for the proper maintenance of all their signs.

On notice by the City of Ontario or California Commerce Center's Approving Agent, an owner/tenant will be required to restore or repair any signing which is not properly maintained.

- f. Signs are to be free of all labels and fabricator's advertising, except for those required by code.
- g. All electrical service to any sign shall be fully concealed, and shall be on the owner/tenant's meter.
- h. All signs will conform to appropriate building and electrical codes, and bear the U.L. label if illuminated. The owner/tenant and contractor shall be responsible for obtaining any and all permits required.
- i. No sign is to be located higher than the second story, except for commercial or office buildings, (including hotels and restaurants) which are three (3) stories or more, and which may have a maximum of two (2) building identification signs above the top story and below the parapet per the requirements of Exhibits 56 and 56A.
- j. Owner/tenant will be responsible for the design, fabrication and installation of individual owner/tenant signs.
- k. Each individual owner/tenant shall submit three (3) sets of professionally executed sign drawings for approval by California Commerce Center's Approving Agent and the City of Ontario. These drawings shall be of a scale of 1" = 1' or larger, showing sign locations, size, layout, design, colors, letter styles, and materials.
- l. All permits and fee requirements for signs shall be obtained from the City of Ontario and paid for by the owner/tenant prior to installation.
- m. No sign shall have visible moving parts or simulate movement by means of fluttering, rotating, or reflecting devices.

- n. No sign shall have flashing, blinking or moving lights, or any other illuminating device which has changing light intensity, brightness, or color, except for parts designed to give public service information such as time, date, temperature, or similar information.
- o. All building-mounted signs shall be constructed so as not to have exposed wiring, raceways, ballasts, conduit, and transformers.
- p. Freestanding monolith signs shall be incorporated into landscaping berms to minimize visual mass.
- q. Metal signs include aluminum or brass signs.
- r. All freestanding signs shall be integrated with landscaping and grading.

3. SINGLE BUILDING OCCUPANT IDENTIFICATION: Warehousing, manufacturing, research and development, and commercial signage

a. Street Identification

Within each property there are a number of requirements for signs. The primary need is owner/tenant or facility identification.

- (1) The freestanding monolith will be placed adjacent to the main entry to the property.
- (2) The sign will be positioned perpendicular or parallel to the street and set back behind the property line, per the requirements of Exhibit 56.
- (3) The double-faced sign will be integrated with the landscape.
- (4) Design for the signs will consist of a park standard base and a customized cap to accommodate the message content. The caps may be constructed of a variety of materials to be consistent with the architecture. These materials may include concrete, stucco, brushed or polished metal, anodized aluminum, ceramic tile, granite, wood, or fiberglass.
- (5) Graphics on the sign will consist of the tenant name and/or logo, address and street name.
- (6) Typography may vary according to the user's identity.
- (7) The sign shall be indirectly illuminated.

b. Wall-Mounted Sign

- (1) The business name and/or logo may be mounted on the face of the building in an architecturally appropriate position, per requirements of Exhibit 56. In addition, building identification signage is permitted for building of three (3) stories or more, per the requirements of (2i) above and Exhibits 56 and 56A.
- (2) These graphics shall be aluminum or metal plate elements individually mounted.
- (3) Individual letters or logos may be interiorly illuminated; metal "can" signs will not be allowed. All conduits, raceways and wiring shall be subsurface; no clips or support brackets will be visible from the frontal elevation.
- (4) Scale and proportion of graphics shall be in consonance with the architecture.
- (5) All design and layouts shall be reviewed and approved by California Commerce Center's Approving Agent through site plan review prior to implementation.

4. MULTIPLE TENANT OFFICE, INDUSTRIAL, OR COMMERCIAL BUILDING OR MULTIPLE BUILDING COMPLEX SIGNAGE

For each multiple tenant building or multiple building complex, a customized signage program will be implemented to identify the individual businesses at their respective entries.

The criteria for these systems will be based on the architectural style and detailing of the building, and will include form, size, and finish of the elements and their relationship to entries, fenestration, structural members, and materials. Sign programs will be reviewed and approved by California Commerce Center's Approving Agent prior to submittal to the City for approval.

Directional and regulatory signs within a property will conform to the standard sign system for the entire California Commerce Center. These will be post and panel or flag signs. Directional signs will be of a modular nature to allow for additions or deletions.

5. SERVICE STATIONS

Sign Criteria apply to all service stations.

a. Self Service

Self service stations are allowed two canopy-mounted signs. Price signs should be either column-mounted (on the canopy support) or pump-mounted. Promotional graphics are not permitted.

b. Full service

Price signs should either be mounted on the column of the canopy or pump-mounted, as should "Full Service/Self Service" signs.

Outside displays of merchandise are discouraged, i.e., racks of automobile tires. When such displays are used; however, they must be kept within the canopy area.

Promotional graphics are not permitted.

Glass areas on store fronts should remain free of graphics. Only the hours of operation and other pertinent information are allowed. The amount and size of copy should be unobtrusive, and constructed of white die-cut vinyl letters with a four-inch maximum height.

6. DIRECTIONAL AND REGULATORY SIGNS

Directional signs provide functional directions, such as "shipping and receiving". Regulatory signs control vehicular movement, such as "handicapped parking only". These signs will be post and panel and flag type signs constructed of aluminum or fiberglass. Size, design, layout, and color shall conform to project standard (to be submitted with overall sign design). Copy will be as succinct as needed to convey the message. Signs will be located as utility and safety dictate, with placement approved by California Commerce Center's Approving Agent. There shall be no more than two signs per driveway.

a. Traffic Control Signage

All street signage shall conform to City of Ontario's standards.

7. TEMPORARY SIGNS

a. Free-standing Signs

The developer of each facility may display information on a temporary free-standing sign whose purpose is to disseminate information pertinent to a site and its stage of development. The sign is to be designed to conform to the California Commerce Center standards and submitted for approval to California Commerce Center's Approving Agent prior to its installation on the site. No temporary promotional signs will be allowed on the premises of the adjoining public street rights-of-way.

A sign may be constructed on a site any time after the site has been purchased. Information can be added or the sign can be exchanged for another to indicate the advent of construction, or to recruit employees, or to identify the leasing agent. However, each revision or sign replacement must conform to the guideline's criteria. A sign that is to be replaced with another must be removed before the other sign can be installed. Temporary signs must be removed from the site when the initial leasing program is ninety-five percent (95%) complete.

- Form

Free-standing monolith with panels which meet the grade.

- Scale

Rectangular ratio of height to width shall be 2:1. Total area not to exceed ninety-eight square feet.

- Materials

Designed to last the length of its intended use without significant fading, peeling, blistering, warping, cracking, rotting, or delamination. California Commerce Center reserves the right without liability to cause removal of any sign deemed to be in violation of the provision by virtue of deterioration or damage.

- Duration

Temporary signs shall remain in place for no more than twelve (12) months. This period may be extended upon approval by California Commerce Center's Approving Agent and the City of Ontario.

- Security Deposit

A security deposit fee of five hundred (\$500) dollars shall be posted with the City of Ontario to guarantee removal of the temporary sign(s). Failure to remove sign(s) after specified duration will result in forfeiture of security deposit.

b. Wall Signs

Banners, pennants, flags, and any other advertising devices, except floodlights, may be placed on an occupant's property for the purpose of announcing the opening of a new business, subject to the following requirements:

- The total area of all such signs or advertising devices shall not exceed the area of permanent signs for the use permitted by these sign criteria (see Exhibit 56, Signage and Graphic Criteria).

No such device shall be located in a manner not permitted for permanent signs.

- No such device shall pose a hazard to the safe movement of traffic and shall not block the visibility of permanent signs on adjacent properties.
- The temporary signs may remain in place for a period not to exceed thirty (30) days after the date of installation of the sign; or until a permanent sign is installed, whichever occurs first.
- Prior to installation of the temporary sign, the proponent shall obtain approval from California Commerce Center's Approving Agent.

SIGNAGE and GRAPHICS CRITERIA

LAND USE	SIGN TYPE	NUMBER OF SIGNS	PLACEMENT AND LOCATION	SIGN AREA	LETTER SIZE
Warehousing, Manufacturing, Research and Development (Single Building)	-Freestanding	1 per parcel per street frontage	Perpendicular to street, 20' from driveway, 15' from property line	60 sq. ft. Max.	NA
	Tenant Identification -Wall	1 per occupant	At primary entrance	55 sq. ft. plus 2 sq. ft. for each 5' of bldg. setback beyond required setback: maximum 100 sq. ft. of sign area	36" Max. Height
Industrial/Business Park; Multi-Tenant Complex *Note: A sign program is required.	Complex Identification -Freestanding	1 per complex per street frontage	Perpendicular to street, min. 20' from driveway, min. 15' from curb	60 sq. ft. Max.	NA
	Occupant Identification; -Wall	1 per occupant	At primary entrance	40 sq. ft. Max.	20" Max. Height
Commercial and Office Buildings Including Restaurants, Retail, and Hotels *Note: A sign program is required for a multi-building complex.	-Freestanding	1 per building or 1 per complex if more than 1 building	Perpendicular to street: min. 20' from driveways, min. 15' from property line	60 sq. ft. Max.	NA
	Building Identification -Wall (for buildings 3 or more stories)	Max. 2 (no more than 1 per building face)	Above top story and below parapet	Refer to table 56A	Refer to table 56A
	Tenant Identification -Wall	1 per tenant	1 at tenant entrance	1 sq. ft. per width of building elevation: not to exceed 55 sq. ft.	26" (36" for main showroom of Auto Dealerships)
Service station	Freestanding Identification	1 (with possibility for 2 if station fronts 2 streets)	Adjacent to entry; perpendicular to street	60 sq. ft.	NA

SIGNAGE and GRAPHICS CRITERIA

LAND USE	SIGN HEIGHT	FORM AND MATERIALS	MESSAGE AND LAYOUT	COLOR	ILLUMINATION
Warehousing, Manufacturing, Research and Development (Single Building)	54" Height, Height to length ratio not to exceed 1:3	Must relate to architectural style of project	May be 2 sided name of owner/tenant or building & street address, flush left or centered layout	Must relate to architectural style	Ground lit
	NA	Individual letters; metal, fiberglass or acrylic	Owner/tenant or business name and/or logo	Must relate to architectural style	Halo lit letters or interiorly illuminated
Industrial/Business Park; Multi-Tenant Complex * Note: A sign program is required.	54" Height, Height to length ratio not to exceed 1:3	Must relate to architectural style	May be 2 sided name of owner/tenant or building & street address, centered layout	Must relate to architectural style	Ground lit
	NA	Individual letters; metal fiberglass and acrylic	Tenant or business name and/or logo	Must relate to architectural style	Ambient
Commercial and Office Buildings including Restaurants, Retail, and Hotels *Note: A sign program is required for a multi-building complex.	54" Height, Height to length ratio not to exceed 1:3	Freestanding monolith; material must relate to architectural style	May be two (2) sided; name of project and street address, centered layout	Must relate to architectural style	Ground lit
	Refer to table 56A	Individual letters; metal, fiberglass and acrylic	Building name	Must relate to architectural style	Halo lit or interior illuminated
	NA	Individual letters; metal, fiberglass and acrylic	Tenant or business name and/or logo	Must relate to architectural style	Halo lit or interior illuminated
Service station	54" Height, Height to length ratio not to exceed 1:3	base: brick, concrete, tile, metal, or stone. Cap: translucent face, vacuum form plastic, acrylic or fiberglass	Company logo only; 2 sided	Company logo colors	Interior illuminated

EXHIBIT 56-A
SIGN CRITERIA

NUMBER OF STORIES	SIGN AREA	MAXIMUM HEIGHT OF SIGN OR LETTERS
3	200 Sq. Ft.	26"
4	225 Sq. Ft.	26"
5	250 Sq. Ft.	35"
6	275 Sq. Ft.	45"
7	300 Sq. Ft.	50"
8 - 10	350 Sq. Ft.	60"

B. TRANSPORTATION MANAGEMENT

One of the objectives of the California Commerce Center is to create an industrial/office complex that minimizes, to the extent possible, the number of vehicle miles traveled (VMT) and thus reduces air pollutant emissions and minimizes traffic congestion. Project-wide design measures have been developed in order to achieve this objective.

Land uses have been organized in such a way as to minimize traffic within the project. Significant trip generators (office, commercial, and hotel) have been located near major streets to avoid congestion of internal industrial streets. Rail-served parcels are located with maximum access to existing rail facilities and freeway intersections to minimize freight-related highway traffic. Service commercial and food parks have been incorporated into the complex, distributed throughout the project to service local employees and to reduce midday vehicular trips.

The vehicular circulation system for the project has also been designed to minimize traffic congestion. Streets and intersections within the project have been designed to accommodate peak hour traffic levels, and have taken into account airport-related and adjacent project traffic that will use the site's major arterials as through routes. Major intersections have been spaced to facilitate traffic flow. Internal streets have been designed to allow for on-street parking without restricting traffic.

Major arterials have also been designed to accommodate bicycle lanes, to encourage alternative modes of transportation. Food parks will have pedestrian sidewalks, encouraging local employees to walk to the food parks for lunch.

The designation of two potential sites for transit rail terminals, should rapid transit facilities become operational on the Southern Pacific and Union Pacific rail lines, provides an opportunity for the project to serve as a major public transit distribution center. These terminals could serve as transfer points from regional mass transit systems to local systems such as buses and van pools. Park-and-ride facilities would most likely be provided to service persons travelling to and from Los Angeles and San Bernardino, reducing regional VMT.

In order to continue this effort on a site specific basis, California Commerce Center shall encourage applicants to provide on-site measures that will reduce vehicle miles travelled. These measures include the following:

- distribute information to employees about regional and local public transit facilities
- provide for transportation points including bus stops, turnouts, bus parking areas, and passenger loading areas and shelters if appropriate
- encourage employee van pools and car pools
- provide preferential parking for cars participating in car pools
- provide preferential parking spaces for compact cars
- provide facilities for securing and storing small vehicles, such as bicycles, motor scooters, and motorcycles

- establish staggered and/or flexible work hours where appropriate
- where appropriate, provide food and office supply delivery to industrial/office tenants (applies to service commercial and food parks)

1. TRAFFIC MONITORING PROGRAM

The purpose of this study is to identify (using projected traffic volumes) that period in time when street improvements will be required. This may or may not correspond to construction phases. It shall also identify which intersections will require signalization. The signals will be constructed with the phase creating the demand, even if construction is beyond the limits of the phase under construction. It shall be the responsibility of the developer of each phase to construct all the improvements required. Should any phase not be developed uniformly (i.e., sub-phases created), the construction requirements of the master phase shall either be constructed in advance of need or by a funding program approved by the City on either a traffic generation or acreage basis, so the improvements required can be constructed at their time of need. Should any deviation from the proposed land use, traffic generation, or phasing program be changed, the developer(s) shall re-evaluate the above items and obtain approval from the City of Ontario. Traffic monitoring forms shall be completed and submitted in connection with each site plan submittal.

C.C.C. shall dedicate the required rights-of-way for the Haven Avenue at S.P.R.R. Grade Separation, as well as provide their proportionate share of construction funds at the time the railroad agreements have been obtained by the City. C.C.C. shall be solely responsible for the additional widening of any bridges required to provide rail service to their property.

C. LIGHTING

1. PUBLIC LIGHTING

Public lighting refers primarily to street lights. Street lights shall conform, both in type and location, to the standards of the City of Ontario at the time of installation (see Exhibit 57, Street Light Standard, City of Ontario Standard Drawing).

2. SITE LIGHTING

Site lighting refers to illumination of on-site areas for purposes of safety, security, and nighttime ambience. This includes lighting for parking areas, pedestrian walkways, graphics and signage, architectural and landscape features, shipping and loading areas, and any additional exterior areas.

The concept for on-site lighting is intended to be low-key. Overall high levels of illumination are not required; intensity should be no greater than required for automobile and pedestrian safety. Within these parameters, light sources should convey a sense of safety, direction, and movement (see Exhibit 58, Site Lighting).

On each site, all lighting fixtures shall be from the same family of fixtures with respect to design, materials, color of fixture, and color of light. Lighting sources shall be shielded, diffused, or indirect to avoid glare to pedestrians and motorists. Lighting fixtures shall be selected and located to confine the area of illumination to within the site boundaries. To minimize the number of light standards and overhead clutter, overflow light from inside the building should be wall-mounted.

Along pedestrian movement corridors, the use of low mounted fixtures (bollard height) which reinforce the pedestrian scale and which reduce visual glare are encouraged. Parking areas should be lit with shielded, lower intensity fixtures. Pedestrian walkway lighting shall not exceed an overall height of sixteen (16') feet. Steps, ramps, and seatwalls should be illuminated, wherever possible, with built-in fixtures. The shields for security lighting are to be painted to match the surface to which the fixture is attached. These fixtures are not to project above the fascia or roof lines of the building. Exterior lights should be used to accent entrances and special features. All illumination elements shall have controls to allow their selective use as an energy conservation measure.

STREET LIGHT STANDARD
City of Ontario Standard Drawing

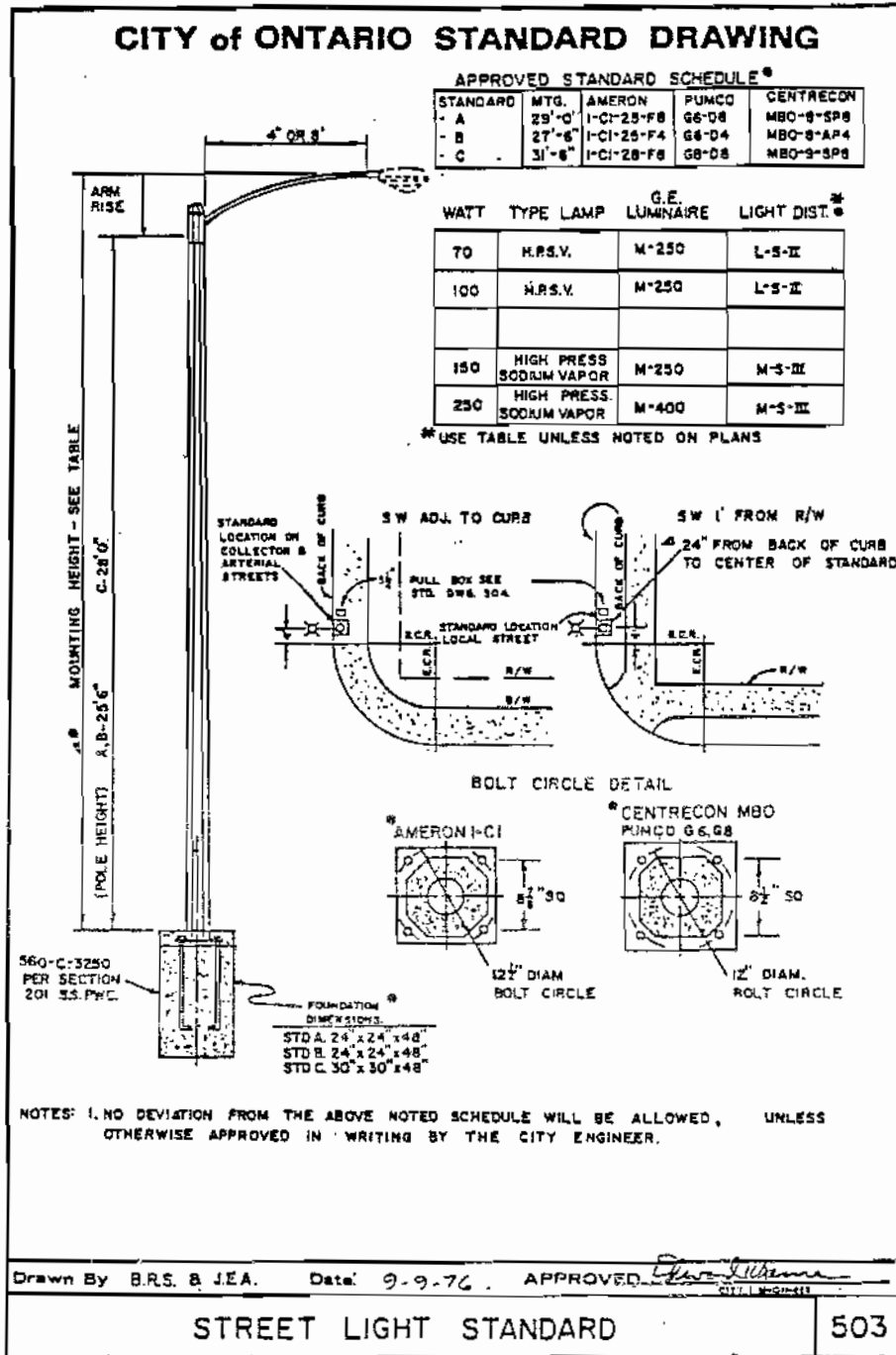
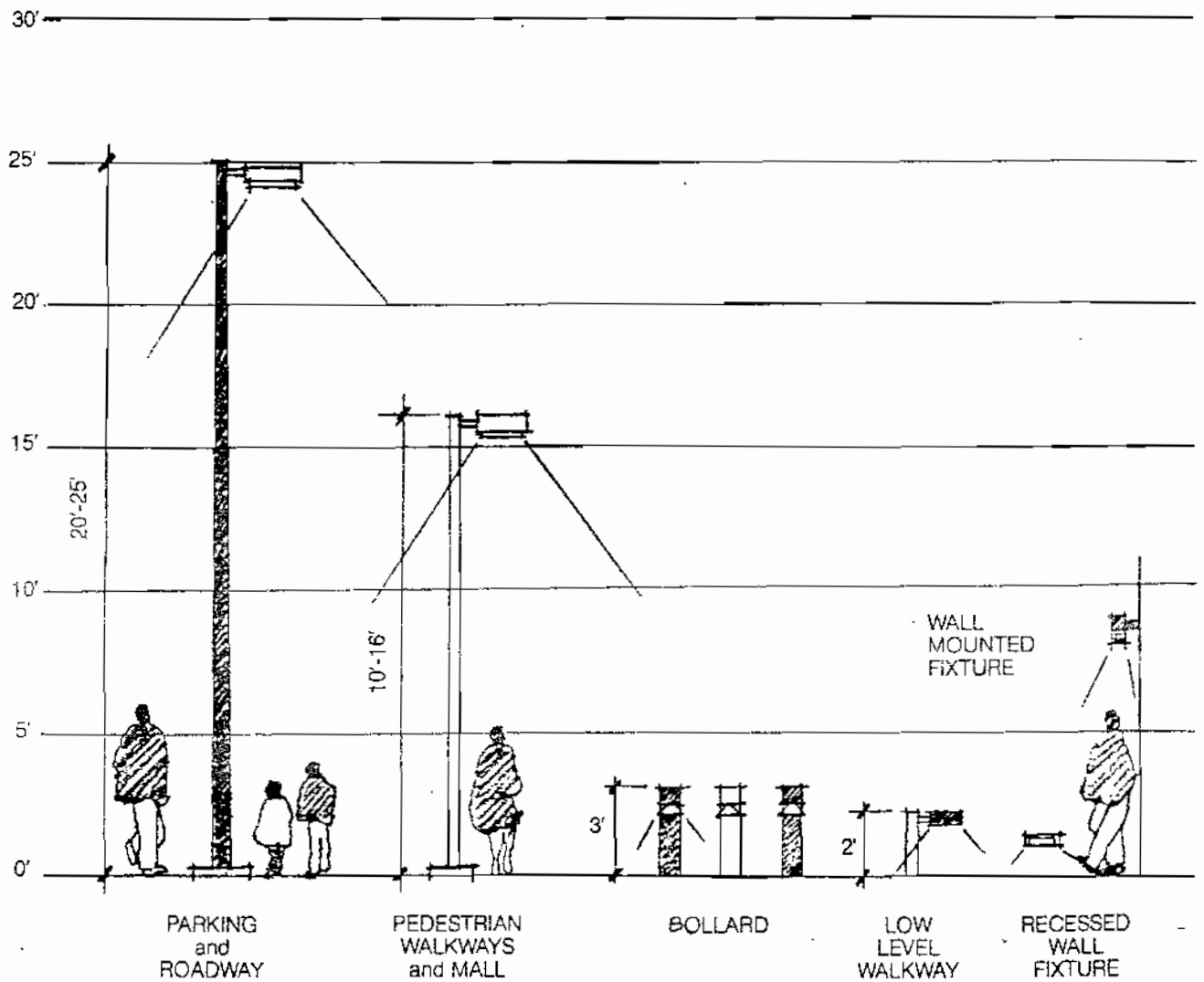


EXHIBIT 58
SITE LIGHTING



**CALIFORNIA
COMMERCE
CENTER**

AT ONTARIO

VIII. APPROVAL PROCESS

VIII. APPROVAL PROCESS

A. REQUIRED APPROVALS

1. CALIFORNIA COMMERCE CENTER'S SUBMITTAL PACKAGES

Any proposed resubdivision of any parcel or the construction of any improvement within the California Commerce Center's development must be approved by California Commerce Center's Approving Agent. The Approving Agent shall not unreasonably withhold its approval of any such submittal. Subject to the provisions of California Commerce Center's Covenants Conditions and Restrictions (see Appendix), the Approving Agent shall be conclusively deemed to have given approval unless express written notice, specifying in reasonable detail items that are disapproved, is given within forty-five (45) days after receiving submittal. The Approving Agent shall endorse approval on one set of submittal documents and return same to the applicant.

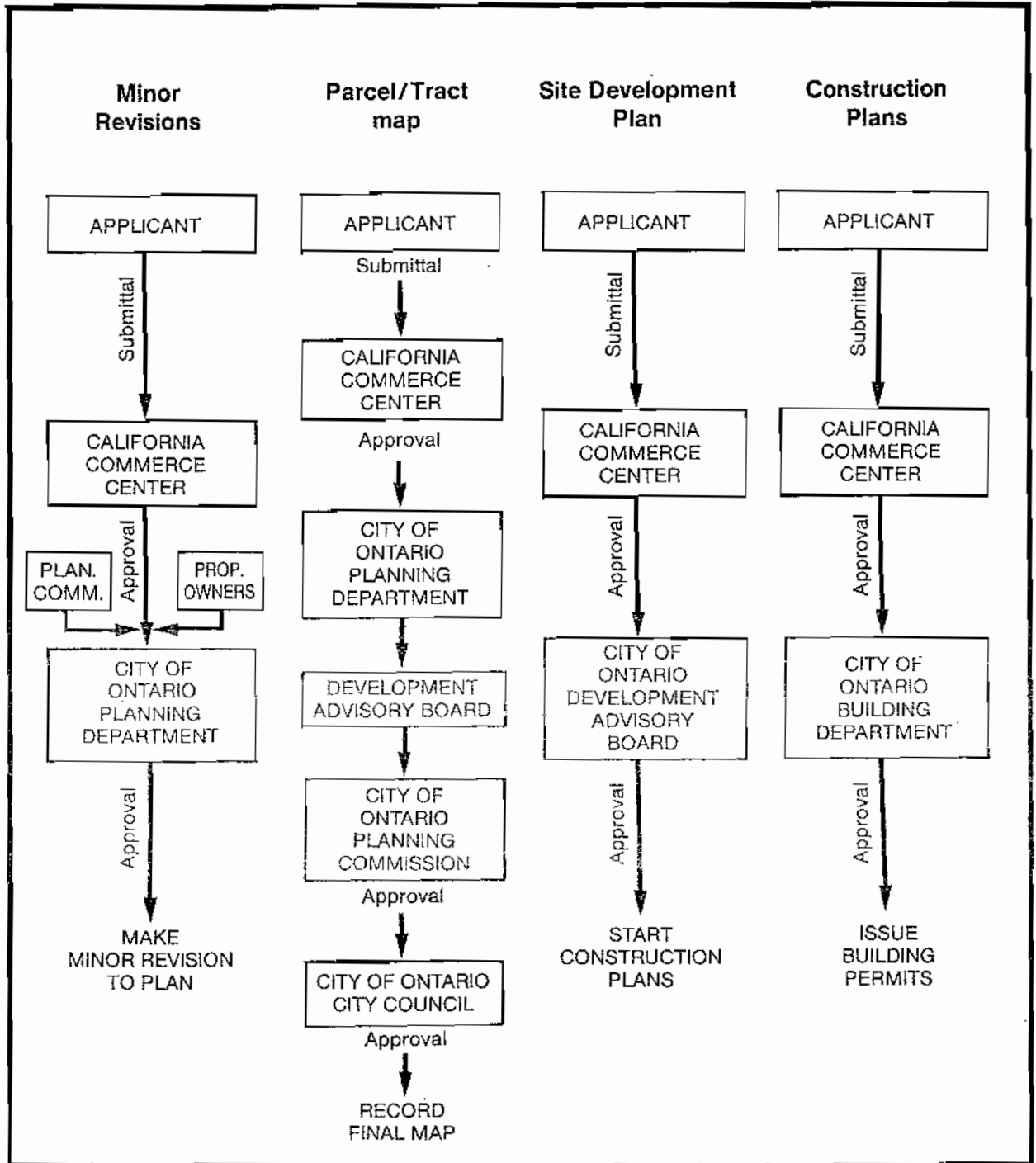
2. DEVELOPMENT SITE PLANS

Site development plans shall be subject to review and approval by the City of Ontario DAB. The Development Plan Review Application Form, City of Ontario 84-4 (4/84) is included in the Appendix, for reference. Consult the City of Ontario Planning Department for DAB Scheduling (see Exhibit 59, Plan Submittal Guideline Flow Chart).

3. ENVIRONMENTAL EVALUATION - NOTICE OF INTENT

An Environmental Evaluation - Notice of Intent is required by the City of Ontario with the submittal of any preliminary building or site plans. Applicants filing for this should refer to the Final Environmental Impact Report No. 81-4, prepared for this project, and the mitigation measures contained therein. The City of Ontario's planning staff reviews all Environmental Evaluations prior to the DAB meeting on development site plans.

PLAN SUBMITTAL GUIDELINE
FLOW CHART



B. ENVIRONMENTAL MITIGATION MEASURES

An environmental impact report (Final Environmental Impact Report No. 81-4) has been prepared for this project. Listed below are the final mitigation measures that are a part of that document. Many of these mitigation measures have been directly addressed through the Specific Plan; others will be addressed through the site plan approval process. The following illustrates how the Specific Plan has addressed these measures, and which measures will be addressed at site plan approval. Developers submitting plans for Development Advisory Board site plan approval should insure that these mitigations are addressed through their building and construction processes.

Mitigation Measures No. 1 - 6

1. Drilling apparatus should be equipped with water or chemical dust control systems.
2. Land areas to be cleared and exposed should be kept at a minimum until field construction is scheduled to begin. All areas that are cleared or graded where construction is not scheduled to begin immediately shall be stabilized by hydroseeding or other means.
3. Water sprinkler trucks and chemical dust control should be used on all temporary roads.
4. Wind erosion measures, such as the following, should be incorporated during construction. A combination of any or all of these measures may be utilized.
 - a. The application of mulches.
 - b. The application of tackifiers.
 - c. Clearing and developing small acreages at a time.
 - d. The establishment of windbreaks for long term protection and fuel efficiency. This will be established project-wide through the planting of street trees.
 - e. Seed disturbed areas with one of the following mixtures and irrigate:

<u>Seed</u>	<u>Broadcast Rate</u>
Biando Brome	18 lb./acre
Rose Clover	12 lb./acre
California Poppy	2 lb./acre
Buggs Barley	216 lb./acre
Wimmera 62 Ryegrass	27 lb./acre

- f. The application of gravel mulches on exposed areas.
- g. The use of asphalt emulsifiers.

- h. The use of oil emulsifiers.
 - i. Provide sprinklers or other forms of water application as required.
5. Vacuum-equipped sandblasting systems should be used.
6. Concrete and asphalt patching operations should be equipped with dust collectors.

Measures No. 1 through No. 6 are applicable to the construction process. These measures shall be reviewed during the City of Ontario's site plan and Building Permit approval process. In addition, California Commerce Center shall require, through its CC&R's, that all construction within the Specific Plan area conform with applicable dust abatement requirements.

Measure No. 4.d., the establishment of windbreaks for long-term protection and fuel efficiency, is addressed in the Specific Plan. Street trees shall be planted project-wide as established in Section V.G.1., Component Plans; Landscape Concept; Streetscape.

Mitigation Measure No. 7

7. Extensive landscaping of the site shall be provided.

The Specific Plan establishes criteria and standards for landscaping streets and on-site areas within the project site. These areas include streetscape, building and parking setbacks, parking areas, buffers, and areas directly adjacent to buildings (see Section V.G.1, 2, 3, and 4, Component Plans; Landscape Concept; Streetscape; Buffer Planting; Intersections and On-Site Landscaping).

Mitigation Measure No. 8

8. Establish a transportation management plan, in coordination to the extent possible with SANBAG, with provisions for the following:
- a. Extensive bus services and local transit systems.
 - b. Reduce fares or other inducements for off-peak transit patronage.
 - c. Provisions of facilities for the securing and storage of small vehicles such as bicycles, motor scooters, and motorcycles.
 - d. Construction of additional amenities for transit patrons such as bus shelters, public telephones at bus stops, transit schedules at all transit stops, etc.
 - e. Companies locating in the project area shall be encouraged to allow flexible working hours.
 - f. Encouragement of vanpool services and incentives for carpooling such as special carpool lanes, parking fee reductions, and provision of carpool park-and-ride lots to alleviate regional transportation congestion.

The Specific Plan established a transportation management plan to minimize, to the extent possible, the number of vehicle miles travelled, and thus reduce air pollutant emissions and minimize traffic congestion. This program will be coordinated, to the extent possible, with SANBAG (see Section VII.B., Architectural Design Concepts; Transportation Management).

Mitigation Measure No. 9

9. Noise attenuation shall be implemented in construction of buildings to reduce the impact of noise levels from the existing runway configurations.

Section VI.F. (Development Standards and Criteria; Sound Attenuation Criteria) establishes maximum interior sound levels permitted for each land use. Specific noise attenuation measures typically incorporated into building construction will be reviewed as part of the site plan approval process. As the site is within the 65 CNEL noise print of the O.I.A., per Section 9-3.2425 of O.M.C., an Avigation Agreement is required prior to permit issuance. All block walls require separate building permits and approval prior to construction.

Mitigation Measure No. 10

10. In an effort to encourage the extension of the northerly runway (25R) east of the existing Ontario International Airport boundary, the Project Sponsor (California Commerce Center) has offered to dedicate approximately 30 acres of land to the City of Ontario for runway extension purposes.

Mitigation Measure No. 11

11. As specific land uses and facilities become more clearly identified, the Los Angeles Department of Airports should be consulted to minimize the impact of project-related aircraft operations on the capacity of existing future airfield operations.

As site plans for individual developments are submitted to Development Advisory Board for approval, the City of Ontario and the developer should consult the Los Angeles Department of Airports.

Mitigation Measure No. 12

12. In the event that cultural resources are encountered during the course of construction, a qualified archaeologist shall be consulted.

This will be addressed at either parcel map or site plan review.

Mitigation Measures No. 13 and 14

13. Landscaping of the project area shall be encouraged and, once established, well maintained. Plant species should include naturalized and well adapted plant types. Replacement vegetation should be emphasized where possible and appropriate. This will provide possible food and shelter resources capable of supporting some of the bird, mammal, and reptile species currently found in the area.
14. Low energy, drought-tolerant, and smog-tolerant planting shall be used in order to conserve water and energy, and to ensure landscaping that will continue to do well

The Specific Plan outlines standards and criteria for landscaping the project area. A recommended plant palette has been provided which includes a variety of naturalized and drought-tolerant plant material. Plants have also been recommended that have adapted well to the climatic conditions of this area (see Section V.G., Component Plans; Landscape Concept).

Mitigation Measures No. 15 - 20

15. Precautions shall be taken during construction to reduce the possibility of new termite infestations. Roots, stumps, vines, and other wood debris should be removed prior to construction. Burying of this material could in itself result in infestation. Finish grade around buildings should be gently sloped so that surface water will drain away from buildings, preventing moisture build-up.
16. Tinted glass, solar reflective glass, and insulated glass shall be used, where appropriate, to reduce heating and cooling loads. North-south orientation of buildings will also be encouraged where feasible to allow for passive solar conservation measures.
17. Thermal insulation that meets the standards established by the State of California and/or the Department of Building and Safety shall be used in walls and ceilings where heating or air conditioning is required.
18. Use fluorescent lighting rather than incandescent lighting wherever possible.
19. Public area lighting, both interior and exterior, shall be time-controlled and limited to that necessary for safety and protection.
20. Use lighting switches and multi-switch provisions for control by occupants and building personnel to permit optimum energy use.

Mitigation Measures No. 15 through No. 20 are building and site specific, and should be addressed by the Development Advisory Board as part of site plan approval and through the City of Ontario Building Permit process.

Mitigation Measure No. 21

21. Enforce maximum speed limits and minimize entry points for maximum vehicular efficiency.

As the project site develops, the City of Ontario should enforce maximum speed limits. The number of entry points into individual parcels will be reviewed as part of the site plan approval.

Mitigation Measure No. 22

22. A sufficient number of public transportation stops shall be provided where appropriate to encourage use of public transportation as and when determined by the City of Ontario in conjunction with the affected agencies.

Transportation stops shall be provided as appropriate during the development of the project. In addition, to encourage future use of commuter rail lines, the Specific Plan provides two potential sites for commuter rail terminals (see Section V.C.6., Component Plans, Circulation and Access; Public Transit System).

Mitigation Measure No. 23

23. Carpools shall be encouraged.

As part of the Development Advisory Board site plan approval, individual developers should be encouraged to implement carpooling as appropriate.

Mitigation Measure No. 24

24. Major streets within the project site should be designed to allow for bicycle lanes to provide for an alternative means of transportation.

Major internal streets have been designed to accommodate bicycle lanes (see Section V.C., Component Plans; Circulation and Access).

Mitigation Measure No. 25

25. Reduce trip lengths and ultimate vehicle miles travelled by locating shopping and support facilities within convenient distances from other uses.

The Specific Plan has located food parks and retail/service facilities within walking distance of many of the industrial/office uses in order to reduce automobile travel (see Section V.A.3., Component Plans; Land Use Concept, Commercial/Food/Hotel).

Mitigation Measure No. 26

26. It is the State's policy to conserve water. To encourage water conservation and to prevent flood damage, the following measures are recommended:

Required by law

- a. Low-flush toilets (Health and Safety Code Section 17921.3).
- b. Low-flow showers and faucets (California Administrative Code, Title 24, Part 6, Article 1, T20-1405F).
- c. Insulation of hot water lines in water recirculating systems (California Energy Commission Regulations).

Recommended to be implemented where applicable

Interior:

- a. Supply line pressure: recommend water pressure greater than 50 pounds per square inch (psi) be reduced to 50 psi or less by means of a pressure-reducing valve.

- b. Flush valve operated water closets: recommend 3 gallons per flush.
- c. Drinking fountains: recommend equipped with self-closing valves.
- d. Pipe insulation: recommend all hot water lines in dwelling be insulated.
- e. Hotel rooms: recommend posting conservation reminders in rooms and rest rooms*.
- f. Laundry facilities: recommend use of water-conserving models of washers.
- g. Restaurants: recommend use of water-conserving models of dishwashers or retrofitting spray emitters. Recommend serving drinking water upon request only.*

Exterior:

- a. Landscape with low water-consuming plants wherever feasible.
- b. Minimize use of lawn by limiting it to lawn-dependent uses, such as playing fields.
- c. Use mulch extensively in all landscaped areas. Mulch applied on top of soil will improve the water-holding capacity of the soil by reducing evaporation and soil compaction.
- d. Preserve and protect existing trees and shrubs. Established plants are often adapted to low water conditions, and their use saves water needed to establish replacement vegetation.
- e. Install efficient irrigation systems which minimize runoff and evaporation, and maximize the water which will reach the plant roots. Drip irrigation, soil moisture sensors, and automatic irrigation systems are a few methods of increasing irrigation efficiency.
- f. Use pervious paving material whenever feasible to reduce surface water runoff and aid in ground water recharge.
- g. Grading of slopes should minimize surface water runoff.
- h. Investigate the feasibility of utilizing reclaimed wastewater, stored rainwater, or household gray water for irrigation.
- i. Encourage cluster development which can reduce the amount of land being converted to urban use. This will reduce the amount of impervious paving created, and thereby aid in ground water recharge.

The Department of Water Resources or local water district may aid in developing these materials.

- j. Preserving existing natural drainage areas encourages the incorporation of natural drainage systems in new developments. This would aid in ground water recharge.
- k. Flood plains and aquifer recharge areas which are the best sites for ground water recharge should be preserved as open space.

Recommendations for Flood Damage Prevention

In flood-prone areas, flood damage prevention measures required to protect a proposed development should be based on the following guidelines:

- a. All building structures should be protected against a 100-year flood.
- b. At least one route of ingress and egress to the development should remain open during a 100-year flood.
- c. The slope and foundation designs for all structures should be based on detailed soils and engineering studies, especially for hillside developments.
- d. Revegetation of the slopes should be done as soon as possible.
- e. The potential damage to the proposed development by mudflow should be assessed and mitigated as required.
- f. Grading should be limited to dry months, when possible, to minimize problems associated with sediment transport during construction.

The water conservation and flood damage Mitigation Measures outlined in Mitigation Measure No. 26 that are required by law and those recommended to be implemented are primarily addressed through the building process. These measures will be reviewed at either site plan review or prior to issuing Building or Grading Permits.

In addition, the Specific Plan provides for a Grading Master Plan that directs runoff away from buildings and into drainage facilities located within streets.

Any temporary drainage basin installed on-site will be designed to meet the requirements of the California Regional Water Quality Control Board and the Ontario City Engineer.

Mitigation Measure No. 27

- 27. The project Sponsor, California Commerce Center, shall agree to continue their participation in the Day/Etiwanda Creek Study to ensure its successful completion. Prior to actual completion of the construction of the Day/Etiwanda Creek system, California Commerce Center, shall agree, if required as a condition of the Bill Mann Study, to excavate additional capacity in the Wineville Basin to accommodate future increased drainage from their development. Further, in the event that an overall City or County program is formed to excavate the basins, California Commerce Center, shall agree to contribute their proportionate share toward the cost of such an excavation program. Furthermore, California Commerce Center shall agree, if required by the City to contribute their proportionate and equitable share towards the cost of construction of the Day/Etiwanda Creek.

System channel improvements and associated expenses, pursuant to the City of Ontario's responsibilities to complete the Day/Etiwanda system.

Mitigation Measures No. 28 - 30

28. As part of a required technical appendix, C.C.C. shall develop a Comprehensive Master Plan of drainage for the watershed area of Lower Deer Creek, along with a Master Plan for water conservation of the Specific Plan area. The Drainage Master Plan shall include, but not be limited to, hydrology, sizing of pipes and channels, cost estimates, and property owners. These Master Plans of drainage and water conservation shall be subject to regulatory agency approvals. Refer to City Engineer's letter dated March 31, 1983 for improvement requirements to Lower Deer Creek. Prior to commencing construction of the Specific Plan area west of Milliken Avenue, C.C.C. shall construct the Master Planned storm drain facilities from the Specific Plan area to Lower Deer Creek (including right-of-way acquisition). Master Planned culverts under Airport Drive adjacent to this Specific Plan shall also be constructed with the improvement of Airport Drive.
29. Develop a Master Plan of storm drains for the project area east of Ontario Freeway. This plan will provide for drainage southward into the Wineville Basin.
30. Continue to actively participate in the ongoing efforts of the Day/Etiwanda/San Sevine Drainage Area Study Program to insure the design, funding, and construction of the ultimate Day/Etiwanda/San Sevine Drainage Improvements.

The Specific Plan provides for a Master Plan of storm drains for the areas east of Milliken Avenue, west of Milliken Avenue and east of Ontario Freeway. See Section V.D.2. (Component Plans, Infrastructure; Storm Drain System). In addition, California Commerce Center will continue to participate in the ongoing efforts of the Day/Etiwanda/San Sevine Drainage Area Study Program.

Mitigation Measure No. 31

31. For visual and aesthetic purposes, any uses other than rail industrial that are adjacent to a railroad, freeway, or the landfill site shall be screened by landscaping.

Section VI.G. of the Specific Plan, Development Standards and Criteria, Criteria for Developing Adjacent to Freeways, establishes criteria for landscaping areas adjacent to freeways. In addition, the development standards and criteria for each land use establish minimum landscape requirements. Site plans should be reviewed for their conformance to these landscape standards.

- 31.A. Guidelines of the City Public Services Department will also be followed for landscaping and irrigation. These include:
 - All medians shall be 50% landscape/50% hardscape.
 - All landscape and irrigation drawings shall be approved by the Community Services Agency and Planning Department (Section 9-3.2530(c)).

- Landscape and irrigation drawings of entire project site must be submitted to the Building Department and approved by Community Services and Planning Department prior to issuance of building permits.
- All existing established plant materials shall be saved, if possible.
- No work within the project in regards to landscape and irrigation shall be permitted until all water meters are installed.
- All parkway trees shall be designated by the Community Services Agency.
- All landscape and irrigation designs shall incorporate drought tolerant plant materials and water efficient irrigation systems.
- Information on design requirements, drought tolerant plant material and street tree staking can be obtained in Community Services.

Mitigation Measure No. 32

32. Streets adjacent to the airport shall be heavily landscaped. Although this will not provide significant noise reductions, the Department of Airports feels that shielding a noise source visually can make the noise more acceptable.

The Specific Plan establishes landscape criteria for Haven Avenue, as well as all other streets within the project area (see Section V.G., Component Plans; Landscape Concept) and Exhibit 34 (Conceptual Landscape Plan).

Mitigation Measures No. 33 and 34

33. Site plans submitted to the City for review shall have building elevations plotted to indicate conformance with FAA height restrictions.
- 33.A. Any structures exceeding 45' in height shall be reviewed to conform with City of Ontario High Rise Ordinance 2188.
34. The City of Ontario, through its permit approval processes, shall notify the FAA, in accordance with Regulations Part 77, prior to building construction.

The Specific Plan addresses height and building restrictions in accordance with Revised Part 77 of the Federal Aviation Administration Regulations (see Section VI.E., Development Standards and Criteria; Federal Aviation Administration's Regulations on Building Heights).

These measures will be specifically addressed during site plan review, prior to issuing Building Permits.

Mitigation Measure No. 35

35. The Project Sponsor shall work with the City of Ontario and the Ontario International Airport Authority (OIAA) to analyze alternatives for taxiway access crossing or bridging Haven Avenue.

The Specific Plan establishes a phasing program for development which will allow sufficient time for the Project Sponsor, the City of Ontario, and the Ontario International Airport Authority (OIAA) to analyze alternatives for taxiway access crossing or bridging Haven Avenue. See Section V.B. (Component Plans; Phasing).

Mitigation Measure No. 36

Refer to the ONT ALUCP for Safety Zone and Airspace criteria and policies.

Mitigation Measures No. 37 - 40

37. Special design treatment shall be given to private office uses and in some cases, general office uses, depending on their specific locations, as indicated by acoustical analysis.
38. Should the proposed hotel facility be constructed near Haven Avenue and the Southern Pacific Railroad mainline, substantial design features shall be incorporated to reduce interior noise levels as indicated by acoustical analysis.
39. All building plans shall be subject to acoustical analysis prior to issuance of a Building Permit, and all construction plans must be certified by an acoustical engineer.
40. If residential uses are developed on-site, they must conform to Title 25, Section 1092 of the California Administrative Code, and the City of Ontario's Noise Element.

Maximum interior sound levels have been established for each land use within the project area (see Section VI.F., Development Standards and Criteria; Sound Attenuation Criteria). Building plans will be reviewed for their conformance with these standards, as part of site plan approval prior to the issuance of Building Permits.

Mitigation Measures No. 41 - 44

41. Site specific soils testing shall be performed prior to grading and construction to determine the degree of compaction, the potential for settling, and the strength of the soil materials.
42. The structural engineering and design of buildings shall take into account the possibility of ground shaking.

43. Building construction shall be in compliance with the Uniform Building Code (1876), Chapter 23, relative to Seismic Shaking and Structural Engineering for California, Bluebook for Earthquake Design, 1976.
44. Vibrations, which may result from the close proximity of certain portions of the site to the Southern Pacific Railroad mainline, shall be analyzed prior to the construction of facilities other than industrial.

These measures are site specific and should be reviewed prior to the issuance of Building Permits.

- 44.A. Prior to approval of any proposed project within Phase 4 (see Exhibit 18, Phasing Plan) the applicant shall be required to:
 - (a) Conduct a test to determine any incidence of methane gas on the project site. The test and analysis shall be conducted by a qualified and registered engineer with appropriate expertise in landfill gas migration.
 - (b) Where methane gas is detected, appropriate mitigation measures shall be established to be included in the development of the subject project site. These measures shall include but not be limited to the following minimum control standards:
 - i) install a methane gas monitoring system
 - ii) incorporate sub-floor membranes designed to control gas movement into the building
 - iii) incorporate appropriate ventilation systems, both passive and active mechanical air injection, designed to minimize explosive concentrations of methane gas within the building(s).

Mitigation Measure No. 45

45. Grading plans shall be submitted to the West End Resource Conservation District for review and comment.

The City of Ontario shall review grading plans in coordination with other various agencies, as appropriate, prior to issuing Grading Permits. Site clearing or grading requires a dust control program be approved by the City Building Department.

Mitigation Measures No. 46 - 55

46. Airport Drive shall have six through lanes on both approaches to Haven Avenue to maximize the signal green time allocation to Haven Avenue. For continuity, the six through lanes should be carried east to the intersection with Commerce Parkway. With this improvement, the Haven Avenue/Airport Drive intersection is projected to operate at Level of Service "D" even under the proposed project plus C.C.C. Alternative.

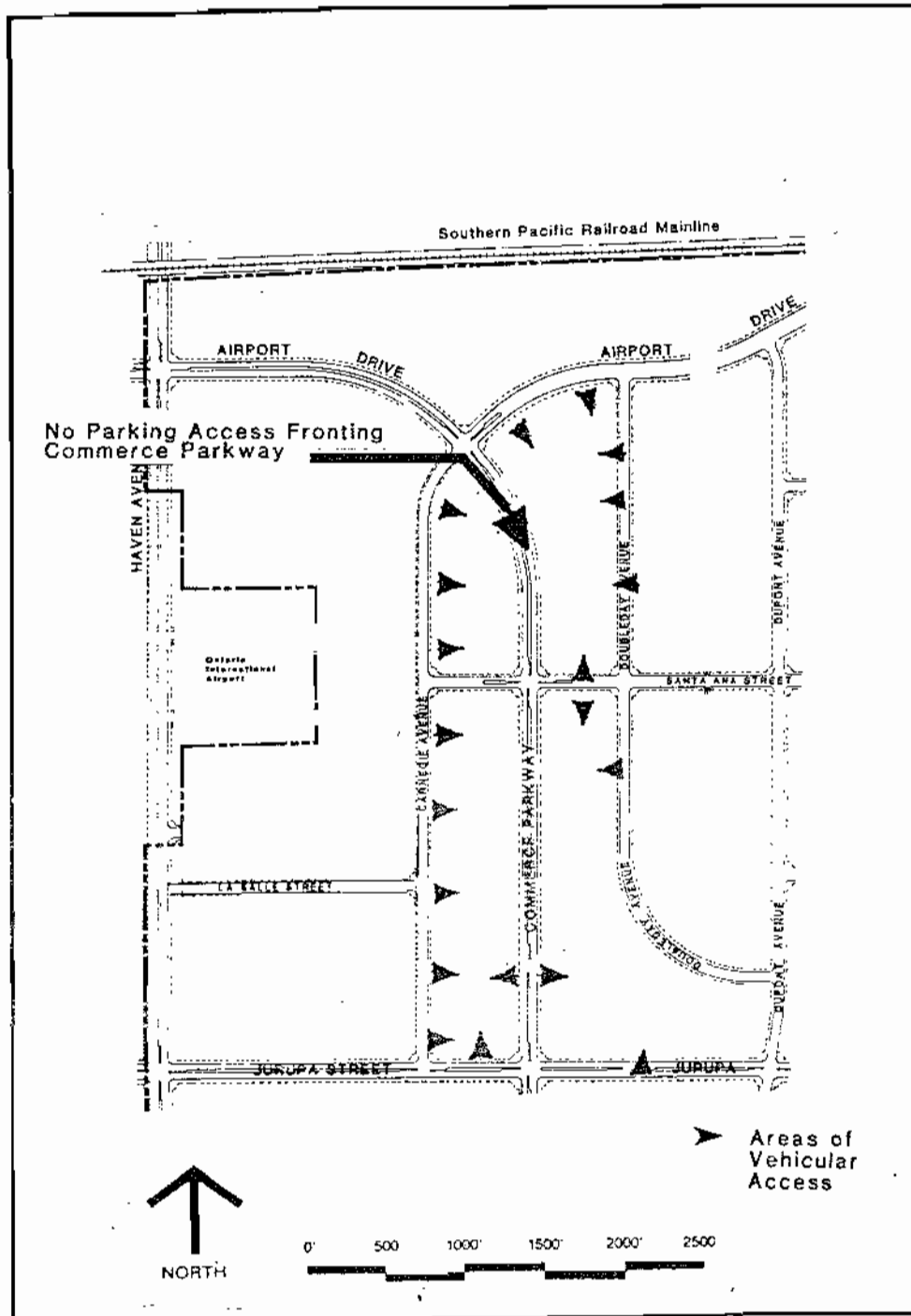
47. Phasing of roadway improvements and signalization will be planned and constructed to accommodate trip generation levels at the various development phases. Traffic shall not exceed service level "D". At such time traffic levels reach service level "C", a transportation management plan shall be prepared by a registered traffic engineer. This plan shall implement the measures listed in Mitigation Measure No. 8.
48. Entrances to Haven and Milliken Avenues shall be restricted to right turns in and out, and limited to locations that provide access to either a large grouping of small parcels or one large individual parcel.
49. Driveways along Airport Drive and Jurupa Street shall be at least 500 feet from any signalized intersection, and prohibition of left turn entrance/exit maneuvers considered on a case-by-case basis. Again, the number of entrances shall be kept to the minimum necessary for access to either groupings of small parcels or single large parcels. There shall be no vehicular driveway access points along Commerce Parkway (See Exhibit 60, Restricted Parking Access). Rights-of-way shall be dedicated to the City of Ontario.
- 49.A. All rail-served parcels shall be specifically reviewed by emergency service agencies in regards to appropriate access. In some cases, it is anticipated that reciprocating access agreements would be required.
50. All other driveways or other internal projects streets shall be located at least 200 feet from each other and from the nearest intersection.
51. Cul-de-sacs shall be provided with a turnaround loop that will accommodate emergency vehicles and trucks.
52. Bicycle lanes shall be provided on major internal streets to separate autos and bicycles and encourage commuting by bicycles.
53. Bus stops and pullouts shall be provided in the future as development occurs and transit service is introduced. Precise locations cannot yet be determined, but candidate locations are at internal street intersections with Haven and Milliken Avenues, Jurupa Street and Commerce Parkway, and the intersections of these major arterials. A certain width to be determined by the City Engineer shall be offered for dedication to the City for transit use purposes at the time of approval of subdivision map or site plan.
54. Pedestrian sidewalks shall be provided near future bus stops and near restaurants, banks, and other businesses likely to generate walk-in traffic from nearby employment sites.
55. The Project Sponsor shall fund on-site circulation improvements, and will work with the City of Ontario, Caltrans, SANBAG, and other local and regional agencies to insure a satisfactory regional solution to making necessary improvements, and participate financially on a fair share basis for required off-site improvements, as specified in the traffic monitoring study program, and as outlined in a proposed development agreement.

The Specific Plan provides for the implementation of these measures through the standards established in Section V.C., Component Plans; Circulation and Access.

Mitigation Measures No. 56 - 59

56. Public Transit: Omnitrans should expand bus service to serve the project areas as the project and adjacent land develops.
57. Ride-Sharing Incentives: Carpools, vanpools, and subscription bus (commuter club bus) services shall be encouraged.

RESTRICTED PARKING ACCESS



58. **Modified Work Hours:** Modified work hours may involve flextime programs (where employees are free to set their own work hours around a specified core period), or staggered work hours (where work hours of different employee groups are staggered by, say, 15 or 30 minute intervals). Both types of programs attempt to reduce the amount of peak period traffic by spreading employee arrivals and departures over a longer period. Daily traffic is unaffected.
59. **Actions that could be taken by future employers in the project shall include:**
- a. Distribute ride-sharing matching forms to all new employees and on a regular basis to continuing employees.
 - b. Designate a staff member to assist other employees in finding carpool matches.
 - c. Advertise and promote to generate interest and awareness of such a program.
 - d. Tailor work hours to facilitate ride-sharing.
 - e. Provide preferentially located or priced parking for carpoolers.
 - f. Lease vans, at cost, for employees who carpool.
 - g. Provide company fleet cars at nominal cost for carpool commuters.
 - h. Subsidize subscription bus services, particularly in the early period of program formation.

These measures should be reviewed with individual developers and encouraged by the Development Advisory Board during site plan approval.

Mitigation Measures No. 60 and 61

60. Develop an overall landscape concept that will lend coherence and identity to the entire project.
61. Develop a landscape palette for roadways that identifies a hierarchy of streets, with implementation as outlined in the Specific Plan.

An overall landscape concept plan and a plant palette for roadways have been established in the Specific Plan (see Section V.G., Component Plans; Landscape Concept).

For specific information on City Public Services Department landscaping guidelines, please refer to Mitigation Measure No. 31.

Mitigation Measure No. 62

62. Provide a unified lighting and signage program throughout the site. Special attention shall be given to major entrances. All signing requires separate building permits and approvals by Planning and Building Departments.

A lighting and signage program has been established as part of the Specific Plan (see Section VII.A. and C., Architectural/Design Concepts; Signage and Graphics; Lighting).

Mitigation Measures No. 63 and 64

63. Buildings fronting on major streets shall have sufficient setbacks from the road to provide room for landscaping. Such setbacks will be identified in the Specific Plan.
64. Parking and loading areas fronting public streets shall be bermed and landscaped to screen cars from view.

The Specific Plan establishes landscape criteria for building and parking setbacks, and parking and loading areas (see Section VI., Development Standards and Criteria) for each land use.

Mitigation Measure No. 65

65. Buildings along the freeways shall be given special architectural and landscaping treatment in conformance with the City of Ontario's Criteria for Developing Adjacent to Freeways.

The Specific Plan has established standards for buildings developed adjacent to freeways (see Section VI.G., Development Standards and Criteria; Criteria for Developing Adjacent to Freeways).

Mitigation Measure No. 66

66. The proposed sewer system shall be designed and constructed to meet standard practices and be in compliance with all applicable codes.

A sewer system has been established in the Specific Plan that is designed to meet standard practices and applicable codes (see Section V.D.4., Component Plans; Infrastructure; Wastewater).

Mitigation Measures No. 67 - 69

67. A special one-time sewer assessment must be paid to the City prior to permit issuance. All water and sewer construction shall be inspected by the City of Ontario on a regular basis to ensure that normal practices of good construction are used to prevent contamination.
68. A competent backflow prevention program shall be implemented and maintained by the City of Ontario.
69. The City of Ontario shall provide continued maintenance and monitoring of the water quality from their wells.

These mitigation measures should be reviewed and implemented throughout the construction process.

Mitigation Measure No. 70

70. To reduce the potential of lowering the area's water table, the project plans to utilize a recharge/retention basin to return flood runoff to the water table.

The Specific Plan proposes a recharge/retention basin to return flood runoff to the water table (see Section V.D.2., Component Plans; Infrastructure; Storm Drain System).

Mitigation Measure No. 71

71. Street and utility improvements shall be phased to meet the expanding needs of the project as it develops. Exhibit 37 of the Draft EIR No. 81-4 outlines a phasing program for implementing these improvements.

A street and utility phasing plan has been established in the Specific Plan, to insure that improvements are phased to meet expanding needs of the project as it develops (see Section V.D.1., Component Plans; Infrastructure; Phasing of Utilities).

Mitigation Measure No. 72

72. The Project Sponsor will comply with recycling programs adopted by the City of Ontario to decrease the amount of solid waste generated by uses on-site.

- 72.A. The Solid Waste Superintendent shall determine type, quantity, and location of all refuse collection services. All refuse enclosures shall be constructed to City specifications.

This measure shall be complied with during site plan review.

Mitigation Measures No. 73 - 79

73. As higher intensity uses develop, the City of Ontario should investigate the cost/benefit of securing a second 100-foot ladder truck to respond to calls at multi-story buildings.

74. Paramedic services should be evaluated as the project develops.

75. As specific plans are developed and users more clearly identified, the City's fire department shall be consulted so that their capability in handling chemical and toxic spills can be expanded as necessary. Fire department requirements regarding access, structural height, cul-de-sac dimensions, street names, and addresses will be observed.

76. The number of police officers should be increased as necessary over the buildout time of the project. At the completion of development, one full-time mobile patrol unit should be in the vicinity twenty-four hours a day.

77. The contract agreement with the San Bernardino County Sheriff's Department should be expanded at a later date to include evening surveillance of the project site.

The City of Ontario Police Department guidelines will be observed as follows:

- The police department agrees with the conditions set by the fire department in regard to Cul-de Sacs within this development.
- The police department will review each development on a case-by-case basis. These developments will be required to meet the police department's commercial requirements.
- The police department is currently requiring all commercial developments to install rooftop numbers on all buildings, to include existing developments.

SECURITY LIGHTING

- a. All parking lots and storage lots must have security lighting. These areas are to be lighted from sunset to the opening of business. Lights are to be on photo-censored cell.
- b. All buildings are to have minimal security lighting to eliminate dark areas around the outside of the buildings, with direct lighting to be provided by all entrance ways, to come on between the hours of sunset and sunrise. Lights are to be on photo-censored cell.
- c. Lighting in exterior areas shall be enclosed to prevent vandalism.
- d. Placement of lights shall be approved by both Police and Building Departments.
- e. Lighting is to be consistent around entire project. Lighting is to be of non-glare type with moveable refractors.
- f. Lighting to be minimal maintained 1-1-1/2 foot candle-power.

SECURITY HARDWARE

- a. Locking slide-bolts will be installed on all sliding glass doors.
- b. One-inch single cylinder deadbolts will be installed on all entrance doors. If windows are within forty inches of any locking device, tempered glass must be used.
- c. Large garage doors are to have slide-bolts, one on each side of the door.

SECURITY FENCING

- a. No obscuring materials will be used on any entrance gate.
- b. Block or chain link fencing will be a minimum of 8 feet tall around storage areas.

WINDOWS

- a. All sliding glass windows are to have secondary locking devices and be equipped with anti-lift devices.
- b. Storm front window systems with shrubbery located in front shall have decorative steel panels installed.

NUMBERING

- a. Street address numbering shall adhere to standards set forth in the City Ordinance 9-3.2746(3). Numbers and the background to which they are attached shall be of contrasting colors or shades, and shall be of reflective material for nighttime visibility. Samples of the materials used shall be submitted to and approved by the Development Advisory Board (DAB).
- b. Developer shall install rooftop numbers on all roofs of this development. Developer shall contact the Ontario Police Department for numbering requirements.

SECURITY SHRUBBERY

- a. Security shrubbery shall be installed next to all fences/walls that adjoin all common/public access areas. Placement of such shrubbery will meet all requirements of the DAB.

ALARM SYSTEMS

- a. Recommend that all businesses install a burglar alarm system, if needed.

* If an alarm system is installed, an alarm permit must be obtained from the Ontario Police Department. Also, subscribers should acquaint themselves with Ontario's False Alarm Ordinance, #1990, Chapter 9, Title 4, of the Ontario Municipal Code.

ADDITIONAL REQUIREMENTS

- All roof openings giving access to the building shall be secured with either iron bars, metal gates and stamped metal, or alarmed, meeting with police department approval.
- Interior night lighting shall be constructed and maintained in those areas that are visible from the street (ground floor level only).
- The placement of outside public telephones shall be restricted to an area immediately adjacent to the front door of the development.

78. The Ontario International Airport Ground Access Study Committee is studying the possibility of funding from the Public Utilities Commission (PUC) from its \$15 million annual grade separation fund. The Project Sponsor will work with the Ontario International Airport Ground Access Study Committee, the City of Ontario, SANBAG and other local agencies to insure a satisfactory solution for implementing grade separation improvement. C.C.C. will contribute financially on a fair share basis towards grade separation project at the S.P.R.R. and U.P.R.R. tracts.
79. Sources that could provide capital funds for interchange improvements are:
- a. State Department of Transportation - Capital Improvement Budget
 - b. Proposed increase in the State Gas Tax
 - c. Tax Increment Financing
 - d. Road Tolls
 - e. Assessment Districts
 - f. Taxes on Motor Vehicle Ownership
 - g. Parking Charges
 - h. Motor Fuel Taxes
 - i. Retail Sales Tax
 - j. Severance Taxes
 - k. Personal Income and Payroll Taxes
 - l. Employer Payroll Taxes

The Project Sponsor will contribute financially on a fair share basis with the City of Ontario, Caltrans, SANBAG, and other local, regional, and state agencies to ensure that a satisfactory regional solution to improving interchanges is made as outlined in a proposed development agreement.

The City of Ontario and other appropriate agencies should review for implementation, Mitigation Measures No. 74 - 79 as the project develops.

Additional Note: All new construction must provide handicapped facilities per Title 24 of the State Building Code and City Building Department requirements.

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IX. AMENDMENT PROCESS

IX. AMENDMENT PROCESS

A. MINOR REVISIONS

Minor revisions to the Specific Plan that relate to realignment of roads, or adjustments to individual Master Plans (such as drainage, sewer, and water) shall be approved by the City of Ontario Development Advisory Board.

Rearrangements, transfer, or exchange of land use designations within the Specific Plan may be approved subject to the following conditions.

1. The applicant shall submit an analysis of the proposed land use rearrangement to ascertain the following:
 - a. The rearrangement does not create adverse impacts on traffic volumes and circulation adjacent to areas of land use category exchange.
 - b. The rearrangement does not create adverse impacts on sewer, water and other infrastructure capacities in the areas of land use category exchange.
2. The surrounding property owners within three hundred feet (300') of the proposed land use category exchange shall be notified, in writing, of the proposed rearrangement. The applicant shall provide names and addresses of the affected property owners, and shall pay all postage costs. If any affected party including property owners, Airport Land Use Commission (ALUC), and any other agency objects to the rearrangement(s), the proposal shall be subject to requirements for a "major amendment" to the Specific Plan.
3. Concurrently, the Planning Commission members shall be notified by mail, of the proposed land use category rearrangement. The Planning Commission members will have ten (10) days (from the date of their receipt of notice) in which to comment on the proposal. If the Planning Commission members have no objection to the proposed land use rearrangement, the proposal will be placed on the next Planning Commission agenda as a consent item. If any member of the Planning Commission has a concern with the proposed land use rearrangement, then the proposal shall be subject to requirements for a "major amendment" to the Specific Plan.
4. An application for land use category rearrangement shall be accompanied with the appropriate amount of fees as approved by the existing resolution of the City Council for a revision to a Specific Plan.

B. MAJOR AMENDMENTS

A major amendment to the Specific Plan will require review and approval by California Commerce Center, the City of Ontario Development Advisory Board, the Planning Commission, and the City Council. Such major amendments are governed by the California Government Code, Section 65500, which requires an application and fee submitted to the City of Ontario Planning Department, stating in detail the reasons for the proposed amendment.

C. APPEALS

An appeal from any determination, decision, or requirement of staff, Development Advisory Board, or the Planning Commission shall be made to the City Council in conformance to the appeal procedures established by Section 9-3.3400 of the Ontario Municipal Code.

ATTACHMENT B:

**File No. PSPA23-002
Departmental Conditions of Approval**

(Document to 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: 7/19/2024
File No: PSPA23-002
Related File: PDEV23-034

Project Description: A minor amendment to the California Commerce Center Specific Plan to: a) modify the land use designation on an approximately four-acre Project site from Light Industrial to Rail Industrial; b) create consistency between the Project site and the adjacent properties' land use districts; and c) make text and exhibit modifications throughout the document to accommodate the change; (APNs: 0238-185-55, and 0238-185-56); **submitted by ARCO National Construction.**

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

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

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

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 Specific Plan Amendment. The following shall be submitted to the Planning Department within 30 days following approval of the Specific Plan Amendment, via flash drive or download link:

- number;
- (a) The specific plan shall be appended with the approval date and decision
 - (b) The specific plan shall accommodate all required revisions;
 - (c) The document shall be saved in OCR (Optical Character Recognition); and
 - (d) The document shall be saved to PDF as follows:
 - (i) One complete document including all chapters; and,
 - (ii) Each chapter saved and labeled separately, along with the Land Use Plan exhibit (zoning exhibit).

2.2 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.

2.3 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.

2.4 Related Applications. Minor specific plan amendment approval shall not be final and complete until such time that related File No. PDEV23-034 has been approved by the Development Advisory board, and until such time that a Lot Line Adjustment has been approved by the Engineering Department. Further, no plan checks (Building permits) for construction shall be issued until all three documents have been deemed approved. The Applicant may submit grading and construction documents at their own risk prior to obtaining these approvals.

August 19, 2024

303 East B Street, Ontario, California 91764 Phone: 909.395.2036 / Email: PlanningDirector@OntarioCA.gov

FILE NO: PDEV23-034

SUBJECT: A public hearing to consider a Development Plan to demolish two industrial buildings located at 4452 and 4462 East Airport Drive totaling 44,193 square feet and construct a 64,408 square-foot expansion of an industrial building to total 109,539 square feet on a 4.07-acre Project site (6.83 total acres of land) located at 301 South Rockefeller Avenue, within the proposed Rail Industrial land use district of the California Commerce Center Specific Plan. **Submitted by ARCO National Construction.**

PROPERTY OWNER: Pure Development

RECOMMENDED ACTION: That the Development Advisory Board approve File No. PDEV23-034, pursuant to the facts and reasons contained in the staff report and attached Decision, and subject to the conditions of approval appended to the attached Decision as "Attachment A."

BACKGROUND: On September 22, 2023, the Applicant applied for a Development Plan to demolish two industrial buildings totaling 44,193 square feet to facilitate the expansion of an existing 45,131 square-foot industrial building to total 109,539 square feet on 6.83 total acres of land located at 301 South Rockefeller Avenue, within the proposed Rail Industrial land use district of the California Commerce Center Specific Plan. To facilitate the Project, the applicant submitted related File No. PSPA23-034, a minor amendment to the California Commerce Center Specific Plan, modifying the land use district for 4452 and 4462 East Airport Drive to match the southern parcel at 301 South Rockefeller Avenue. The Applicant is also required to submit a Lot Line Adjustment application to the Engineering Department, to combine the three existing parcels into one parcel.

PROJECT SETTING: The overall three-parcel Project site consists of 6.83 total acres of land located at 301 South Rockefeller Avenue and 4452 and 4462 East Airport Drive and is depicted in Exhibit A: Project Location Map. The Project site is currently developed with three industrial buildings, including 45,131 square feet at 301 South Rockefeller Avenue, 24,588 square feet at 4452 East Airport Drive, and 19,635 square feet at 4462 East Airport Drive. Construction activities will impact the 4.07-acre Project site. No changes are proposed to the remaining 2.76 acres of land located south of the expansion area.

The Project site is surrounded by other industrial businesses, including light manufacturing and warehousing, within the Light Industrial and Rail Industrial land use districts of the California Commerce Center Specific Plan. The existing surrounding land uses, zoning, and Policy Plan (General Plan) and Specific Plan land use designations are summarized in Table 1: Surrounding Zoning & Land Uses.

PROJECT ANALYSIS:

(a) Site Design/Building Layout — The Project proposes to demolish two existing industrial buildings totaling 44,193 square feet, implement a Lot Line Adjustment to combine the three Project parcels into one, and expand an existing 45,131 square-foot industrial building by 64,408 square feet to create a larger warehouse space for the existing business (Domino's supply chain center; see Exhibit B: Site Plan and Exhibit C: Floor Plan). The proposed Project will expand the existing building footprint to the north and will total 109,539 square feet, resulting in a 0.37 Floor-Area Ratio (FAR), which complies with the maximum 0.55 FAR stipulated in the Policy Plan (General Plan). No modifications are proposed for the southern elevation. A 23-foot front setback along Airport Drive is required and the Project proposes a 150-foot setback along Airport Drive to allow for trailer truck parking, circulation and a new screen wall.

(b) Site Access/Circulation — The existing driveway along Airport Drive will be removed to accommodate the Project and the site will be accessible via one new and two existing driveways along Rockefeller Avenue. Passenger vehicles may use any of the driveways; semi-trucks will utilize the driveways located at the northwest and southwest corners of the Project site. These points of ingress/egress will allow for full circulation around the building and access to the dock-high doors located along the eastern elevation. As the Specific Plan does not require sidewalks and none currently exist in the neighborhood, no sidewalks were required to be installed for this Project.

(c) Parking — The Project is required to provide 65 passenger vehicle parking spaces as specified in the Ontario Development Code, and proposes 74 spaces, which exceeds the minimum parking required for the Project by approximately 12 percent. The additional spaces will provide flexibility for the tenant and ensure passenger vehicles remain outside of the truck circulation and truck parking areas. The parking spaces will be located adjacent to the street and office areas of the building.

In addition to passenger vehicle parking, the Project is required to provide trailer parking. A total of four truck trailer parking stalls are required and 26 stalls are proposed, which exceeds the minimum requirement by approximately 85 percent. The additional stalls are ancillary in nature to the warehouse and distribution land use and will be located behind an enclosed concrete tilt-up screen wall along the northern boundary of the Project site. The additional stalls will also allow for more flexibility for the tenant in meeting its distribution and fleet needs.

The off-street parking calculations for the Project are summarized in Table 3: Parking Summary.

(d) Architecture — The Project will incorporate a contemporary architectural style that is compatible with the existing building's style and features (see Exhibit D: Exterior Elevations and Exhibit E: Renderings). The existing neutral-beige, concrete tilt-up building utilizes alcoves, glazing, reveal lines and fluted paneling as its architectural features. The proposed expansion will employ concrete tilt-up construction and

incorporate color blocking, vertical and horizontal reveals, metal canopies, aluminum composite accent panels ("Alucobond"), and glazing throughout the elevations to generate visual interest and help break up the massing. Shades of light, medium, and dark gray will be used for the building color palette and will provide an updated look to the existing portion of the building.

The existing building is about 29 feet in height and the proposed addition is 44 feet in height. The 15 feet height difference is designed to provide more warehouse space within the new building addition. The proposed building exterior meets the Federal Aviation Administration's (FAA) maximum height limit of 44 feet and the Applicant is required to submit all required documentation to the FAA for Project construction.

(e) Landscaping — The Ontario Development Code requires 15 percent landscape coverage for corner lots, and 15 percent landscaping is proposed (see Exhibit F: Conceptual Landscape Plan). Landscape coverage will be accomplished in a variety of ways as follows:

- **Corner treatment.** The northwest corner of the Project site will be relandscaped and provided with three new trees to bring the corner back into compliance with the intent of the Specific Plan, which requires certain intersections be provided with enhanced landscape pockets.
- **Landscape setbacks.** Setbacks to parking areas along both street frontages will be landscaped. The existing 15-foot parking setback along Rockefeller Avenue will be continued for the expansion. A 20-foot landscaped setback will be provided between the property line and the proposed 14-foot-high decorative concrete tilt-up screen wall that will be constructed along Airport Drive.
- **Building landscape.** Landscape planters will be provided for the building's expansion along the west and north elevations, ranging from 5 feet to 28.5 feet wide. These planters will serve to protect the building from automobiles and trucks as well as to soften the architecture.
- **Employee break areas.** Two new employee break areas will be provided, one adjacent to the building within a small landscape area and one within the proposed large landscape pocket at the northwest corner of the Project site.
- **Planting schedule.** A variety of plantings will be provided for the site, including:
 - Trees – *Crape Myrtle, Cork Oak, Chitalpa*
 - Shrubs and groundcovers – *Kangaroo Paw, Bougainvillea, Rockrose, Flax Lily, Yucca, Lantana, Lavender, Rosemary, Sage, Honeysuckle, Blue Chalk Sticks*

(f) Signage — All Project signage is required to comply with sign regulations provided in Ontario Development Code Division 8.1 and the California Commerce Center 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 underground stormwater retention chambers. Any overflow drainage will be conveyed to the public street by way of parkway drains and culverts.

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

CORRESPONDENCE: As of the preparation of this Agenda Report, Planning Department staff has not received any written or verbal communications from the owners or occupants 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 appended to the attached Decision as "Attachment A."

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

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

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

(1) City Council Goals.

- Invest in the Growth and Evolution of the City's Economy
- Operate in a Businesslike Manner

(2) Policy Plan (General Plan)

Community Economics Element:

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

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

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

- CE-2.5 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-2.9 Landscape Design. We encourage durable, sustainable, and drought-tolerant landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.

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

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

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

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

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

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

TECHNICAL APPENDIX:

Table 1: Surrounding Zoning and Land Uses

	Existing Land Use	Policy Plan Designation	Zoning Designation	Specific Plan Land Use
Site	Industrial	Industrial (IND, 0.55 FAR)	California Commerce Center Specific Plan	Existing: Light Industrial Proposed: Rail Industrial
North	Industrial	Industrial (IND, 0.55 FAR)	California Commerce Center Specific Plan	Light Industrial
South	Industrial	Industrial (IND, 0.55 FAR)	California Commerce Center Specific Plan	Rail Industrial
East	Industrial	Industrial (IND, 0.55 FAR)	California Commerce Center Specific Plan	Rail Industrial
West	Industrial	Industrial (IND, 0.55 FAR)	California Commerce Center Specific Plan	Rail Industrial

Table 2: General Site & Building Statistics

Item	Required Min./Max.	Provided (Ranges)	Meets Y/N
Project area (total acres):	2.5 AC min.	6.83 AC	Y
Project area (affected acres):	N/A	4.07 AC	N/A
Minimum lot/parcel size (in SF):	2.5 AC min.	6.83 AC	Y
Minimum lot depth (in FT):	N/A	649 LF	N/A
Minimum lot width (in FT):	N/A	459 LF	N/A
Building Area:	163,633 SF max.	109,539 SF	Y
Floor Area Ratio:	0.55 max.	0.37	Y
Front setback (in FT):	23 FT min.	149.5 FT	Y
Interior side/rear setback (in FT):	0 FT min.	44 FT to 124 FT	Y
Interior side (other side, in FT):	35 FT min.	91 FT	Y
Maximum height (in FT):	44 FT max.	44 FT	Y

Table 3: Parking Summary

Type of Use	Building Area (in SF)	Parking Ratio	Spaces Required	Spaces Provided
Warehouse Space (first 20,000 SF)	20,000 SF	1 space per 1,00 SF of GFA for first 20,000 SF. SF is inclusive of 10,904 SF of office area.	20	20
Warehouse Space (in excess of 20,000 SF)	89,539 SF	0.5 space per 1,000 SF	45	54
TOTAL	109,539 SF		65	74
Trailer Truck Parking		1 stall per 4 dock-high loading doors	4	26

Exhibit A: PROJECT LOCATION MAP



Exhibit B: SITE PLAN

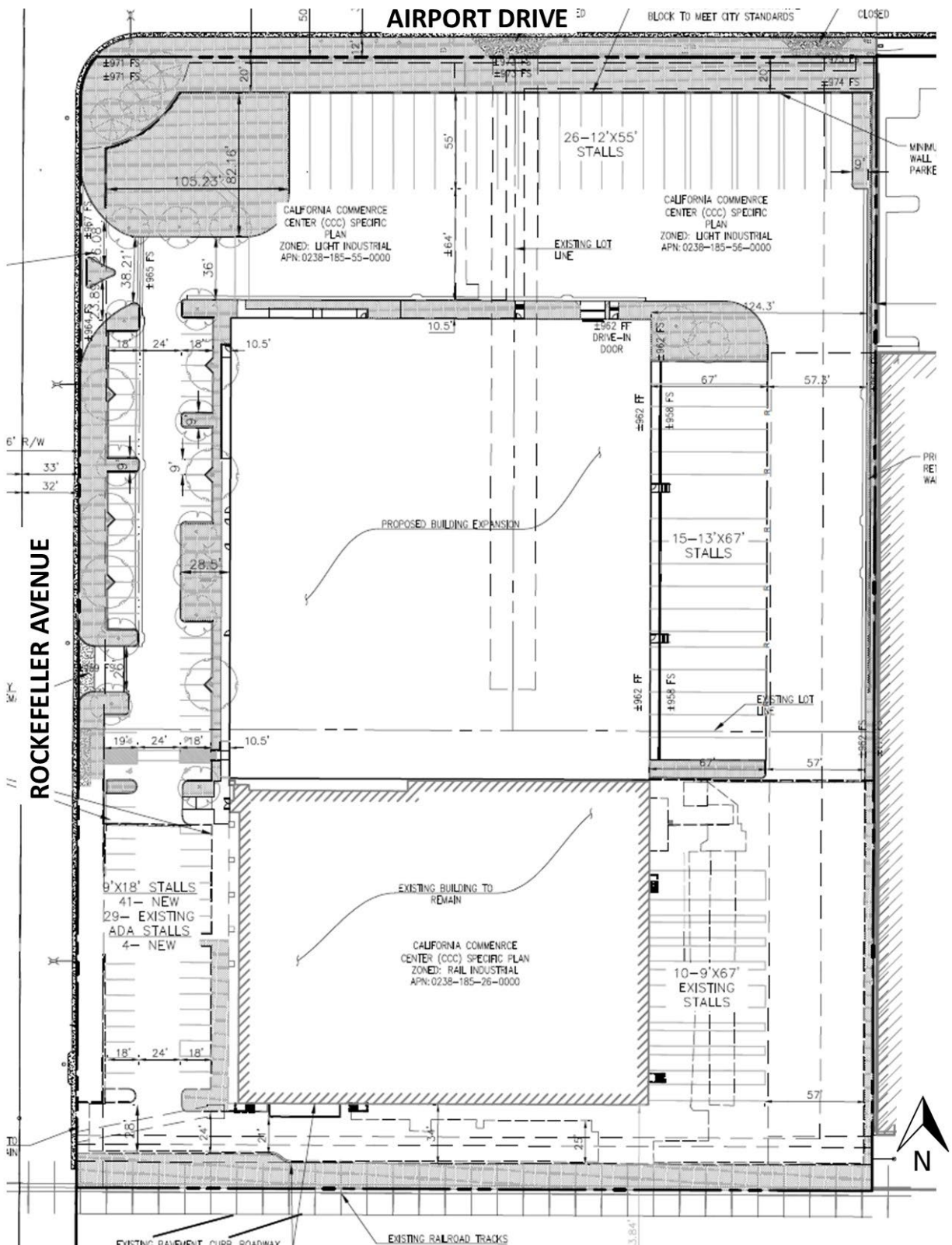


Exhibit C: FLOOR PLAN

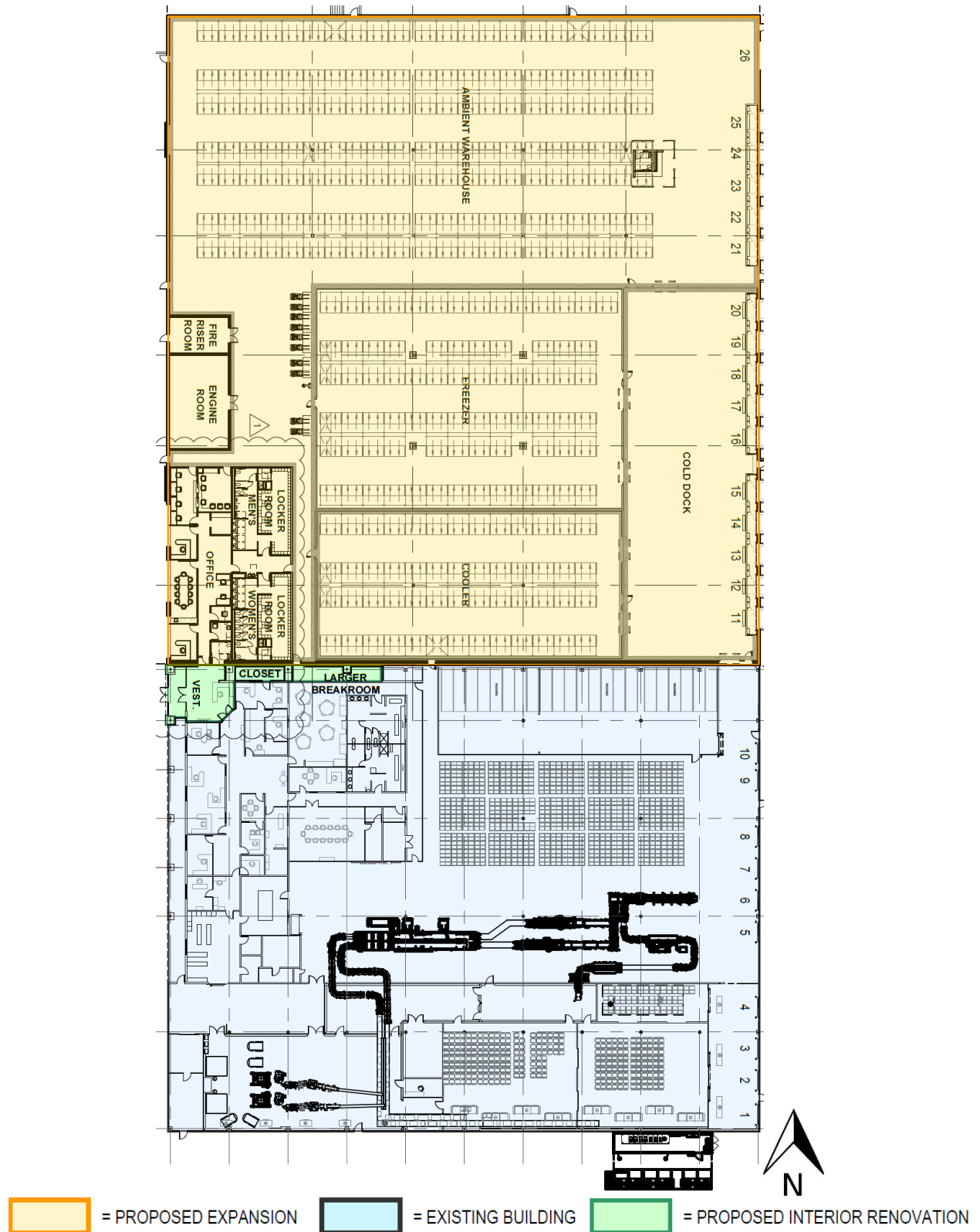
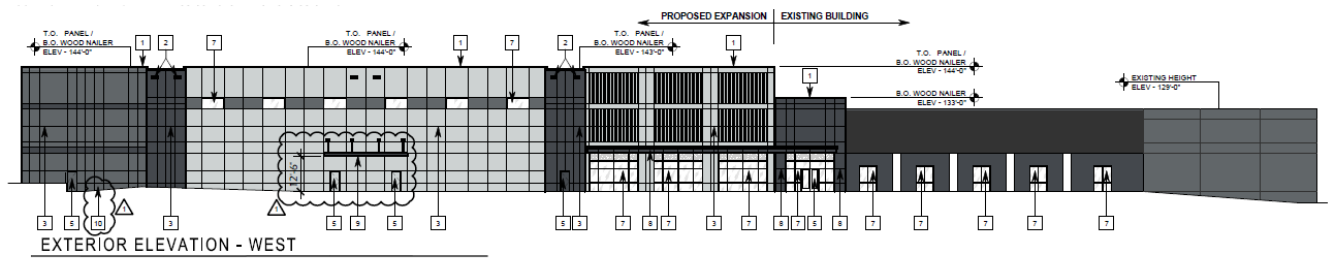
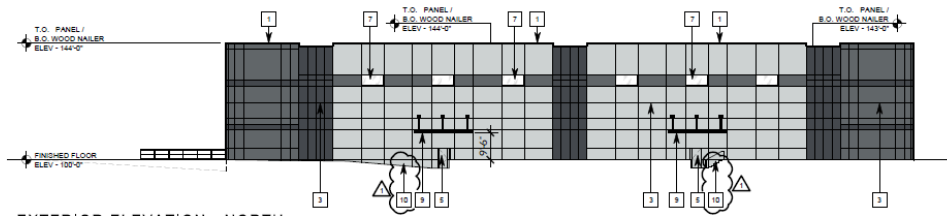


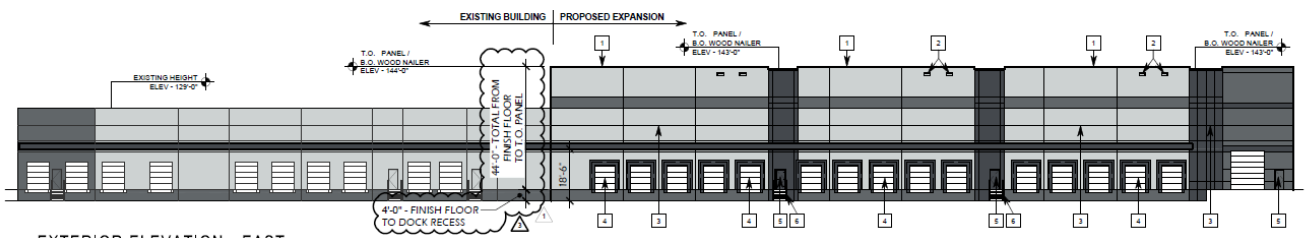
Exhibit D: EXTERIOR ELEVATIONS



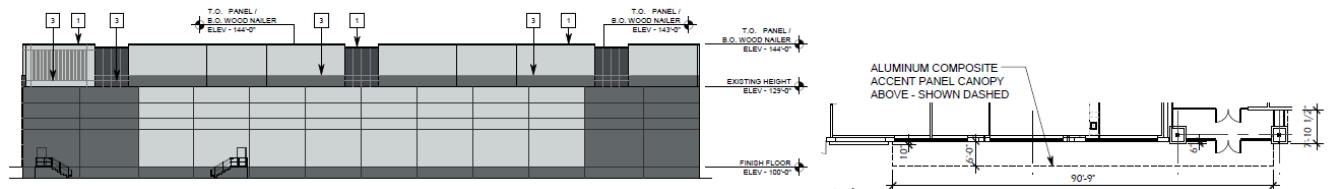
EXTERIOR ELEVATION - WEST



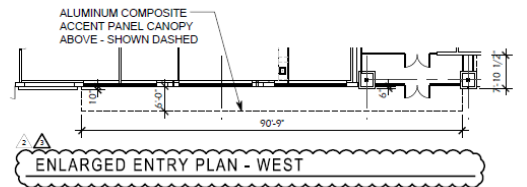
EXTERIOR ELEVATION - NORTH



EXTERIOR ELEVATION - EAST



EXTERIOR ELEVATION - SOUTH



ENLARGED ENTRY PLAN - WEST

Exhibit E: RENDERINGS



VIEW FROM ROCKEFELLER AVE.



VIEW OF MAIN ENTRY

Exhibit E: RENDERINGS Continued



VIEW FROM INTERSECTION OF AIRPORT DRIVE AND ROCKEFELLER AVE.



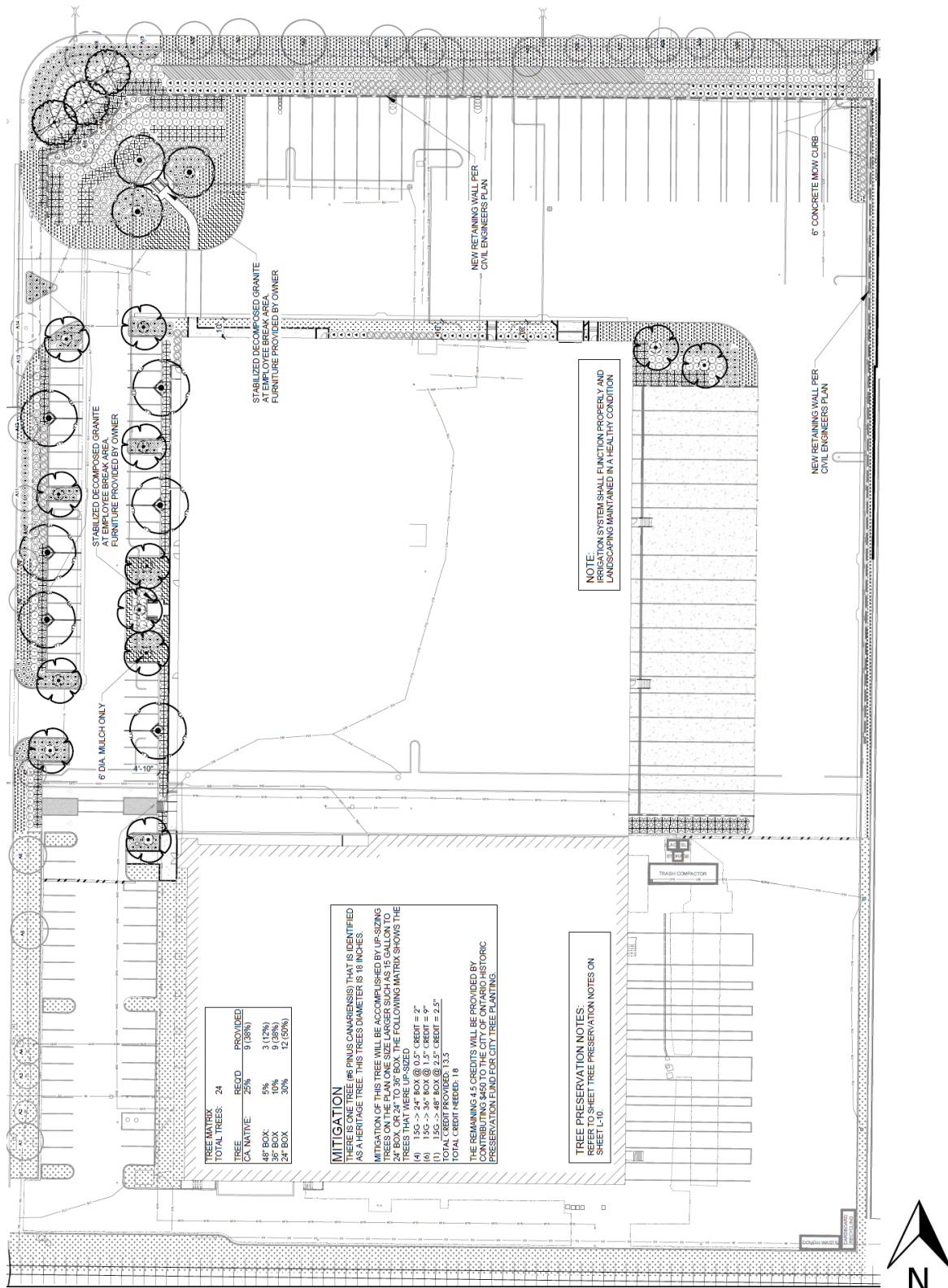
VIEW OF DOCK SIDE

Exhibit E: RENDERINGS Continued



VIEW FROM ROCKEFELLER AVE.

Exhibit F: CONCEPTUAL LANDSCAPE PLAN



DECISION NO.:

FILE NO.: PDEV23-034

DAB Hearing Date: August 19, 2024

SUBJECT: A Development Plan to demolish two industrial buildings located at 4452 and 4462 East Airport Drive totaling 44,193 square feet and construct a 64,408 square-foot expansion of an industrial building to total 109,539 square feet on a 4.07-acre Project site (6.83 total acres of land) located at 301 South Rockefeller Avenue, within the proposed Rail Industrial land use district of the California Commerce Center Specific Plan; (APNs: 0238-185-26; 0238-185-55; 0238-185-56).

PART 1: RECITALS

WHEREAS, ARCO NATIONAL CONSTRUCTION ("Applicant") has filed an Application for the approval of a Development Plan, File No. PDEV23-034, as described in the title of this Decision (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Project site is currently located within the Light Industrial and Rail Industrial land use districts of the California Commerce Center Specific Plan and is bounded by properties in the Rail Industrial land use district to the west, south, and east, and by properties in the Light Industrial land use district to the north; and

WHEREAS, A minor amendment to the California Commerce Center Specific Plan, File No. PSPA23-002, was submitted to change the land use designation of the two northerly parcels from Light Industrial to Rail Industrial to facilitate the Project; and

WHEREAS, the Project site is developed with and surrounded by industrial warehouses and similar industrial activity; and

WHEREAS, the three-parcel Project Site is 4.07 acres in size (6.83 total acres of land including the remainder of the third parcel) and generally located at southeast corner of Rockefeller Avenue and Airport Drive, at 301 South Rockefeller Avenue and 4452 and 4462 East Airport Drive; and

WHEREAS, all development activities will occur on the 4.07-acre Project site (the affected area), as the Applicant proposes to demolish the two northerly industrial buildings totaling 44,193 square feet to allow for the expansion of the 45,131 square-foot southerly industrial building into a larger 109,539 square-foot distribution warehouse (Dominoes supply chain center). No changes are proposed to the remaining 2.76 acres of land located south of the expansion area; and

WHEREAS, the expanded building will observe the same setbacks along the west and east elevations, and no changes are proposed to the southern elevation or setbacks. The building will expand to the north and provide a 150-foot setback along Airport Drive, to accommodate trailer truck parking and circulation and a new screen wall; and

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

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

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

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

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

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

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

WHEREAS, on August 19, 2024, 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 2: THE DECISION

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

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

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

(2) The Project is categorically exempt from environmental review pursuant to Section 15332 (Class 32, In-Fill Development Projects) of the CEQA Guidelines, which consists of projects characterized as in-fill development meeting the following conditions:

a. The Project is consistent with the applicable General Plan designation and all applicable General Plan policies, as well as with applicable zoning designation and regulations. The proposed Project is located within the Industrial (IND, 0.55 FAR) land use designation of the Policy Plan (General Plan) Land Use Map and the proposed Rail Industrial land use district of the California Commerce Center Specific Plan. The proposed Project is consistent with all applicable Policy Plan policies, the Rail Industrial land use district of the California Commerce Center Specific Plan, as well as all applicable Development Code regulations. The land use designation and Specific Plan district are intended to accommodate industrial warehousing and distribution-type uses developed at a maximum intensity of 0.55 FAR. The site is currently developed with three industrial warehouses, two of which will be demolished to accommodate the expansion of the third, which will occupy a similar footprint and capacity as existing. Lastly, the Project will only employ an FAR of 0.37, when a maximum 0.55 FAR is allowed, further reducing the proposed building and business' impacts.

b. The proposed development occurs within City limits on a Project site of no more than five acres substantially surrounded by urban uses. The Project is proposed within the established boundaries of the City of Ontario in an industrial neighborhood surrounded by established warehouse development on all sides. Construction and development activities will be limited to approximately four acres of land located within the overall 6.83-acre Project site.

c. The Project site has no value as habitat for endangered, rare, or threatened species. The site is currently developed with and surrounded by industrial warehouse buildings and is therefore not a suitable habitat for any endangered, rare, or threatened species. The site is located within an urbanized area largely built-out with industrial buildings which do not lend themselves to valuable habitat for endangered, rare, or threatened species.

d. Per the environmental studies attached to this decision as Attachment B, and per the findings of The Ontario Plan 2050 "TOP 2050" Supplemental Environmental Impact Report (SCH # 2021070364), approval of the Project would not result in any significant effects related to traffic, noise, air quality, or water quality. The proposed industrial warehouse building is similar to, and of no greater impact, than other allowed uses and development projects within the Rail Industrial land use district of the California Commerce Center Specific Plan. The land use was reviewed by the Engineering Department, Traffic Division, Planning Department, and Ontario Municipal Utilities Company ("OMUC"), Utilities Division, and no significant effects were determined to be a result of the proposed Project. Lastly, the Project has been proposed to be constructed at a lower intensity (0.37 FAR when 0.55 maximum FAR is allowed and originally analyzed in TOP 2050).

e. The site can be adequately served by all required utilities and public services. All necessary wet and dry utilities are available to the Project site, which is located in an already-developed industrial neighborhood; and

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

(4) The determination of CEQA exemption reflects the independent judgment of the Development Advisory Board.

SECTION 2: *Housing Element Compliance.* Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the decision-making 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 Inventory contained in Tables B-1 and B-2 of the Housing Element Technical Report.

SECTION 3: *Airport Land Use Compatibility Plan ("ALUCP") Compliance.* The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan.

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

SECTION 4: Concluding Facts and Reasons. Based upon the substantial evidence presented to the DAB during the above-referenced hearing and upon the specific finding set forth in the Sections above, the DAB hereby concludes as follows:

(1) ***The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.*** The proposed Project is located within the Industrial (IND, 0.55 FAR) land use district of the Policy Plan Land Use Map, and the proposed Rail Industrial land use district of the California Commerce Center 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. The Project site and its surroundings are fully developed with industrial warehouses that serve the industrial neighborhood and the distribution needs of the greater regional network. The Project proposes to redevelop a portion of the site to allow for more flexibility for the tenant; overall, the existing industrial warehouse and distribution land use will continue at the site.

(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 Rail Industrial land use district of the California Commerce Center Specific Plan, including standards relative to the particular land use proposed (industrial), 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. The Project proposes to demolish two industrial buildings to expand another industrial building and provide comprehensive updates to

the affected portion of the Project site, including landscaping, employee break areas, a screen wall, parking lot striping and circulation. The Project site is large enough to accommodate the proposed Project, and the site is within an industrial neighborhood; as such, there will be no impacts to adjoining sites in terms of privacy, views, or other constraints.

(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 DAB has required certain safeguards, and imposed certain conditions of approval, which have been established to ensure that: [i] the purposes of the Development Code and California Commerce Center Specific Plan are maintained; [ii] the Project will not endanger the public health, safety or general welfare; [iii] the Project will not result in any significant environmental impacts; [iv] the Project will be in harmony with the area in which it is located; and [v] the Project will be in full conformity with the Vision, City Council Priorities and Policy Plan components of The Ontario Plan, the Development Code, and the California Commerce Center Specific Plan. The Project proposes many site improvements, including new modernized building architecture with an updated color palette, new employee break areas, updated landscaping throughout the site, ample parking, and decorative screening for the land uses on site. The proposed Project will therefore both complement and improve upon the quality of existing development in the area.

(4) ***The proposed development is consistent with the development standards and design guidelines set forth in the Development Code, or applicable specific plan or planned unit development.*** The proposed Project has been reviewed for consistency with the general development standards and guidelines of the Development Code and California Commerce Center Specific Plan that are applicable to the proposed Project, including building intensity, building and parking setbacks, building height, amount of off-street parking and loading spaces, parking lot dimensions, design and landscaping, bicycle parking, on-site landscaping, and fences and walls, as-well-as those development standards and guidelines specifically related to the particular land use being proposed (industrial). Further, the intensity of development will be below the allowable FAR for the Project site, observing an FAR of 0.37 out of an allowable 0.55. As a result of this review, the DAB has determined that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the development standards and guidelines described in the Development Code and California Commerce Center Specific Plan.

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

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

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

APPROVED AND ADOPTED this 19th day of August 2024.

Development Advisory Board Chairman

Development Advisory Board Decision
File No. PDEV23-034
August 19, 2024
Page 8

ATTACHMENT A:

**File No. PDEV23-034
Departmental Conditions of Approval**

(Departmental conditions of approval to 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: 7/19/2024
File No: PDEV23-034
Related File: PSPA23-002

Project Description: A Development Plan to demolish two industrial buildings located at 4452 and 4462 East Airport Drive totaling 44,193 square feet and construct a 64,408 square-foot expansion of an industrial building to total 109,539 square feet on a 4.07-acre Project site (6.83 total acres of land) located at 301 South Rockefeller Avenue, within the proposed Rail Industrial land use district of the California Commerce Center Specific Plan; (APNs: 0238-185-23, 0238-185-55, and 0238-185-56); **submitted by ARCO National Construction.**

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

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

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

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 Lot Line Adjustment.

(a) A Lot Line Adjustment must be submitted to the Engineering Department and approved prior to issuance of Building Permits.

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 the project, which shall be maintained on site during project construction.

(d) All plan sets for grading and construction permits shall include and clearly refer to/label any architectural details applicable to the scope of work of said permit. For example, permits shall not vaguely state "see L drawings"; rather, details (sections, colors, materials, design, etc. as needed for said feature) shall be provided within the permit set.

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) and the California Commerce Center Specific Plan.

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

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

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

(e) A 10-FT landscape planter, separating the building from adjacent parking stalls and drive aisles, shall be provided along the building's front and exterior side elevations, in accordance with the California Commerce Center Specific Plan standards. Further, landscaping at the northwest corner of the project site shall be maintained in accordance with said Specific Plan.

2.5 Walls and Fences.

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

(b) A 14-FT high concrete tilt-up or decorative masonry block wall with decorative cap shall be constructed along the northern portion of the project site, to screen the trailer parking/storage yard and dock doors. The wall shall be set back 20 feet from the exterior street side property line. The public-facing setback shall be densely landscaped and continually maintained.

2.6 Parking, Circulation and Access.

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

(b) All drive approaches shall be provided with an enhanced pavement treatment. The enhanced paving shall extend from the back of the approach apron, into the site, to the first intersecting drive aisle or parking space. The pavement's design details, including colors, materials, and patterns, shall be clearly listed and details provided on the project's Building permits.

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

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

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

(f) Bicycle parking facilities, including bicycle racks, lockers, and other secure facilities, shall be provided in conjunction with development projects pursuant to current regulations contained in CALGreen (CAC Title 24, Part 11). Final design and placement of bicycle parking facilities shall be subject to Planning Department review and approval.

2.7 Outdoor Loading and Storage Areas.

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

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

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

(d) Outdoor loading and storage areas shall be provided with gates that are view-obstructing by one of the following methods:

(i) Construct gates with a perforated metal sheet affixed to the inside of the gate surface (50 percent screen); or

(ii) Construct gates with minimum one-inch square tube steel pickets spaced at maximum 2-inches apart.

(e) The minimum gate height for screen wall openings shall be established based upon the corresponding wall height, as follows:

Screen Wall Height	Minimum Gate Height
14 feet:	10 feet
12 feet:	9 feet
10 feet:	8 feet
8 feet:	8 feet
6 feet:	6 feet

2.8 Site Lighting.

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

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

2.9 Mechanical and Rooftop Equipment.

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

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

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

2.11 Signs.

(a) All Project signage shall comply with the requirements of Ontario Development Code Division 8.1 (Sign Regulations) and the California Commerce Center Specific Plan.

(b) All Project signage is subject to review and approval of a sign plan application.

2.12 Sound Attenuation. The Project shall be constructed and operated in a manner so as not to exceed the maximum interior and exterior noise levels set forth in Ontario Municipal Code Title 5 (Public Welfare, Morals, and Conduct), Chapter 29 (Noise). Further, the Project shall abide by all requirements of the Ontario Airport Land Use Compatibility Plan (ALUCP), as the site is located within the 60-65 dB CNEL noise zone.

2.13 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.

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

2.15 Additional Fees.

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

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

2.16 Related Applications. Development Plan approval shall not be final and complete until such time that related File No. PSPA23-002 has been approved by the Development Advisory Board. In addition to approval of the Project's entitlements, a Lot Line Adjustment shall be submitted and deemed approved prior to issuance of Building permits for construction on the site. The Applicant may submit grading and construction plan check applications at their own risk prior to obtaining entitlement approvals.

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

2.18 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) Should any trash enclosures be located outside of screening and security walls, a decorative mesh screen will be required to be installed to close the gap between the enclosure's roof and walls to secure the enclosure and discourage nuisance behavior.



**ENGINEERING DEPARTMENT
CONDITIONS OF APPROVAL**

(Land Development Division, Environmental Section, Traffic & Transportation Division, Ontario Municipal Utilities Company, Broadband Department, and Financial Services Agency 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. <u>PDEV23-034</u> RELATED FILE NO(S). <u>PSPA23-002</u>	
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__	

CITY PROJECT ENGINEER & PHONE NO: Frederick Addison ^{FA} (909) 395-2125

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

DAB MEETING DATE: 08/19/2024

PROJECT NAME / DESCRIPTION: A Development Plan to demolish two industrial buildings totaling 50,178 square feet to facilitate the expansion of one industrial building to total 109,539 square feet on 6.68 total acres of land, within the proposed Rail Industrial land use district of the California Commerce Center Specific Plan

LOCATION: 301 South Rockefeller Avenue

APPLICANT: ARCO National Construction

REVIEWED BY: Raymond Lee 7/25/24
 Raymond Lee, P.E. Date
 Assistant City Engineer

APPROVED BY: Khloi Do 7-25-24
 Khloi 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 Financial Services Agency at (909) 395-2015 or email CFD@ontarioca.gov to initiate the CFD application process.
- 1.13 Ontario Ranch Developments:
 - 1) Provide evidence of final cancellation of Williamson Act contracts associated with this tract, prior to approval of any final subdivision map. Cancellation of contracts shall have been approved by the City Council.
 - 2) Provide evidence of sufficient storm water capacity availability equivalents (Certificate of Storm Water Treatment Equivalents).
 - 3) Provide evidence of sufficient water availability equivalents (Certificate of Net MDD Availability).
- 1.14 Other conditions: _____

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

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

- 2.01 Record Parcel Map/Tract Map No. _____ pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.
- 2.02 Submit a PDF of the recorded map to the City Engineer's office.
- 2.03 **Note that the subject parcel is a recognized parcel in the City of Ontario**
 - a) per Parcel 2 of Parcel Map No 8754 recorded in Map Book 90 page 64-65
 - b) per Parcel 1 and Parcel 2 of Parcel Map 14456 recorded in Map Book 177 page 55-57.
- 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)
 - Federal Emergency Management Agency (FEMA)
 - Cucamonga Valley Water District (CVWD) for sewer/water service
 - United States Army Corps of Engineers (USACE)
 - California Department of Fish & Game
 - Inland Empire Utilities Agency (IEUA)
 - Other:**
 - **Union Pacific Railroad for any work within existing railroad easement.**

- 2.10 Dedicate to the City of Ontario the right-of-way described below:

_____ feet on _____

Property line corner 'cut-back' required at the intersection of _____ and _____.

- 2.11 Dedicate to the City of Ontario the following easement(s): _____

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

- 2.13 Ontario Ranch Developments:
 - 1) Submit a copy of the permit from the San Bernardino County Health Department to the Engineering Department and the Ontario Municipal Utilities Company (OMUC) for the destruction/abandonment of the on-site water well. The well shall be destroyed/abandoned in accordance with the San Bernardino County Health Department guidelines.
 - 2) Make a formal request to the City of Ontario Engineering Department for the proposed temporary use of an existing agricultural water well for purposes other than agriculture, such as grading, dust control, etc. Upon approval, the Applicant shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by said agreement.



- 3) Design proposed retaining walls to retain up to a maximum of three (3) feet of earth. In no case shall a wall exceed an overall height of nine (9) feet (i.e. maximum 6-foot high wall on top of a maximum 3-foot high retaining wall.
- 2.14 **Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein valued at 100% of the approved construction cost estimate. Security deposit shall be in accordance with the City of Ontario Municipal Code. Security deposit will be eligible for release, in accordance with City procedure, upon completion and acceptance of said public improvements.**
- 2.15 **The applicant/developer shall submit all necessary survey documents prepared by a Licensed Surveyor registered in the State of California detailing all existing survey monuments in and around the project site. These documents are to be reviewed and approved by the City Survey Office.**
- 2.16 **Pay all Development Impact Fees (DIF) to the Building Department. Storm Drain Development Impact Fee, approximately \$ 124,422.11, 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:**
1. **Provide a preliminary title report current to within 30 days.**



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	Rockefeller Ave	Airport Drive		
Curb and Gutter	<input type="checkbox"/> New; ___ ft. from C/L <input checked="" type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New; 36 ft. from C/L⁽¹⁾ <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 (see Sec. 2.19)	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions <input checked="" type="checkbox"/> AC Grind & Overlay	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions <input checked="" type="checkbox"/> AC Grind & Overlay	<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 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 checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)	<input checked="" type="checkbox"/> Trees⁽¹⁾ <input checked="" type="checkbox"/> Landscaping⁽¹⁾ (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



Improvement	Rockefeller Ave	Airport Drive		
Sewer (see Sec. 2.C)	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
Water (see Sec. 2.D)	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
Recycled Water (see Sec. 2.E)	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
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) (see Sec. 2.39.2)	<input type="checkbox"/> New / Upgrade <input checked="" 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 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
Fiber Optics (see Sec. 2K)	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances
Overhead Utilities	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate
Removal of Improvements	_____	_____	_____	_____
Other Improvements	_____	_____	_____	_____

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

- 2.19 Construct a 2" asphalt concrete (AC) grind and overlay on the following street(s):
1. East Airport Drive along the property frontage from edge of gutter to centerline .
 2. South Rockefeller Avenue along the property frontage from edge of gutter to edge of gutter.



- 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:**
 - 1. **Depending on site conditions and number of utility service cuts at time of construction additional pavement restoration may be required.**

C. SEWER

- 2.24 **A 8 inch sewer main is available for connection by this project in Rockefeller Avenue. (Ref: Sewer Drawing Number: S10875)**
- 2.25 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.26 Submit documentation that shows expected peak loading values for modeling the impact of the subject project to the existing sewer system. The project site is within a deficient public sewer system area. Applicant shall be responsible for all costs associated with the preparation of the model. Based on the results of the analysis, Applicant may be required to mitigate the project impact to the deficient public sewer system, including, but not limited to, upgrading of existing sewer main(s), construction of new sewer main(s) or diversion of sewer discharge to another sewer.
- 2.27 **Other conditions:**
 - 1. **See attached for additional Sewer Conditions of Approval from OMUC.**

D. WATER

- 2.28 **A 12 inch water main is available for connection by this project in Rockefeller Avenue. (Ref: Water Drawing Number: W11800)**
- 2.29 Design and construct a water main extension. A water main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.30 **Other conditions:**
 - 1. **See attached for additional Water Conditions of Approval from OMUC.**

E. RECYCLED WATER

- 2.31 **A 8 inch recycled water main is available for connection by this project in Rockefeller Ave. (Ref: Recycled Water Drawing Number: P11071)**
- 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 Supplemental 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: The Division of Drinking Water review and approval process may take up to four (4) months. Contact the OMUC's Water Quality Programs at (909) 395-2678 or email OMUCWQPlanCheck@ontarioca.gov regarding this requirement. *Failure to obtain an approval letter from the Division of Drinking Water authorizing the use of recycled water will delay meter installation and if applicable, occupancy release for new developments.*

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:
1. See attached for additional Recycled Water Conditions of Approval from OMUC.

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. Design and construct proposed driveways in accordance with City of Ontario Standard Drawing No. 1204 for Commercial Driveway.
2. The Applicant/Developer shall be responsible to relocate any existing public street lights along its project frontage on Rockefeller Avenue conflicting with proposed project driveways. Street light relocations shall be done per City of Ontario Standard Drawing No. 5104
3. The northernmost driveway onto Rockefeller Avenue shall be designed to restrict inbound and outbound turning movements to right-in/right-out via modified curb returns and driveway median island.
4. The Applicant/Developer shall be responsible to design and construct street improvements on Rockefeller Avenue and Airport Drive along property frontages 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, signing and striping, and parkway landscaping.
5. Where a driveway closure is being proposed, the Applicant/Developer shall backfill the existing driveway curb-cuts with full-height curb and gutter, and landscaped parkway in accordance with all City standards and to the satisfaction of the City Engineer.
6. Existing parking restrictions shall remain along Rockefeller Avenue and Airport Drive.
7. All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.



G. DRAINAGE / HYDROLOGY

- 2.40 A 24 inch storm drain main is available to accept flows from this project in Rockefeller Avenue. (Ref: Storm Drain Drawing Number: D10725)
- 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:
 1. Activities resulting in one acre or more land disturbance are required to obtain coverage under the Construction General Permit (CGP). The owner is the legally responsible person (LRP) of the site and shall have a Stormwater Pollution Prevention Plan (SWPPP) developed and submitted through the SMARTS website at <https://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.xhtml>



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 Financial Services Agency at (909) 395-2015 or email CFD@ontarioca.gov 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 west of Rockefeller Avenue.
- 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:
 - 1. See attached for additional Broadband Conditions of Approval from Broadband Operations.

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 OMUC a copy of the letter of confirmation from the California State Water Board (Division of Drinking Water) 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 Site Supervisor 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 23-034/PSPA23-002

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. **Supplemental Engineering Report, in electronic format (PDF format), for recycled water use only. Must be reviewed and submitted to the Division of Drinking Water by OMUC Water Quality Programs before clearing plan check workflows (includes grading and landscape plan reviews). Approval letter issued by the Division of Drinking Water must be obtained before meter installation and if applicable, occupancy release.**
28. **Other:**
 - **Precise Grading Plan including frontage improvement & utility service connections.**
 - **Lot Line Adjustment**
 - **Traffic Control Plan**



CITY OF ONTARIO MEMORANDUM



DATE: July 19, 2024
TO: Frederick Addison, Engineering Department
CC: Alexis Vaughn, Planning Department
FROM: Heather Young, Utilities Engineering Division
Jeffrey Krizek, Utilities Engineering Division (QCR)
SUBJECT: DPR#4 - Utilities Conditions of Approval (COA) (#10361)
PROJECT NO.: PDEV23-034

BRIEF DESCRIPTION:

A Development Plan to construct one (1) industrial building totaling 109,608 square feet on 6.68 acres of land located at 301 South Rockefeller Avenue, within the Light Industrial land use district of the California Commerce Center Specific Plan (APN(s): 238-185-26, 238-185-55 and 238-185-56.

OMUC UTILITIES ENGINEERING DIVISION CONDITIONS OF APPROVAL

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

General Conditions:

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

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

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

2. **Inherited Requirements and Conditions of Approval:** This project is subject to all the Requirements and Conditions of Approval of related entitlements and the California Commerce Center Specific Plan, as amended. Any conflict in Conditions of Approval and requirements, the Conditions of Approval below for this Project will supersede.
3. **Final Utilities Systems Map (USM):** Submit a Final Utilities Systems Map (USM) as part of the precise grading plan submittal that meets all the City's USM requirements. These requirements include to show and label all existing and proposed utilities (including all appurtenances such as backflow devices, DCDAs, etc.), sizes, points of connection, and any easements. The final utility design shall comply with all Division of Drinking Water (CCR §64572) Separation Requirements. See Utility Systems Map (USM) Requirements document for details.
4. **Design Utilities to Comply with Division of Drinking Water (DDW) Separation Requirements and California Code of Regulations (CCR) § 64572:** All DDW Separation Requirements under CCR § 64572 must be met. In order to assure compliance with CCR § 64572, label the separation dimensions, measure from outside wall of the conveyances [CCR §64572(g)], between potable water to any other non-potable conveyance (sewer, storm drain, storm water, storm water infiltration, recycled water, recycled water irrigation, high pressure gas/petroleum, etc.) publicly or privately maintained. Provide one label per sheet per conveyance and

additional labels where separation dimensions and alignments change. For any facilities not currently meeting the following separation requirements, revise plans so that the facilities meet the following separations requirements:

- a. Minimum Separations (and Alignment Requirements) for Conveyances running Parallel to Potable Water Mains, Services, Laterals, and Conveyances (services, meters, fire hydrants, blowoff, air vacs, etc.):
 - i. At least 10 feet horizontally from and one foot vertically above, any parallel pipeline conveying Sewer or Fluid Fuels. [CCR §64572(a)]
 - ii. At least 4 feet horizontally from, and one foot vertically above, any parallel pipeline conveying Recycled Water, Storm Drainage, or Raw Ground Water. [CCR §64572(b) & CCR §64572(c)]
- b. Minimum Separations (and Alignment Requirements) for Conveyances Crossing Potable Water Mains, Services, Laterals and Conveyances: [CCR §64572(d)]
 - i. Potable Water Conveyances shall cross no less than 45-degrees to and at least one foot above any pipeline conveying Sewer, Fluid Fuels, Recycled Water, Storm Drainage, Raw Ground Water, or Private Water.
 - ii. No connection joints shall be made in the Potable Water Conveyance within eight horizontal feet of crossing the non-potable conveyance.
- c. Other Minimum Separations for Potable Water Mains, Services, Laterals and Conveyances [CCR §64572(f)]:
 - i. 100 horizontal feet of the nearest edge of any sanitary landfill, wastewater disposal pond, or hazardous waste disposal site.
 - ii. 25 horizontal feet of the nearest edge of any cesspool, septic tank, sewage leach field, or seepage pit.
 - iii. 25 horizontal feet of the nearest edge of any underground hazardous material storage tank.
 - iv. 25 horizontal feet of the nearest edge of any facilities for storm water retention, storm water infiltration, bioswale, or groundwater recharge site.

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, Airvac, 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, DCDA, 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 Utilities and Public Right-of-Way including Public Utility Easements (PUE): All City of Ontario Public Utilities shall be installed within a Public Right-of-Way (RoW), or within a Public Utility Easements (PUE), or within a combination of RoW and PUE. In this case, Public Utilities is referring to the mains and connected appurtenances of the following City of Ontario/OMUC Utilities: Public Potable Water; Public Recycled Water; and Public Sanitary Sewer. Public Utilities shall be subject to the Minimum RoW/PUE Area Requirements and PUE Restrictions:

- a. Minimum RoW Area Requirements: Public Utilities shall be installed within in existing RoW/PUE in alignments/locations that meet the following minimum RoW/PUE areas surrounding the Public Utilities, and/or additional RoW/PUE shall be dedicated/granted to the City to provide the following minimum RoW/PUE areas surrounding the Public Utilities:
 - i. For each main, the RoW/PUE Area shall be a minimum of 20 feet wide, centered on the utility main with a minimum of 10 feet of RoW/PUE on each side of the main and this minimum area shall extend a minimum for 10 feet past the end of a main;

- ii. For each Service/Lateral, the RoW/PUE Area shall be a minimum of 10 feet wide, centered on the service/lateral with a minimum of 5 feet of PRow on each side of each service/lateral;
 - iii. For each water meter box, the RoW/PUE Area shall be a minimum of 5 feet behind and 5 feet on each side of a water meter box;
 - iv. For each water appurtenances (fire hydrants, blowoffs, airvacs, etc), the RoW/PUE Area shall be a minimum of 5 feet on each side surrounding the water appurtenances (fire hydrants, blowoffs, airvacs, etc);
 - v. The RoW/PUE minimum areas for separate Public Utilities may overlap, provide that all minimum separations and PUE Restrictions are met.
- b. **PUE Restrictions:** The Minimum PUE Area required surrounding Public Utilities shall be subject to the following restrictions:
- i. The Minimum PUE Area required surrounding Public Utilities shall not contain:
 - A. Any storm water quality improvements (infiltration, detention, retention, bioswale, etc);
 - B. Landscaping with thick or intrusive root structures,
 - C. Any trees;
 - D. Any private utilities, plumbing lines, private fire system, or irrigation lines; or,
 - E. Any permanent structures or overhangs of permanent structures.
 - ii. The PUE surface shall be designed to allow vehicle access over and along the full length of the utility main by any City maintenance vehicle.
 - iii. **Minimum Separations:** Within a PUE, all Department of Drinking Water (DDW) Water Main Separations per California Code of Regulations (CCR) §64572 shall be met for all Public Potable Water Mains and Services between: all Public City Utilities; Non-City Utilities; and Private Utilities. Additionally, the following Minimum Separations shall be met:
 - A. At minimum there shall be a 4 feet horizontal separation between each utility as measured between the outside walls of the utility pipelines, or in the case of a Joint Utility Trench, between the outside edge of the Joint Utility Trench and the outside wall of the Utility Pipeline. The minimum 4 feet horizontal separation also includes between services and service appurtenances and: other utilities (public or private) and utility appurtenances; any other objects or potentials obstructions (boxes, handholes, vaults, transformers, panels, poles and standards, signs, driveway approaches and wings/curb returns, trees, controllers, etc.); and any other items, as determined by the Ontario Municipal Utilities Company (OMUC).
 - B. Public Utility mains shall not be located behind curb or under curb & gutter and shall be located at minimum of 8 feet from curbface. With specific written permission of OMUC Management Staff, in rare circumstances, this 8 feet minimum can be reduced to 5 feet in specific locations where the 8 feet is not feasible, but at all locations the utilities alignments shall be optimized to meet this minimum location, while still maintaining all other minimum separation.

7. **Unused Service Abandonment:** All adjacent water services (along with connected apparatuses) and sewer laterals along the frontages of the project site not used to provide service to this Development Project shall be abandoned back to the main in accordance with City Standards and Practices.

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

- 8. **Sanitary Sewer Main Infrastructure:** N/A
- 9. **Unused Sewer Lateral Abandonment:** All unused existing sewer laterals in S Rockefeller Avenue and E Airport Drive previously serving the two buildings to be demolished shall be abandoned back to the main connection.
- 10. **Sanitary Sewer Service:**
 - a. **Sewer Lateral:** Each building and its onsite private sewer system shall discharge wastewater to the Public Sanitary Sewer System through a Public Sewer Lateral per City Standard #2003. The quantity of Public Sewer Laterals for each building shall be limited to the minimum necessary to meet all of the conditions of approved and as limited by the City.
 - i. **Existing Sewer Lateral:** Any existing sewer lateral to remain in use shall have a cleanout or manhole at the back of the property line/PUE per City Standard #2003.
 - b. **Public Sewer Laterals and Storm Water Quality Improvements:** No storm water quality improvements (infiltration, detention, retention, bioswale, etc) shall be installed above or within 5 feet of any Public Sewer Lateral.

11. **Private Onsite Sewer System and Plumbing:** The Onsite Sewer System shall be privately maintained by the property owner and shall meet the following requirements:
- a. **Monitoring Manhole:** Each sewer lateral shall have a monitoring manhole per City Standard #2203 and #2201 located on the private property and not within the PUE that captures all wastewater that is being discharged through the sewer lateral.
 - b. **Private Onsite Sewer System Design:** The private onsite sewer system shall be designed and constructed in such a way that allows for installation of any future wastewater pretreatment equipment as required by a Wastewater Discharge Permit.
 - c. **Private Onsite Sewer and Storm Water Quality Improvements:** No storm water quality improvements (infiltration, detention, retention, bioswale, etc) shall be installed above or with 5 feet of any Private Onsite Sewer pipes.
12. **Wastewater Sewer Discharge:** The Occupant/Applicant shall apply for a Wastewater Discharge Permit for their Establishment, and shall comply with all the requirements of the Wastewater Discharge Permit (https://www.ontarioca.gov/sites/default/files/Ontario-Files/Municipal-Utilities-Company/1_commercial_and_industrial_wastewater_permit_application_fillable.pdf). Requirements of the Wastewater Discharge Permit may include, but not limited to: Installation of wastewater pretreatment equipment, such as grease interceptors or clarifiers. For wastewater permit application questions, please contact:
- OMUC Environmental Programs
omucenvironmental@ontarioca.gov
 Phone: (909) 395-2661

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

13. **Potable Water Main Infrastructure:** N/A
14. **Unused Potable Water Service Abandonment:** All existing domestic water services with meters, irrigation water services with meters, and fire water services in S Rockefeller Avenue and E Airport Drive previously serving the two buildings to be demolished shall be abandoned back to the main connection.
15. **Potable Water Service:**
- a. **Domestic Service:** Each Building shall have a its own domestic water service and meter connected to the Public Potable Water System.
 - i. **Existing Service:** Abandon the existing service back to the main for the existing building to remain for the Project and install new service with new meter box per current City Standards. The new water service shall be directly connected to the public potable water main in S Rockefeller Avenue.
 - b. **Irrigation Service:** For landscape irrigation uses that are not served by Recycled Water, the landscape irrigation uses shall have a separate irrigation water service and meter with backflow prevention device connected to the Public Potable Water System separate from the domestic water uses and the onsite plumbing systems shall be also separate from each other.
 - i. **Existing Irrigation System:** The existing irrigation system shall be converted to an irrigation system to be served by recycled water. See Recycled Water Conditions for more information.
 - ii. **HOA/Property Management Maintained Irrigation Areas:** Any irrigated areas that are to be maintained by a HOA/Property Management and not by the property owner require irrigation services and meters separate from those that are maintained by the property owner.
 - c. **Backflow Prevention:**
 - i. A Backflow Prevention Device is required for each Meter connected to the Public Potable Water System that: serves any residential use that is more than one (1) single family residential unit; or, any non-residential use; or, only irrigation use.
 - ii. **Backflow Prevention Device Location:** In order to reduce the risk of contamination to the Public Potable Water System, a Backflow Prevention Device location shall comply with the following requirements:
 1. As measured along the pipe connecting to the Backflow Prevention Device, the backflow concrete pad shall be located a minimum of 3 feet and a maximum of 5 feet from:
 1. The Right-Of-Way line for Publicly Dedicated Streets; or,

2. The back of the sidewalk or the meter box (where there is no sidewalk), whichever is closer, for mains within PUEs and not within Right-Of-Way for Publicly Dedicated Streets.
 2. Only one single bend of up to 90 degrees maximum is allowed along the pipe to the Backflow and the single bend must be located at one of the following places: either the along the 90-degree riser connecting at the backflow assembly; or, at the end of the 12-inch stub at the back of the meter box.
 3. All the minimum DDW Separations also apply to the pipeline connecting between the Main/Meter-Box to a Backflow Device (or DCDA) and any Backflow Device (or DCDA). This also includes storm water quality improvements (infiltration, detention, retention, bioswale, etc). Also, no public or private non-potable water conveyances (private utilities, plumbing lines, sewer, private fire system, storm drain) shall cross the pipeline connecting between the Main/Meter-Box to a Backflow Device (or DCDA) or under any Backflow Device (or DCDA).
- d. **Fire Water Service:** For onsite private Fire System uses: Where the domestic water service and meters connected to the Public Potable Water System that serves any use that is more than one (1) single family detached residential unit, or any non-residential use: if an onsite private fire system is required, then a separate Fire Service with Double Check Detector Assembly (DCDA) per City Standard #4208 connected to the Public Potable Water System is required, to serve the onsite private fire system. The onsite fire system and onsite domestic water plumbing system shall be separate. The DCDA Location shall be the same as the Backflow Prevention Device above.
- i. **Existing Fire Service:** Abandon the existing fire service back to the main used for the existing building to remain for the Project and install new fire service with DCDA per current City Standards.

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

16. **Recycled Water Main Infrastructure:** N/A
17. **City Ordinance 2689:** This development shall comply with City Ordinance 2689 and make use of recycled water for all approved uses, including but not limited to landscape irrigation. Appropriately sized public and private mains shall be installed throughout the Project to meet this requirement, as approved by the City.
18. **Recycled Water Service:** Convert the existing irrigation system previously served by potable water and the new irrigation system for the Project's expansion into an irrigation system served by Recycled Water to comply with City Ordinance 2689. If there is an existing unused service along the Project's frontage, then the Project shall connect to this service. If none, the Project shall connect into the City of Ontario Recycled Water main in S Rockefeller Avenue.
 - a. **HOA/Property Management Maintained Irrigation Areas:** Any irrigated areas that are to be maintained by a HOA/Property Management and not by the property owner require irrigation services and meters separate from those that are maintained by the property owner.
19. **RW Program Requirements:** In order to receive RW service, the applicant shall comply with each of the following:
 - a. Prior to Precise Grading Plan Approval and Building Permits Issuance:
 - i. 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.
 - ii. Submit one (1) electronic copy, in PDF format, of the Supplemental 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: The Division of Drinking Water review and approval process may take up to four (4) months. Contact the OMUC's Water Quality Programs at (909) 395-2678 or email OMUCWQPlanCheck@ontarioca.gov regarding this requirement. Failure to obtain an approval letter from the Division of Drinking Water authorizing the use of recycled water will delay meter installation and if applicable, occupancy release for new developments.
 - b. Prior to Occupancy Release/Finalizing:

- i. Procure from OMUC a copy of the letter of confirmation from the California State Water Board (Division of Drinking Water) that the Engineering Report (ER) has been reviewed and the subject site is approved for the use of recycled water.
- ii. 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.
- iii. Complete Site Supervisor training of on-site personnel in the use of recycled water, in accordance with the ER, upon availability/usage of recycled water.



CITY OF ONTARIO MEMORANDUM

DEVELOPMENT PLAN REVIEW CONDITIONS OF APPROVAL Broadband Operations Section

DATE: 07-23-24

PROJECT: PDEV23-034

LOCATION: 301 S Rockerfeller Ave

PROJECT ENGINEER: Frederick Addison

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: Alexis Vaughn, Associate Planner
Planning Department

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

DATE: October 6, 2023

SUBJECT: PDEV23-034 - A Development Plan to demolish two industrial buildings totaling 109,608 square feet to facilitate the expansion of one industrial building, to total 109,608 square feet on 6.68 acres of land located at 301 South Rockefeller Avenue, within the (NEW DISTRICT NEEDS TO BE PROPOSED - PROJECT STRADDLES 2 DISTRICTS AND IS PERFORMING A LOT MERGER; PROJECT REQUIRES SPA) Light Industrial land use district of the California Commerce Center Specific Plan (APN(s): 238-185-26, 238-185-55 and 238-185-5.

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

SITE AND BUILDING FEATURES:

- A. 2019 CBC Type of Construction: Not Listed, Assumed III-B
- B. Type of Roof Materials: Panelized
- C. Ground Floor Area(s): 109,608 Sq. Ft.
- D. Number of Stories: 1
- E. Total Square Footage: 109,608 Sq. Ft.
- F. 2019 CBC Occupancy Classification(s): S1

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 one hundred and fifty feet (150’) 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 feet (24’) wide circulating all weather access roads shall be provided to within one hundred and fifty feet (150’) of all portions of the exterior walls of the first story of any building, unless specifically approved by fire department and other emergency services.

3.0 WATER SUPPLY

- 3.1 The required fire flow per Fire Department standards, based on the 2019 California Fire Code, Appendix B, is 4000 gallons per minute (g.p.m.) for 4 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.
- 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a maximum spacing of three hundred feet (300') apart, on alternating sides of the street. Streets with a center median shall require public hydrants spaced five hundred feet (500') apart, on the same side of the street.
- 3.3 Buildings that exceed 100,000 square feet in floor area shall provide an onsite looped fire protection water line around the building(s.) The loops shall be required to have two or more points of connection from a public circulating water main.
- 3.4 The water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

4.0 FIRE PROTECTION SYSTEMS

- 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.
- 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 13. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- 4.5 Fire Department Connections (FDC) shall be located on the address side of the building within one hundred fifty feet (150') of a public fire hydrant on the same side of the street. Provide identification for all fire sprinkler control valves and fire department connections per Standard #D-007. Raised curbs adjacent to Fire Department connection(s) shall be painted red, five feet either side, per City standards.
- 4.6 A fire alarm system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 72. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.

- ☒ 4.7 Portable fire extinguishers are required to be installed prior to occupancy per Standard #C-001. Please contact the Fire Prevention Bureau to determine the exact number, type and placement required.

5.0 BUILDING CONSTRUCTION FEATURES

- ☒ 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
- ☒ 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Address numbers shall contrast with their background. See Section 9-1 6.06 of the Ontario Municipal Code and Standards #H-003 and #H-002.
- ☒ 5.6 Knox ® brand key-box(es) shall be installed in location(s) acceptable to the Fire Department. All Knox boxes shall be monitored for tamper by the building fire alarm system. See Standard #H-001 for specific requirements.
- ☒ 5.7 Placards shall be installed in acceptable locations on buildings that store, use or handle hazardous materials in excess of the quantities specified in the CFC. Placards shall meet the requirements of National Fire Protection Association (NFPA) Standard 704.

6.0 OTHER SPECIAL USES

- ☒ 6.1 The storage, use, dispensing, or handling of any hazardous materials shall be approved by the Fire Department, and adequate fire protection features shall be required. If hazardous materials are proposed, a Fire Department Hazardous Materials Information Packet, including Disclosure Form and Information Worksheet, shall be completed and submitted with Material Safety Data Sheets to the Fire Department along with building construction plans.
- ☒ 6.2 Any High Piled Storage, or storage of combustible materials greater than twelve feet (12') in height for ordinary (Class I-IV) commodities or storage greater than six feet (6') in height of high hazard (Group A plastics, rubber tires, flammable liquids, etc.) shall be approved by the Fire Department, and adequate fire protection features shall be required. If High Piled Storage is proposed, a Fire Department High Piled Storage Worksheet shall be completed and detailed racking plans or floor plans submitted prior to occupancy of the building.
- ☒ 6.3 Underground fuel tanks, their associated piping and dispensers shall be reviewed, approved, and permitted by Ontario Building Department, Ontario Fire Department, and San Bernardino County Fire Department Hazardous Materials Division. In fueling facilities, an exterior emergency pump shut-off switch shall be provided.



CITY OF ONTARIO

MEMORANDUM

TO: Alexis Vaughn, Associate Planner

FROM: Heather Lugo, MA, C.E.T. - Police Department

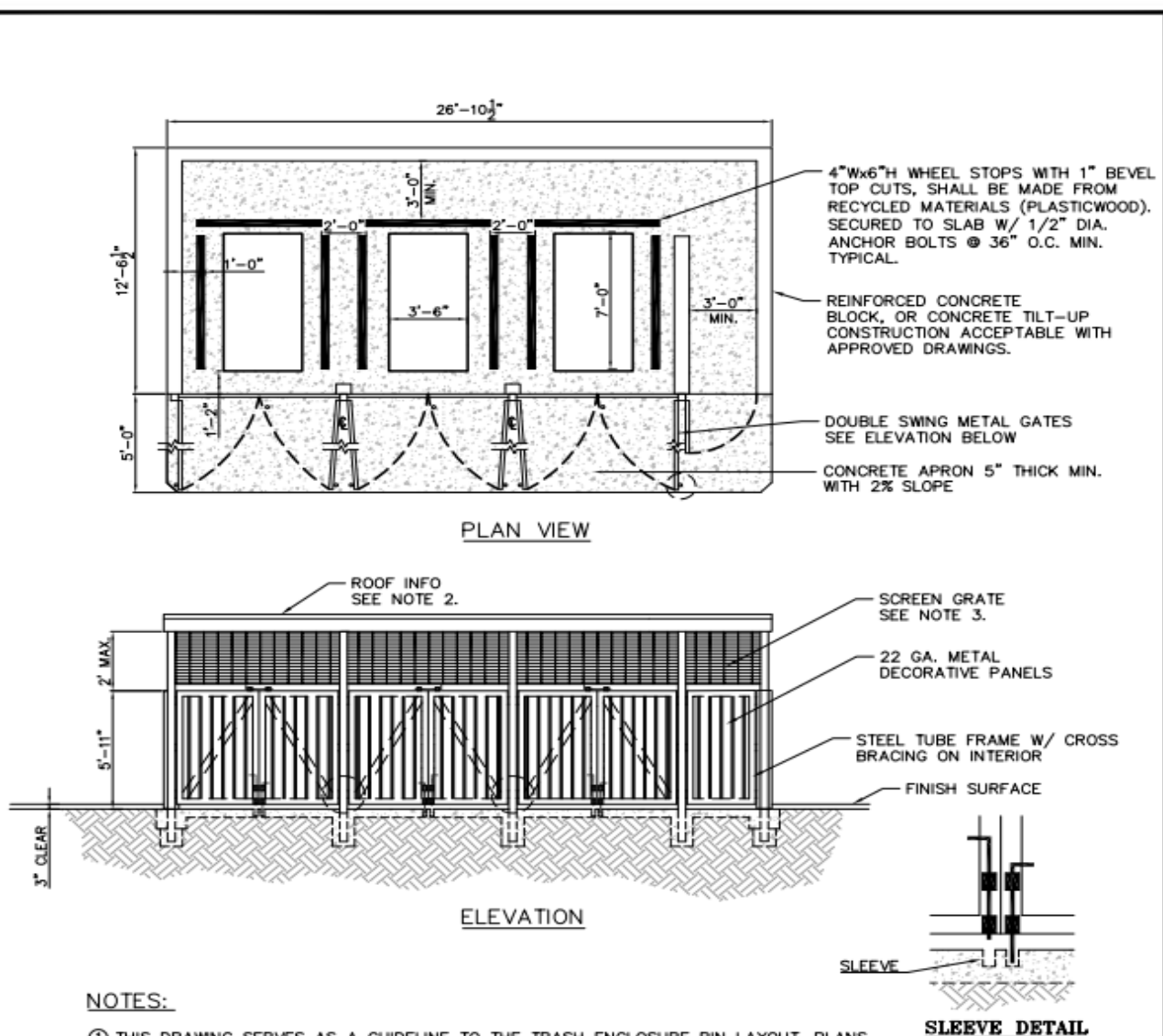
DATE: October 9, 2023

SUBJECT: PDEV23-034 – A Development Plan to construct one (1) industrial building totaling 109,608 square feet on 6.68 acres of land located at 301 South Rockefeller Avenue, within the Light Industrial land use district of the California Commerce Center Specific Plan (APN(s): 238-185-26, 238-185-55 and 238-185-56

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

- Required lighting for all walkways, driveways, doorways, parking areas, and other areas used by the public shall be provided and operate on photosensor. Photometrics shall be provided to the Police Department. Photometrics shall include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting.
- The Applicant shall comply with all construction site security requirements as stated in the Standard Conditions.
- The Applicant will be responsible for keeping the grounds of the business clean from debris and litter.
- The Applicant shall install a video surveillance system on the site. Cameras shall cover at a minimum all entry doors, all cash registers, and at least one camera shall capture any vehicle utilizing the drive thru. Cameras shall be positioned to maximize the coverage of patrons and vehicles in these areas. Cameras shall record at least 15 frames per second and at a minimum of 720p of resolution. Recordings shall be stored for a minimum of 30 days and made available upon request to any member of the Ontario Police Department.
- Rooftop addresses shall be installed on the buildings as stated in the Standard Conditions. The numbers shall be at a minimum 3 feet tall and 1 foot wide, in reflective white paint on a flat black background, and oriented with the bottom of the numbers towards the addressed street. Associated letters shall also be included.

- Graffiti abatement by the business owner/licensee, or management shall be immediate and on-going on the premises, but in no event shall graffiti be allowed unabated on the premises for more than 72 hours. Abatement shall take the form of removal or shall be covered/painted over with a color reasonably matching the color of the existing building, structure, or other surface being abated. Additionally, the business owner/licensee, or management shall notify the City within 24 hours at (909) 395-2626 (graffiti hotline) of any graffiti elsewhere on the property not under the business owner/licensee's or management control so that it may be abated by the property owner and/or the City's graffiti team.
- All exterior electrical outlets shall be secured and locked, if accessible to the public.
- All exterior water spigots / water supply sources, if accessible to the public, shall be secured and locked.
- Trash enclosure, if accessible to the public, shall be fully secured/enclosed by locks, mesh, and screen grate to reduce crime and encampment opportunities for homeless persons.



NOTES:

- ① THIS DRAWING SERVES AS A GUIDELINE TO THE TRASH ENCLOSURE BIN LAYOUT. PLANS MUST BE SUBMITTED TO THE BUILDING DEPARTMENT FOR REVIEW AND APPROVAL TO MEET CURRENT BUILDING CODES.
- ② SOLID ROOF TO MEET ARCHITECTURAL AND STRUCTURAL DESIGN CRITERIA FROM PLANNING AND BUILDING DEPARTMENTS.
- ③ TRASH ENCLOSURE SHALL BE FULLY SECURED/ENCLOSED BY LOCKS, MESH, AND SCREEN GRATE

PROJECT REVIEW BOARD COMMENTS
***** BUILDING DEPARTMENT *****

Planning Case File No(s): PDEV23-034

Case Planner:

Applicant:

Location: 301 South Rockefeller Avenue

Revision #1: A Development Plan to demolish two industrial buildings totaling _____ square feet to facilitate the expansion of one industrial building, to total 109,608 square feet on 6.68 acres of land, within the (NEW DISTRICT NEEDS TO BE PROPOSED - PROJECT STRADDLES 2 DISTRICTS AND IS PERFORMING A LOT MERGER; PROJECT REQUIRES SPA) Light Industrial land use district of the California Commerce Center Specific Plan Related File: PSPA23-002

APN(s): (APN(s): 238-185-26, 238-185-55 and 238-185-56

Reviewed By: Jesse Sanchez Date: 3/11/24

Following Standard Building Department Conditions of Approval
Are Applicable to This Project:

See checked boxes below

Specific Conditions:

A)

Specific Comments (NOTE: THESE COMMENTS ARE NOT CONDITIONS!):

A)

(NOTE: Standard Conditions of Approval are attached.)

BUILDING DEPARTMENT**GENERAL CONDITIONS**

- 1. Shall comply with the latest adopted edition of the following codes as applicable:
 - A. California Building Code
 - B. California Residential Code
 - C. California Existing Building Code
 - D. California Electrical Code
 - E. California Mechanical Code
 - F. California Plumbing Code
 - G. California Energy Code.
 - H. California Fire Code
 - I. California Green Building Standards Code.

- 2. The property owner/business operator shall comply with all applicable City of Ontario Municipal Codes and Ordinances.

- 3. The requirements of the Department of Environmental Health Services and the Air Quality Management District shall be satisfied prior to the issuance of any permit if hazardous materials are stored and/or used.

- 4. Pursuant to the California Business and Professions Code Section 6737, most projects are required to be designed by a California Licensed Architect or Engineer. The project owner or developer should review the section of the California Codes and comply with the regulation

- 5. All perimeter / boundary walls shall be designed and constructed so that the outer/exterior face of the wall is as close as possible to the lot line. In any case, the outer/exterior face of the wall shall be within two (2) inches of the lot line. Distances greater than two (2) inches may be approved prior to construction by the Building Official on a case-by-case basis for extenuating circumstances.

- 6. All lot lines, easement lines, etc. shall be located and/or relocated in such a manner as to not cause any existing structure to become non-conforming with the requirements of the latest adopted edition of the Building Code, or any other applicable law, ordinance, or code.

- 7. The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall obtain clearances from each department and division prior to requesting a final building inspection from the Building Department. Each department shall sign the Building Department Job Card

- 8. All signs shall be Underwriters Laboratories, or equal, approved.

9. Permits are required prior to the removal and/or demolition of structures.
10. In addition to approval from Building Department, approval is required from the County of San Bernardino, Department of Public Health and the California Regional Water Quality Control Board, Santa Ana Region for the Private Sewage Disposal System.
11. The existing private sewage system will have to be modified as required to accommodate the new use. Plans and/or supporting data will have to be submitted to, and approved by, the Building Department regarding the new use and necessary modifications. Additionally, approval from the Regional Water Quality Control Board, Santa Ana Region, is required for the new use.
12. The coach shall bear a State of California, Department of Housing and Community Development (HCD) insignia indicating the occupancy group and design loads that the coach conforms to, and other relevant information regarding exiting, fire safety, electrical, plumbing and mechanical. The foundation system, porch and awning shall comply with plans that bear the HCD "Standard Plan Approval" stamp. The coach, foundation system, porch and awning shall comply with the City of Ontario's design loads and site-specific conditions.
13. The conversion of the existing single-family dwelling(s) into a commercial use changes the occupancy group classification, and therefore the existing buildings must be made to comply with the requirements of all applicable codes for the new occupancy classification. Complete plans, calculations and other specifications shall be submitted to the Building Department for review, approval and subsequent permit issuance. The plans, calculations and other specifications shall be prepared by an Architect or Registered Civil/Structural Engineer licensed by the State of California who is qualified to perform said work.
14. The site, or a portion of the site, is in a flood hazard area. Justification that the proposed development does not adversely affect the location or carrying capacity of the floodway, nor does it adversely affect upstream or downstream sites shall be provided to Building Department. Additionally, all provisions must be taken to protect the site from flood damage.
15. All exterior lighting shall be orientated, directed, and/or shielded as much as possible so that direct illumination does not infringe onto adjoining properties.
16. Site facilities such as parking open or covered, recreation facilities, and trash dumpster areas, and common use areas shall be accessible per the CBC, Chapter 11.
17. Trash Enclosure shall be covered, and the interior clearances shall be designed to accommodate the following:
- 4' min. side access entrance

- 3' min. wide clear pathway along rear of enclosure between trash bins and back wall.
 - Trash bins must be oriented sideways to allow access from the narrow dimension.
 - Use of curbs or wheel stops shall be provided within the enclosure to maintain access clearances and bin orientations.
18. The applicant/developer shall include the conditions of approval of this resolution on the construction plans.
19. Site development and grading shall be designed to provide access to all entrances and exterior ground floors exits and access to normal paths of travel, and where necessary to provide access. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warning, signage, gates, lifts and walking surface materials. The accessible route(s) of travel shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site, California Building Code, (CBC) Chapter 11, Sec, 11A and 11B.
20. Commercial/Industrial gated site must have at least one pedestrian emergency gate, 3'-0' x 6'-8" min. gate size, equipped with panel hardware on the inside, and gate must swing out. Pedestrian emergency gates can be installed integrated with vehicular gates.
21. New residential single-family dwelling (SFD's):
- The side yard gate must swing out toward the street.
 - The gas meter shall not obstruct side yard access gates.
 - Air Conditioning unit located at side yard shall maintain 3' min. clearance from property line wall to AC unit.
 - Provide a continuous concrete walk between garage side door to driveway or sidewalk.
22. New development projects located in the Ontario Ranch specific plan are required to submit a **methane assessment report**. This report shall be submitted to the Building Department for review and approval at grading plan submittal.
23. If hazardous substances are used and/or stored, a technical opinion and report, identifying and developing methods of protection from the hazards presented by the hazardous materials may be required. This report shall be prepared by a qualified person, firm, or corporation and submitted to Building Department. This report shall also explain the proposed facility's intended methods of operation and list all of the proposed materials, their quantities, classifications, and the effects of any chemical (material) intermixing in the event of an accident or spill.
24. The property owner/business operator shall provide a grease interceptor at a location where it shall be easily accessible for inspection, cleaning, and removal of accumulated grease. The sizing and installation shall conform to the current California Plumbing Code. The grease interceptor shall be constructed in accordance with plans approved by the Director of Public

Works and the Building Official. The property owner/business operator shall contract with a maintenance company for maintenance and cleaning of the grease interceptor.

SITE CONSTRUCTION REQUIREMENTS

- 25. All construction sites must be protected by a security fence and screening. The fencing and screening shall always maintained to protect pedestrians
- 26. Temporary toilet facilities shall be provided for construction workers. The toilet facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non-sewer type shall conform to ANSI ZA.3
- 27. Construction projects which require temporary electrical power shall obtain an Electrical Permit from Building Department. No temporary electrical power will be granted to a project unless one of the following items is in place and approved by Building Department and the Planning Department.
 - (A) Installation of a construction trailer, or
 - (B) Security fenced area where the electrical power will be located
- 28. Installation of construction/sales trailers must be located on private property. No trailers can be in the public street right of way
- 29. Any temporary building, trailer, commercial coach, etc. installed and/or used in connection with a construction project shall comply with City Code.
- 30. Prior to issuance of a Building Permit all of the following must be in place: portable toilet with hand wash station, all BMP's, fencing and signage on each adjacent street saying "If there is any dust or debris coming from this site please contact (superintendent number here) or the AQMD if the problem is not being resolved" or something similar to this.

PRIOR TO ISSUANCE OF BUILDING/CONSTRUCTION PERMITS

- 31. The following grading items shall be completed and/or submitted – as applicable – prior to the issuance of building permits for this project:
 - A. Precise grading plans shall be approved
 - B. Rough grading completed
 - C. Compaction certification completed
 - D. Pad elevation certification completed
 - E. Rough grade inspection signed off by a City's Building Inspector
- 32. Prior to the issuance of a Building Permit, the applicant shall pay all Development

Improvement Fees to the City. Copies of receipts shall be provided to the Building Department prior to permit issuance.

- 33. The Tract or Parcel map shall record prior to the issuance of any permits.
- 34. The existing parcels shall be combined into a single parcel, or a lot line adjustment shall be done so that the proposed structure(s) does not cross any lot line and complies with all requirements of the California Building Code, prior to any building permits being issued.
- 35. Fire sprinklers, fire alarm systems and fire hydrant plans shall be submitted for plan review concurrently with building plans and shall be approved prior to permit issuance
- 36. Prior to issuance of Building Permits, school fees need to be paid to school district where project is located



CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
Henry Noh, 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 Erhman, Deputy Fire Chief/Fire Marshal
Jay Bautista, Traffic/Transportation Manager
Lorena Mejia, Airport Planning
Nathan Pino, Engineering
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department
Blaine Ishii, Integrated Waste

FROM: Alexis Vaughn, Associate Planner

Revision #1

DATE: March 07, 2024

SUBJECT: FILE #: PDEV23-034

Finance Acct#:

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

PROJECT DESCRIPTION: A Development Plan to demolish two industrial buildings totaling ____ square feet to facilitate the expansion of one industrial building, to total 109,608 square feet on 6.68 acres of land located at 301 South Rockefeller Avenue, within the (NEW DISTRICT NEEDS TO BE PROPOSED - PROJECT STRADDLES 2 DISTRICTS AND IS PERFORMING A LOT MERGER; PROJECT REQUIRES SPA) Light Industrial land use district of the California Commerce Center Specific Plan (APN(s): 238-185-26, 238-185-55 and 238-185-56

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.

Broadband Operations
Department


Signature

Title

03/15/2024

Date

Item C - 65 of 313



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 Erhman, 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, IPA Department
Blaine Ishii, Integrated Waste

FROM: Alexis Vaughn, Associate Planner

DATE: October 06, 2023

SUBJECT: FILE #: PDEV23-034 Finance Acct#:

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

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

PROJECT DESCRIPTION: A Development Plan to construct one (1) industrial building totaling 109,608 square feet on 6.68 acres of land located at 301 South Rockefeller Avenue, within the Light Industrial land use district of the California Commerce Center Specific Plan (APN(s): 238-185-26, 238-185-55 and 238-185-56)

- The plan does adequately address the departmental concerns at this time.
 - No comments
 - Report attached (1 copy and email 1 copy)
 - Standard Conditions of Approval apply

- The plan does not adequately address the departmental concerns.
 - The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.

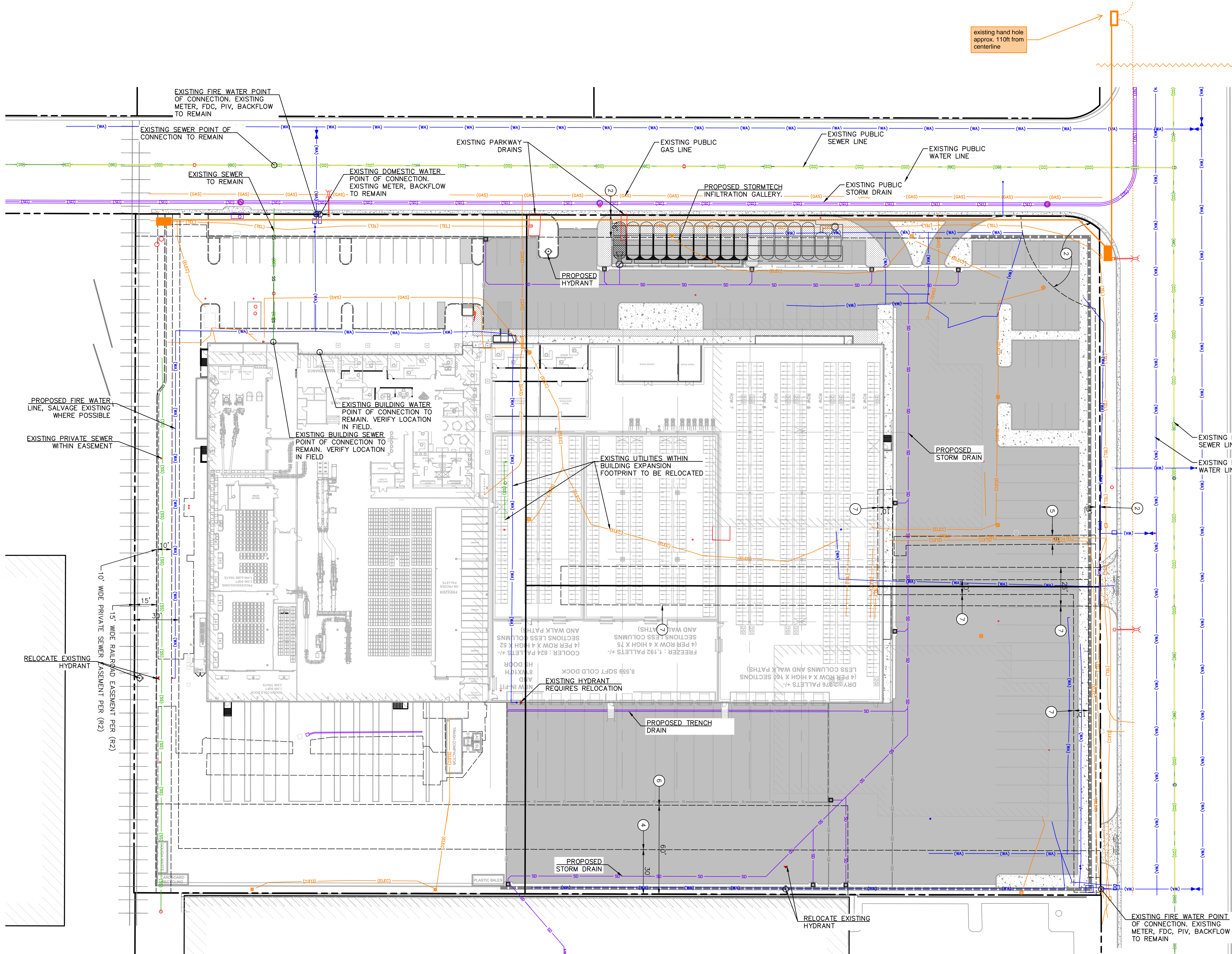
Broadband Operations
Department


Signature

Title

10/31/2023
Date

Item C - 66 of 313



LEGEND

- RIGHT OF WAY
- LOT LINES
- STREET CENTERLINE
- BUILDING OUTLINE
- EXISTING WATER LINE
- EXISTING SEWER LINE
- EXISTING STORM DRAIN
- EXISTING GAS LINE
- EXISTING ELECTRIC LINE
- EXISTING TELECOM LINE
- PROPOSED HYDRANT
- PROPOSED WATER LINE
- PROPOSED FIRE WATER LINE
- PROPOSED SEWER LINE
- PROPOSED STORM DRAIN
- PROPOSED WATER QUALITY TREATMENT SYSTEM

EASEMENTS

- 2 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS DELINEATED OR AS OFFERED FOR DEDICATION ON THE MAP OF SAID PARCEL MAP NO. 0875, PARCEL MAP NO. 8754 AND PARCEL MAP NO. 14456. PURPOSE: PUBLIC UTILITY, STORM DRAIN AND LANDSCAPING PLOTTED, AS SHOWN.
- 3 THE MATTERS SET FORTH IN THE DOCUMENT SHOWN BELOW WHICH, AMONG OTHER THINGS, CONTAINS OR PROVIDES FOR CERTAIN EASEMENTS, LIENS AND THE SUBORDINATION THEREOF; PROVISIONS RELATING TO PARTITION; RESTRICTIONS ON SEVERABILITY OF COMPONENT PARTS; AND COVENANTS, CONDITIONS AND RESTRICTIONS BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING, BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, CITIZENSHIP, IMMIGRATION STATUS, PRIMARY LANGUAGE, ANCESTRY, SOURCE OF INCOME, GENDER, GENDER IDENTITY, GENDER EXPRESSION, MEDICAL CONDITION OR GENETIC INFORMATION, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW. RECORDING DATE: SEPTEMBER 23, 1983 RECORDING NO: 83-223459, OF OFFICIAL RECORDS. SAID COVENANTS, CONDITIONS AND RESTRICTIONS PROVIDE THAT A VIOLATION THEREOF SHALL NOT DEFEAT THE LIEN OF ANY MORTGAGE OR DEED OF TRUST MADE IN GOOD FAITH AND FOR VALUE. MODIFICATIONS(S) OF SAID COVENANTS, CONDITIONS AND RESTRICTIONS RECORDING DATE: NOVEMBER 28, 1983 RECORDING NO: 83-278203, OF OFFICIAL RECORDS.
- 4 AN INSTRUMENT ENTITLED "COVENANT AND AGREEMENT REGARDING SIDE YARD" RECORDING DATE: JANUARY 18, 1984 RECORDING NO: 84-011828, OF OFFICIAL RECORDS PLOTTED, AS SHOWN.
- 5 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS GRANTED IN A DOCUMENT GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION PURPOSE: UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATION SYSTEMS RECORDING DATE: MARCH 21, 1986 RECORDING NO: 86-074414, OF OFFICIAL RECORDS PLOTTED, AS SHOWN.
- 6 AN INSTRUMENT ENTITLED "COVENANT AND AGREEMENT REGARDING MAINTENANCE OF YARDS FOR AN OVER-SIZED BUILDING" RECORDING DATE: SEPTEMBER 17, 1986 RECORDING NO: 86-289488, OF OFFICIAL RECORDS PLOTTED, AS SHOWN.
- 7 RECIPROCAL EASEMENTS, FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS CREATED BY THE FOLLOWING DOCUMENT: DOCUMENT: DECLARATION OF RECIPROCAL EASEMENTS FOR WATER LINE, INGRESS AND EGRESS EXECUTED BY SYDNEY INVESTMENT COMPANY, A CALIFORNIA GENERAL PARTNERSHIP PURPOSE: WATER LINE, INGRESS AND EGRESS RECORDING DATE: FEBRUARY 14, 1995 RECORDING NO: 1995045560, OF OFFICIAL RECORDS AFFECTS: SAID LAND. AND RE-RECORDING DATE: FEBRUARY 26, 1998 AND RE-RECORDING NO: 1998065476, OF OFFICIAL RECORDS PLOTTED, AS SHOWN.
- 9 A NOTICE THAT SAID LAND IS INCLUDED WITHIN A PROJECT AREA OF THE REDEVELOPMENT AGENCY SHOWN BELOW, AND THAT PROCEEDINGS FOR THE REDEVELOPMENT OF SAID PROJECT HAVE BEEN INSTITUTED UNDER THE REDEVELOPMENT LAW (SUCH REDEVELOPMENT TO PROCEED ONLY AFTER THE ADOPTION OF THE REDEVELOPMENT PLAN) AS DISCLOSED BY A DOCUMENT RECORDING DATE: JANUARY 23, 1992 RECORDING NO: 92-026257, OF OFFICIAL RECORDS REDEVELOPMENT AGENCY: CITY OF ONTARIO AN AGREEMENT TO MODIFY THE TERMS AND PROVISIONS OF THE SAID DOCUMENT, AS THEREIN PROVIDED RECORDING DATE: NOVEMBER 5, 2007 RECORDING NO: 2007-0815956, OF OFFICIAL RECORDS BLANKET IN NATURE, NOT SHOWN.

FIRE FLOW RESULTS

CITY OF ONTARIO
 ONTARIO MUNICIPAL UTILITIES COMPANY
 1425 S. Sun View Avenue, Ontario, CA 91761
 Phone: (909) 386-2600 FAX: (909) 386-2608

RECORD OF FIRE FLOW TEST # FW-22-0415 301 S ROCKEFELLER AVE

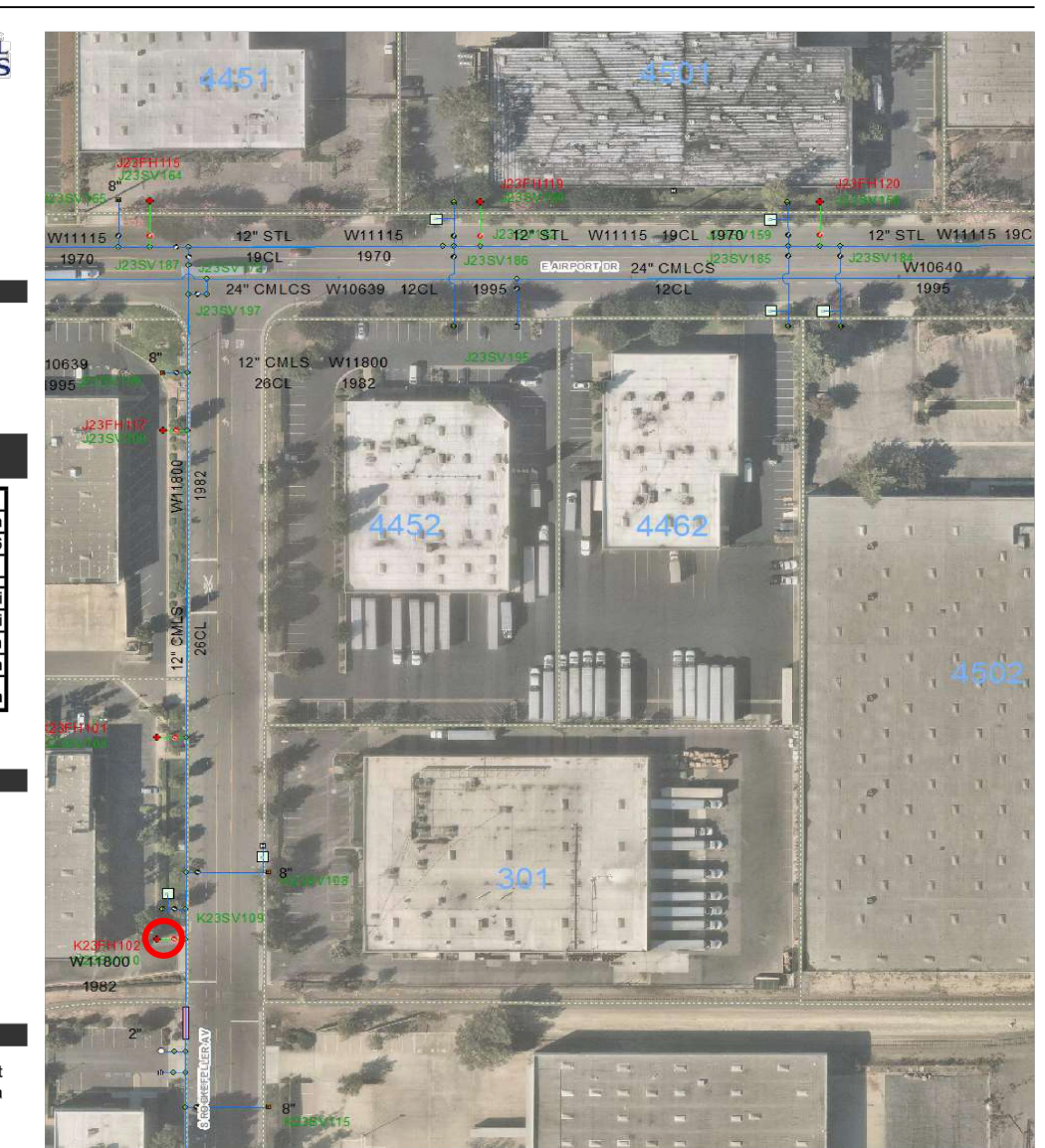
Date: 11/16/2022
 Model Operator: H. Young
 Reviewed By: J. Kozak
 Approved By: E. Woodley
 Remarks:

Request Number: FW-22-0415
 Project Name (if applicable):
 Project Number (if applicable):
 Location: 301 S ROCKEFELLER AVE
 Pressure Zone (Max Reservoir HSL): 0212.92 Lined (OP, TOP) RD

Fire Hydrant #1 Flow Results		Main Street Connection Flow Results	
Fire Hydrant Asset #	K23P1102	Main Size	12 inch
Fire Hydrant Model/Node #	K23P1102	Main Node Group #	K23P1102
Station number	941 S40	Station	3 S Rockefeller Ave
Static Pressure	89 psi	Static Pressure	102 psi
Flow Test Residual Pressure	57 psi	Flow Test Residual Pressure	70 psi
Flow Test Observed Flow	7,000 gpm	Flow Test Observed Flow	7,000 gpm
Specified Flow at 20 psi	7,845 gpm	Specified System Flow at 20 psi	14,175 gpm
Potential Peak High Water Pressure*	108 psi	Maximum Flow Pumped from Main**	8,425 gpm

*Potential Peak High Water Pressure is based on Pressure Zone HGL and Hydrant Elevation.
 **Maximum allowable flow to be added pumped from the main by a Pump System.

Notes:

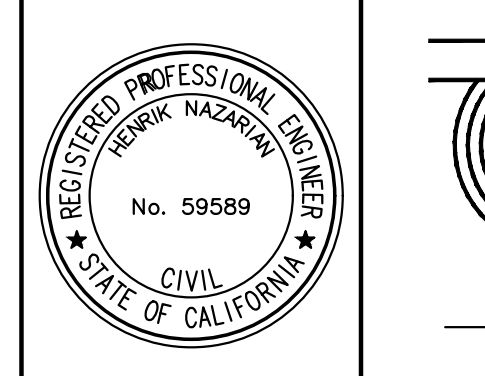


For information on using Fire Flow Results contact the Fire Prevention Bureau at 909-386-3023.
 For details on how the Fire Flow Results were prepared, contact: dhb@mcu.uties.com

The allowable design criteria shown above represents projected future maximum dry water system conditions at the location of the test as determined by the City of Ontario's hydraulic water system computer model. This allowable design criteria does not constitute a guarantee by the City of the present or future conditions and availability, pursuant to City Resolution 85-85.

Actual water pressure will, in instances, exceed or fall below allowable design criteria due to seasonal and daily pressure variation within the City's water system. The designer is encouraged to provide an allowance in the fire protection system design to maintain adequate protection during such variations in system pressure.

The results are valid for a period of 12 months from the date of the last release unless extended in writing by the Ontario Fire Department.
 These Fire Flow Results cannot be used to create Boundary Controls for use in Hydraulic Modeling.



D & D ENGINEERING, INC.
 119 WEST HYDE PARK BOULEVARD
 INGLEWOOD, CA 90302
 Phone: 424-351-6800

DOMINO'S EXPANSION
 301 SOUT ROCKEFELLER AVE

UTILITY SYSTEMS MAP

SCALE: 1" = 30'
 DATE: 27/04/2023
 SH NO.: 01 of 04



CITY OF ONTARIO

MEMORANDUM

CONDITIONS OF APPROVAL Broadband Operations Section

DATE: 10-31-23

PROJECT: PDEV23-034

LOCATION: 301 S Rockerfeller Ave

PROJECT ENGINEER: Frederick Addison

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

A. The following items will be incorporated in the Conditions of Approval Report prior to the Development Advisory Board and/or Zoning Administrator Hearing upon all departments' comments being satisfactorily addressed:

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 inches. 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.

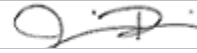
9. Multi-family and commercial properties shall terminate conduit in an electrical room adjacent to the wall no less than five inches above the finished floor. A 20" width X length 36" space shall be reserved on the plywood wall for OntarioNet equipment. This space shall be labeled "OntarioNet Only". Ontario Conduit shall be labeled "OntarioNet"
10. A minimum 1.5-inch 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 the Structured Wiring Checklist on the City's website for additional details.
11. Warning Tape - The contractor shall supply and install an approved non-detectable warning tape 18 inches 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.

Additional Comments:

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

CONDITIONS OF APPROVAL

Sign Off



04/02/2024

Jamie Richardson, Sr. Landscape Architect

Date

Reviewer's Name:

Jamie Richardson, Sr. Landscape Architect

Phone:

(909) 395-2615

D.A.B. File No.:

PDEV23-034

Case Planner:

Alexis Vaughn

Project Name and Location:

Industrial Building
 301 S Rockefeller Avenue

Applicant/Representative:

ARCO National Construction Charles Berg cberg@arco1.com
 1 Park Plaza, Suite 1120
 Irvine, CA 92614

Preliminary Plans (dated 05/20/2024) 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.

DIGITAL SUBMITTALS MUST BE 10MB OR LESS.

Civil/ Site Plans

1. Add tree protection notes on construction and demo plans to protect trees to remain. Replacement and mitigation for removed trees shall equal the trunk diameter of heritage trees removed per the Development Code Tree Preservation Policy and Protection Measures, section 6.05.020. *There is one tree (#6 Pinus canariensis) that is identified as a heritage tree; see #2 for mitigation measures.*
2. Show on demo plans and landscape construction plans trees to be preserved, removed or mitigation measures for trees removed, such as:
 - a. New 15 gallon trees min 1" diameter trunk, in addition to trees required. *18 – 15-gallon trees.*
 - b. New 24" box trees min 1.5" diameter trunk, in addition to trees required. *12 – 24" box trees.*
 - c. Upsizing trees on the plan one size larger such as 15 gallon to 24" box, or 24" to 36" box size. *Provide a matrix.*
 - d. Monetary value of the trees removed as identified in the "Guide for Plant Appraisal," approved certified arborist plant appraiser, may be equal to the value of the installation cost of planting, fertilizing, staking, and irrigating 15-gallon trees (100\$ each) to the City of Ontario Historic Preservation Fund for city tree planting or city approved combination of the above items. *Monetary value of \$1,800.*
3. Utilities shall be located to allow parkway trees spaced 30' apart. Show and note a 10' total space, 5' clearance on each side of the tree from any utility or hardscape, including water, sewer, drain lines, driveways, and 10' clear from street lights. Relocate proposed utilities to minimum clearances to allow parkway trees.
4. Before permit issuance, stormwater infiltration devices located in landscape areas shall be

reviewed and plans approved by the Landscape Planning Division. Any stormwater devices in parkway areas shall not displace street trees.

5. Show and dimension transformers set back 5' from paving all sides. Coordinate with landscape plans.
6. Show and dimension backflow devices set back 4' from paving on all sides. Locate on level grade
7. Provide site plan to show 15% select of the site with landscaping not including the right of way or paving. The Site Plan and Landscape Plans (32,003) are inconsistent.
8. Note for compaction to be no greater than 85% in landscape areas. All finished grades at 1 ½" below finished surfaces. Slopes to be maximum 3:1.
9. Dimension all planters to have a minimum 5' wide inside dimension.
10. 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.
11. Show parking lot island tree planters 1 for every ten parking spaces single row and 1 for every five spaces double row and one at each row end. Provide a tree one for every 4 spaces. If proposing tree diamonds provide a minimum 5' inside dimension all sides.
12. Show outdoor employee break area with table or bench and shade trees on the south and west sides.
13. Add Note to Grading and Landscape Plans: Landscape areas where compaction has occurred due to grading activities and where trees or stormwater infiltration areas are located shall be loosened by soil fracturing. For trees, a 12'x12'x18" deep area; for stormwater infiltration, the entire area shall be loosened. Add the following information on the plans: The backhoe method of soil fracturing shall be used to break up compaction. A 4" layer of Compost is spread over the soil surface before fracturing is begun. The backhoe shall dig into the soil lifting and then drop the soil immediately back into the hole. The bucket then moves to the adjacent soil and repeats. The Compost falls into the spaces between the soil chunks created. Fracturing shall leave the soil surface quite rough with large soil clods. These must be broken by additional tilling. Tilling in more Compost to the surface after fracturing per the soil report will help create an A horizon soil. Imported or reused Topsoil can be added on top of the fractured soil as needed for grading. The Landscape Architect shall be present during this process and provide certification of the soil fracturing. For additional reference, see Urban Tree Foundation – Planting Soil Specifications.

Landscape Plans

14. Provide an arborist report and tree inventory as noted in #1.
15. 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.
16. Locate light standards, fire hydrants, water, and sewer lines to not conflict with required tree locations. Coordinate civil plans with landscape plans.
17. Show all utilities on the landscape plans. Coordinate so utilities are clear of tree locations.
18. Site plan to show 15% of the site with landscaping, not including the right of way or paving areas. The Site Plan and Landscape Plans (32,003) are inconsistent.
19. Dimension all planters to have a minimum 5' wide inside dimension.
20. Show landscaping in the perimeter planters and trees spaced 30' apart.
21. Locate trees for shade on buildings, parking lots, seating areas, and paving, screen blank walls and adjacent properties where missing, accent trees to entries and driveways, and provide visibility to signs, windows, and doors. Locate trees 50% of canopy width from walls, buildings, and existing trees. Provide perimeter and background trees spaced 30' on center. Show any windows or architectural details/elements.
22. Show appropriate parking lot shade trees with min 30' canopy at maturity.
23. Provide a planting list of proposed water-efficient plants. Replace Bougainvillea (sensitive to frost/dies out), Lavandula (short-lived), Use Lagerstroemia and Chitalpa as Small accents, consider using the Quercus suber as a larger accent tree at entries and corners.

24. Show 8' diameter of mulch only at new trees, 12' min. at existing trees. Detail irrigation dripline outside of mulched root zone.
25. Overhead spray systems shall be designed for plant material less than the height of the spray head.
26. Designer or developer to provide agronomical soil testing and include a report on landscape construction plans.
27. Show outdoor employee break area with table or bench and shade trees on the south and west sides.
28. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
29. 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.

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV23-034
 Address: 301 S Rockefeller Ave
 APN: 238-185-26, 238-185-55 and 238-185-56
 Existing Land Use: Industrial buidings
 Proposed Land Use: Development Plan for one 109,608 SF industrial building
 Site Acreage: 6.88 Proposed Structure Height: 45 FT
 ONT-IAC Project Review: n/a
 Airport Influence Area: ONT

Reviewed By: Lorena Mejia
 Contact Info: 909-395-2276
 Project Planner: Alexis Vaughn
 Date: 4/11/2024
 CD No.: 2023-015
 PALU No.: n/a

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

Safety	Noise Impact	Airspace Protection	Overflight Notification
<input type="radio"/> Zone 1	<input type="radio"/> 75+ dB CNEL	<input type="checkbox"/> High Terrain Zone	<input type="checkbox"/> Avigation Easement Dedication
<input type="radio"/> Zone 1A	<input type="radio"/> 70 - 75 dB CNEL	<input checked="" type="checkbox"/> FAA Notification Surfaces	<input checked="" type="checkbox"/> Recorded Overflight Notification
<input type="radio"/> Zone 2	<input type="checkbox"/> 65 - 70 dB CNEL	<input checked="" type="checkbox"/> Airspace Obstruction Surfaces	<input type="checkbox"/> Real Estate Transaction Disclosure
<input type="checkbox"/> Zone 3	<input checked="" type="checkbox"/> 60 - 65 dB CNEL	<input checked="" type="checkbox"/> Airspace Avigation Easement Area	
<input type="radio"/> Zone 4		Allowable Height: 80 FT	
<input type="radio"/> Zone 5			

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

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

Allowable Height: _____

CONSISTENCY DETERMINATION

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

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

See Attached Conditions

Airport Planner Signature: _____

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT

CD No.: 2023-015
PALU No.: _____

PROJECT CONDITIONS

1. The maximum height limit for the project site is 80 feet and as such, any construction equipment such as cranes or any other equipment exceeding 80 feet in height will need a determination of "No Hazard" from the FAA. An FAA Form 7460-1 for temporary objects will need to be filed with the FAA and approved prior to operating such equipment on the project site during construction.
2. This project is located within Airspace Avigation Easement Area and is required to file and record an Avigation Easement with the Ontario International Airport Authority prior to obtaining a Certificate of Occupancy.

ATTACHMENT B:

**File No. PDEV23-034
Environmental Studies Package**

(Document to follow this page)

Air Quality Technical Report

Performed at:

Ontario Domino's Expansion Project
301 Rockefeller Avenue
Ontario, California 91761

Prepared for:

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ARCO National Construction
2 Park Plaza, Suite 1120
Irvine, California 92614

Project Number:

045.12439



Michael J. Skridulis
Senior Environmental Advisor

March 1, 2024

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1.0 INTRODUCTION

This Air Quality Technical Report evaluates air quality impacts associated with the proposed project located at 301 S. Rockefeller Avenue (Project) in the City of Ontario (City). This report has been prepared by Impact Sciences, Inc. in partnership with EFI Global, Inc., to support the Project's environmental documentation being prepared pursuant to the California Environmental Quality Act (CEQA). This analysis considers both the temporary air quality impacts from Project construction and long-term impacts associated with operation of the Project.

1.1 PROJECT LOCATION

The existing Domino's distribution facility is located at 301 S. Rockefeller Avenue in the City of Ontario (Project Site). See **Figure 1, Aerial Photograph of the Project Site**. The Project Site is approximately 0.39 miles south of the San Bernardino Freeway (Interstate 10, or I-10) and 0.48 miles west of the Ontario Freeway (Interstate 15, or I-15). Surrounding land uses adjacent to the Project Site primarily include other light industrial/commercial manufacturing uses; Acucote and a Safelite AutoGlass are located to the north past Airport Drive, Newark Paperboard Products is located to the east, Taylor Communications is located to the south, and a Goodwill warehouse is located to the west of the Project Site.

Existing Site Zoning and Land Use Designations

The Project Site is located within the California Commerce Center Specific Plan with a land use designation of Light Industrial and zoning classification of Specific Plan. Parcels surrounding the Project Site are also zoned Specific Plan and have land uses of Light Industrial.

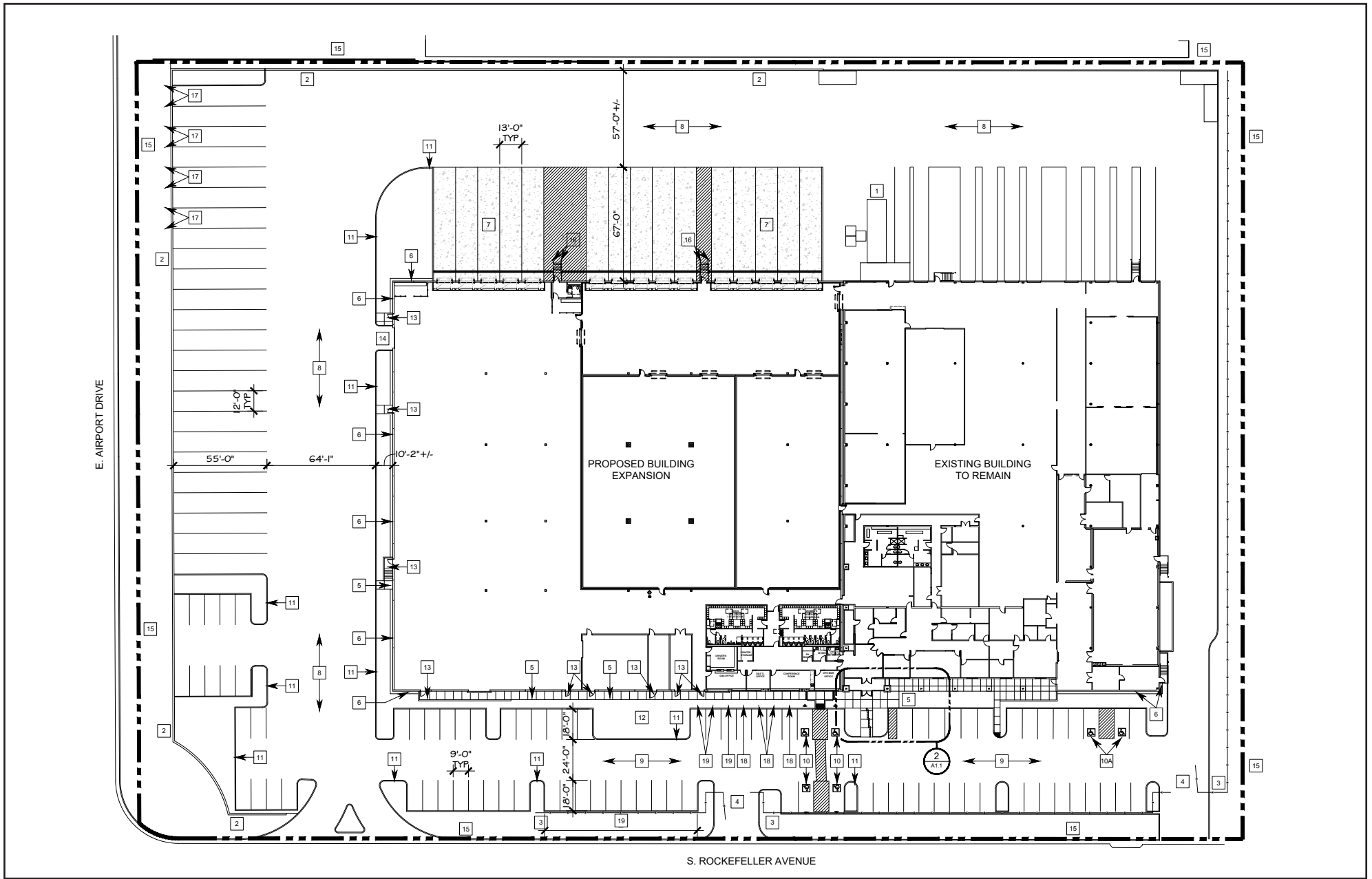
1.2 PROJECT DESCRIPTION

The Project Site is currently occupied by three buildings: 4452 E. Airport Drive (2.2 acres developed with a 27,513 square foot building) (APN: 0238-185-550), 4462 E. Airport Drive (1.85 acres developed with a 22,665-square-foot building) (APN: 0238-185-560), and 301 S. Rockefeller Avenue (2.775 acres developed with a 46,079-square-foot building) (APN 0238-185-260) for a total of 96,257 square feet. The Project includes the demolition of the two buildings located on Airport Drive and construction of a 64,383-square-foot expansion of the Rockefeller Avenue building (which includes 12,668 square feet of office space), for a total of 110,462 square feet. It is assumed that the applicant will need a lot merger to accommodate the expansion of the existing distribution facility into the two parcels north of the Project Site. The City of Ontario is the Lead Agency for the Project.



SOURCE: Esri, 2024

FIGURE 1



SOURCE: GMA, 2024

FIGURE 2



Site Plan

Project Construction

For purposes of this analysis, it is estimated that the Project would be constructed in approximately 12 months with construction beginning in mid-to-late 2024 and project operations commencing in 2025. While construction may begin at a later date and/or take place over a longer period, these assumptions represent the earliest and fastest build-out potential resulting in a worst-case daily impact scenario for purposes of this analysis. This analysis assumes construction would be undertaken with the following primary construction phases: (1) Demolition, (2) Grading and Foundations, and (3) Structural Building and Finishing. Equipment and construction staging for the Project will take place within the existing parking lots of the existing Domino's distribution facility as well as the Airport buildings set to be demolished. The Domino's industrial building will continue to operate through construction. Demolition and removal of existing structures would occur for approximately one month. This phase would include the demolition of the two Airport buildings, totaling 50,178 square feet. Grading and foundation preparation would occur for approximately one month. The Project anticipates exporting 25,700 cubic yards of soil. Building construction would occur for approximately 10 months and would include the construction of the proposed expansion, connection of utilities, architectural coatings, and paving the Project Site. Architectural coating and paving are assumed to occur over the final month of the building construction phase.

2.0 ENVIRONMENTAL SETTING

2.1 AIR QUALITY SETTING

South Coast Air Basin

The Project Site is located within the San Bernardino County portion of the South Coast Air Basin (Basin). The Basin includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality within the Basin is primarily influenced by meteorological conditions and a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, and industry. The South Coast Air Quality Management District (SCAQMD) divides the Basin into source receptor areas (SRAs) in which monitoring stations operate to monitor the various concentrations of air pollutants in the region. As shown in **Figure 3, Source Receptor Area Map**, the Project Site is located within SRA 33, which covers the Southwest San Bernardino Valley.

Air Pollutants of Concern

Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards for outdoor concentrations. The federal and state standards have been set at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons, such as children, pregnant women, and the elderly, from illness or discomfort. Criteria air pollutants include ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), particulate matter 2.5 microns or less in diameter (PM_{2.5}), particulate matter ten microns or less in diameter (PM₁₀), and lead (Pb). Note that reactive organic gases (ROGs), which are also known as reactive organic compounds (ROCs) or volatile organic compounds (VOCs), and nitrogen oxides (NO_x) are not classified as criteria pollutants. However, ROGs and NO_x are widely emitted from land development projects and participate in photochemical reactions in the atmosphere to form O₃; therefore, NO_x and ROGs are relevant to the proposed Project and are of concern in the Basin. As such, they are listed below along with the criteria pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in **Table 1, Criteria Pollutants Summary of Common Sources and Effects**.



SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

21865 Copley Drive, Diamond Bar, CA 91765-4182

Information: 1-800-CUT-SMOG (1-800-288-7664)

Internet: <http://www.aqmd.gov>

Air Quality Reporting

Since 1977, the South Coast Air Quality Management District has served as the local government agency responsible for measuring, reporting and taking steps to improve air quality.

To inform the AQMD's 15 million residents about air quality conditions, the AQMD issues an air quality forecast each day and reports current air quality conditions for each

numbered Monitoring Area and General Forecast Area depicted here.

This air quality information is transmitted to the public through newspapers, television, radio and pager services, through faxes to schools, through recorded messages on the AQMD's toll-free Smog Update telephone line, 1-800-CUT-SMOG, and on the AQMD's Internet Website <http://www.aqmd.gov>.

Newspapers, television and radio stations typically will report air

quality information using the General Forecast Areas, shown in color below, which are larger groupings of the more specific Air Monitoring Areas.

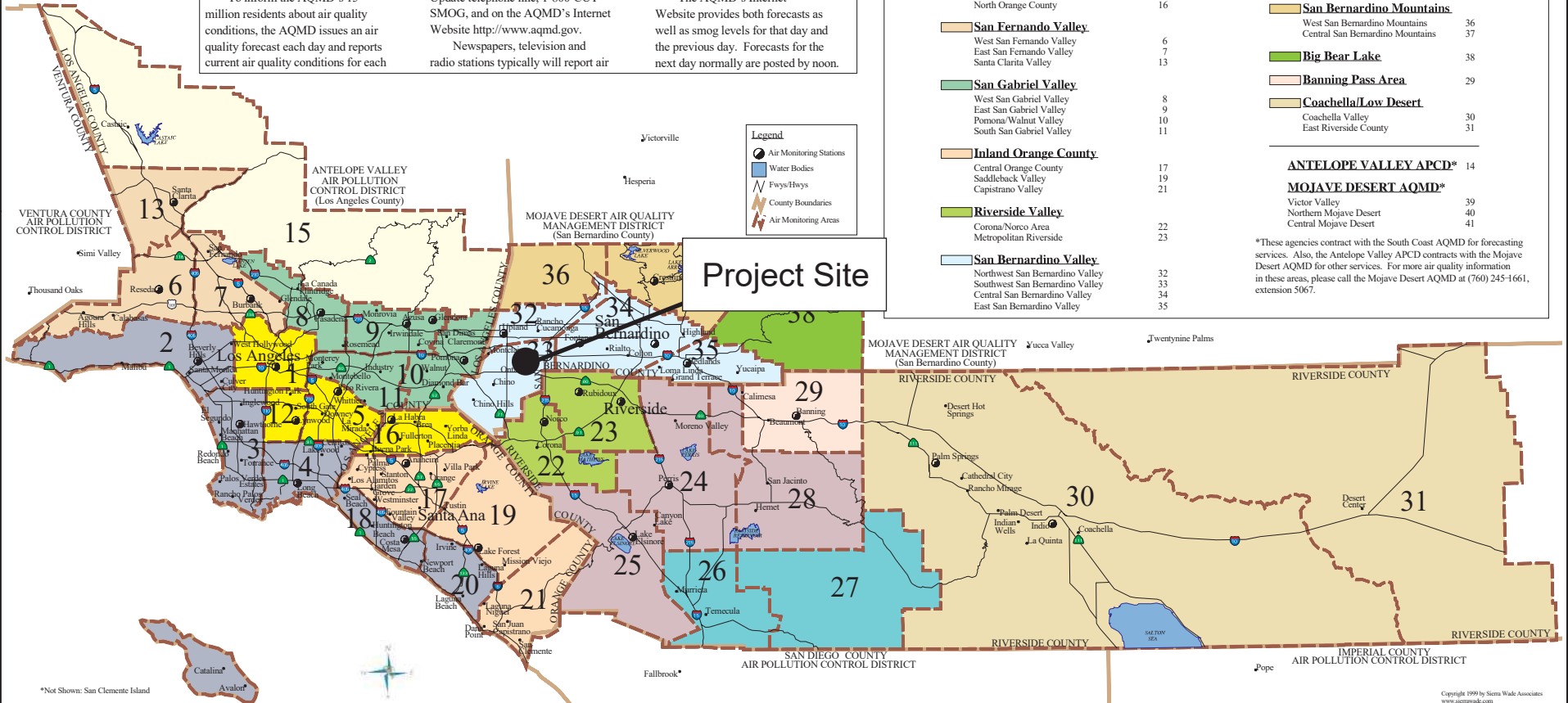
The 1-800-CUT-SMOG (1-800-288-7664) line also provides smog forecast and current smog level information by ZIP code.

The AQMD's Internet Website provides both forecasts as well as smog levels for that day and the previous day. Forecasts for the next day normally are posted by noon.

General Forecast Areas & Air Monitoring Areas

Coastal			
Northwest Los Angeles County Coastal	2	Hemet/Elsinore Area	24
Southwest Los Angeles County Coastal	3	Perris Valley	25
South Los Angeles County Coastal	4	Lake Elsinore	28
North Orange County Coastal	18	Hemet/San Jacinto Valley	
Central Orange County Coastal	20		
Metropolitan		Temecula/Anza Area	
Central Los Angeles County	1	Temecula Valley	26
Southeast Los Angeles County	5	Anza Area	27
South Central Los Angeles County	12	San Gabriel Mountains	15
North Orange County	16	San Bernardino Mountains	
San Fernando Valley		West San Bernardino Mountains	36
West San Fernando Valley	6	Central San Bernardino Mountains	37
East San Fernando Valley	7	Big Bear Lake	38
Santa Clarita Valley	13	Banning Pass Area	29
San Gabriel Valley		Coachella/Low Desert	
West San Gabriel Valley	8	Coachella Valley	30
East San Gabriel Valley	9	East Riverside County	31
Pomona/Walnut Valley	10		
South San Gabriel Valley	11		
Inland Orange County		ANTELOPE VALLEY APCD*	14
Central Orange County	17	MOJAVE DESERT AQMD*	
Saddleback Valley	19	Victor Valley	39
Capistrano Valley	21	Northern Mojave Desert	40
Riverside Valley		Central Mojave Desert	41
Corona/Norco Area	22		
Metropolitan Riverside	23		
San Bernardino Valley			
Northwest San Bernardino Valley	32		
Southwest San Bernardino Valley	33		
Central San Bernardino Valley	34		
East San Bernardino Valley	35		

*These agencies contract with the South Coast AQMD for forecasting services. Also, the Antelope Valley APCD contracts with the Mojave Desert AQMD for other services. For more air quality information in these areas, please call the Mojave Desert AQMD at (760) 245-1661, extension 5067.



*Not Shown: San Clemente Island

Copyright 1999 by Sierra Wade Associates
www.sierrawade.com

SOURCE: SCAQMD, 2024

FIGURE 3

IMPACT SCIENCES

Source Receptor Area Map

1493.004/02/28

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Table 1
Criteria Pollutants Summary of Common Sources and Effects

Pollutant	Major Man-Made Sources	Human Health & Welfare Effects
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuels is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO ₂)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include moto vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to ozone and acid rain. Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Ozone (O ₃)	Formed by a chemical reaction between volatile organic compounds (VOC) and nitrous oxides (NO _x) in the presence of sunlight. VOCs are also commonly referred to as reactive organic gases (ROGs). Common sources of these precursor pollutants include motor vehicle exhaust, industrial emissions, gasoline storage and transport, solvents, paints, and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield. Damages rubber, some textiles, and dyes.
Particulate Matter (PM ₁₀ & PM _{2.5})	Produced by power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles, and others.	Increased respiratory symptoms, such as irritation of the airways, coughing or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (haze).
Sulfur Dioxide (SO ₂)	A colorless, nonflammable gas formed when fuel containing sulfur is burned; when gasoline is extracted from ore. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant; aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron, and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.

Source: CAPCOA, Health Effects. Available online at: <http://www.capcoa.org/health-effects/>

2.2 AMBIENT AIR QUALITY

Criteria Air Pollutant Monitoring Data

Ambient air quality in Ontario can be inferred from ambient air quality measurements conducted at nearby air quality monitoring stations. Existing levels of ambient air quality and historical trends and projections are documented by measurements made by the SCAQMD, the air pollution regulatory agency in the Basin. The SCAQMD maintains air quality monitoring stations which process ambient air quality measurements throughout the Basin.

The purpose of the monitoring station is to measure ambient concentrations of pollutants and determine whether ambient air quality meets the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS). Ozone and particulate matter (PM10 and PM2.5) are pollutants of particular concern in the Basin. The monitoring station located closest to the Project Site and most representative of ambient air quality are SCAQMD Stations No. 035 and 036 located in Ontario. SCAQMD Station No. 035 monitors CO and NO₂, while SCAQMD Station No. 036 monitors PM2.5. While the Project Site is located in SRA 33, there are no monitoring stations that record ozone. At the recommendation of SCAQMD staff, SRA 32 SCAQMD Station No. 175 is located within 6 miles of the Project Site and would be most representative of ambient ozone concentrations. Ambient emission concentrations vary due to localized variations in emissions sources and climate and should be considered “generally” representative of ambient concentrations near the Project Site. See **Table 2, Air Monitoring Station Ambient Pollutant Concentrations**.

Table 2
Air Monitoring Station Ambient Pollutant Concentrations

Pollutant	Standards ¹	Year		
		2020	2021	2022
Carbon Monoxide (CO)^b				
Maximum 1-hour concentration monitored (ppm)		1.50	2.80	1.30
Maximum 8-hour concentration monitored (ppm)		1.20	1.40	1.00
Number of days exceeding state 1-hour standard	20 ppm	0	0	0
Number of days exceeding federal 1-hour standard	35 ppm	0	0	0
Ozone (O₃)^c				
Maximum 1-hour concentration monitored (ppm)		0.158	0.124	0.155
Maximum 8-hour concentration monitored (ppm)		0.123	0.100	0.100
Number of days exceeding state 1-hour standard	0.09 ppm	82	42	45
Number of days exceeding federal/state 8-hour standard	0.070 ppm	114	78 / 81	67 / 69
Nitrogen Dioxide (NO₂)^b				
Maximum 1-hour concentration monitored (ppm)		0.094	0.081	0.080
Annual average concentration monitored (ppm)		0.029	0.029	0.026
Number of days exceeding state 1-hour standard	0.18 ppm	0	0	0
Fine Particulate Matter (PM_{2.5})^a				
Maximum 24-hour concentration monitored (µg/m ³)		53.10	65.40	41.80
Annual average concentration monitored (µg/m ³)		14.36	14.48	12.20
Number of samples exceeding federal standard	35 µg/m ³	4	13	1

Source: SCAQMD. *Historical Data By Year*. Available online at: <https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year>, accessed February 2024.

¹ Parts by volume per million of air (ppm), micrograms per cubic meter of air (µg/m³), or annual arithmetic mean (aam).

² The 8-hour federal O₃ standard was revised from 0.075 ppm to 0.070 ppm in 2015. The statistics shown are based on the 2015 standard of 0.070 ppm.

^a SCAQMD No. 036 | ^b SCAQMD No. 035 | ^c SCAQMD No. 175 (in SRA 32)

The attainment status for the Basin region is included in **Table 3, Attainment Status of Criteria Pollutants in the South Coast Air Basin**. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The Basin region is designated as a nonattainment area for federal ozone, PM2.5, and lead standards and is designated as nonattainment for state ozone, PM10, and PM2.5 standards.

Table 3
Attainment Status of the South Coast Air Basin

Pollutant	State	Federal
Ozone (O ₃)	Non-Attainment	Non-Attainment
Particulate Matter (PM10)	Non-Attainment	Attainment
Particulate Matter (PM2.5)	Non-Attainment	Non-Attainment
Carbon Monoxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO ₂)	Attainment	Attainment
Sulfur Dioxide (SO ₂)	Attainment	Attainment
Lead	Attainment	Non-Attainment (Partial) ¹

Source: SCAQMD. 2016. *National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for South Coast Air Basin*. *naaqs-caaqs-feb2016.pdf*, accessed February 2024.

¹ The Los Angeles County portion of the Basin is designated as a non-attainment area for the federal lead standard on the basis of source-specific monitoring at two locations as determined by U.S. EPA using 2007-2009 data. However, all stations in the Basin, including the near-source monitoring in Los Angeles County, have remained below the lead NAAQS for the 2012 through 2015 period. The SCAQMD will request that the U.S. EPA re-designate the Los Angeles County portion of the Basin as attainment for lead.

Existing Project Site Emissions

The existing buildings on the Project Site (the Rockefeller building and the Airport buildings) are currently operating, resulting in operational emissions. In order to demonstrate the difference in emissions between the existing buildings and the proposed expansion, emissions generated from the existing Rockefeller and Airport buildings are shown in **Table 4**.

Table 4
Existing Operational Emissions for the Rockefeller & Airport Buildings – Maximum Pounds per Day

Source	ROG	NO _x	CO	SO ₂	PM10	PM2.5
Mobile Source	1.34	15.30	27.10	0.15	8.93	2.45
Area Source	2.99	0.04	4.19	<0.01	0.01	0.01
Energy Use	0.04	0.68	0.57	<0.01	0.05	0.05
Total	4.37	16.02	31.86	0.17	8.99	2.51

Source: Impact Sciences, February 2024. See Appendix A to this report.

Toxic Air Contaminants

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. TACs are considered either carcinogenic or noncarcinogenic based on the nature of the health effects associated with exposure to the pollutant. For regulatory purposes, carcinogenic TACs are assumed to have no safe threshold below which health impacts would not occur, and cancer risk is expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

There are many different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes, such as petroleum refining and chrome-plating operations; commercial operations, such as gasoline stations and dry cleaners; and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations, as well as from accidental releases of hazardous materials during upset conditions. The health effects associated with TACs are quite diverse and generally are assessed locally rather than regionally. TACs can cause long-term health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage, or short-term acute effects such as eye watering, respiratory irritation (a cough), running nose, throat pain, and headaches.

To date, CARB has designated 244 compounds as TACs. Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to a relatively few compounds.¹

CARB identified diesel particulate matter (DPM) as a TAC. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particulates and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

¹ California Air Resources Board, "CARB Identified Toxic Air Contaminants." Available online at: <https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants>, accessed February 28, 2024.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiovascular diseases.²

Residential areas are considered sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Children are considered more susceptible to health effects of air pollution due to their immature immune systems and developing organs.³ As such, schools are also considered sensitive receptors, as children are present for extended durations and engage in regular outdoor activities. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. All surrounding uses to the Project Site are industrial/commercial manufacturing uses. There are no sensitive receptors within 500 feet of the Project Site, and the closest receptors are more than 1.5 miles from the Project Site.

² California Air Resources Board, "Sensitive Receptor Assessment." Available online at: <https://ww2.arb.ca.gov/capp-resource-center/community-assessment/sensitive-receptor-assessment>, accessed February 28, 2024.

³ Office of Environmental Health Hazard Assessment and The American Lung Association of California, *Air Pollution and Children's Health: A Fact Sheet* by OEHHA and the American Lung Association, November 2003. Available online at <https://oehha.ca.gov/air/air-pollution-and-childrens-health-fact-sheet-oehha-and-american-lung-association>, accessed February 28, 2024.

3.0 REGULATORY FRAMEWORK

3.1 FEDERAL

Clean Air Act

The Clean Air Act (CAA) of 1970 and the CAA Amendments of 1971 required the U.S. Environmental Protection Agency (U.S. EPA) to establish NAAQS, with states retaining the option to adopt more stringent standards or to include other specific pollutants. On April 2, 2007, the Supreme Court found that carbon dioxide is an air pollutant covered by the CAA; however, no NAAQS have been established for carbon dioxide.

These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those “sensitive receptors” most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

The U.S. EPA has classified air basins (or portions thereof) as being in attainment, nonattainment, or unclassified for each criteria air pollutant, based on whether or not the NAAQS have been achieved. If an area is designated unclassified, it is because inadequate air quality data were available as a basis for nonattainment or attainment designations. **Table 4** lists the federal attainment status of the Basin for the criteria pollutants.

National Emissions Standards for Hazardous Air Pollutants Program

Under federal law, 187 substances are currently listed as hazardous air pollutants (HAPs). Major sources of specific HAPs are subject to the requirements of the National Emissions Standards for Hazardous Air Pollutants (NESHAPS) program. The U.S. EPA is establishing regulatory schemes for specific source categories and requires implementation of the Maximum Achievable Control Technologies (MACT) for major sources of HAPs in each source category. State law has established the framework for California’s TAC identification and control program, which is generally more stringent than the federal program and is aimed at HAPs that are a problem in California. The state has formally identified 244 substances as TACs and is adopting appropriate control measures for each. Once adopted at the state level, each air district will be required to adopt a measure that is equally or more stringent.

National Ambient Air Quality Standards

The federal CAA required the U.S. EPA to establish NAAQS. The NAAQS set primary standards and secondary standards for specific air pollutants. Primary standards define limits for the protection of public health, which include sensitive populations such as asthmatics, children, and the elderly. Secondary Standards define limits to protect public welfare to include protection against decreased visibility and damage to animals, crops, vegetation, and buildings. A summary of the federal ambient air quality standards is shown in **Table 5, National Ambient Air Quality Standards**.

Table 5
National Ambient Air Quality Standards

Pollutant		Primary/Secondary	Averaging Time	Level
Carbon monoxide		Primary	8 hours	9 ppm
			1 hour	35 ppm
Lead		Primary and secondary	Rolling 3-month average	0.15 µg/m ³
Nitrogen dioxide		Primary	1 hour	100 ppb
		Primary and secondary	Annual	0.053 ppm
Ozone		Primary and secondary	8 hours	0.070 ppm
Particulate Matter	PM2.5	Primary	Annual	12 µg/m ³
		Secondary	Annual	15 µg/m ³
		Primary and secondary	24 hours	35 µg/m ³
	PM10	Primary and secondary	24 hours	150 µg/m ³
Sulfur dioxide		Primary	1 hour	75 ppb
		Secondary	3 hours	0.5 ppm

Source: California Air Resources Board. May 2016. *Ambient Air Quality Standards*. Available online at: <https://www.arb.ca.gov/research/aaqs/aaqs2.pdf>.

3.2 STATE

California Clean Air Act of 1988

The California CAA of 1988 (CCAA) allows the state to adopt ambient air quality standards and other regulations provided that they are at least as stringent as federal standards. The California Air Resources Board (CARB), a part of the California Environmental Protection Agency (Cal EPA), is responsible for the coordination and administration of both federal and state air pollution control programs within California, including setting the CAAQS. The CCAA, amended in 1992, requires all air quality management districts (AQMDs) in the state to achieve and maintain the CAAQS. The CAAQS are generally stricter than national standards for the same pollutants and has also established state standards for sulfates, hydrogen sulfide,

vinyl chloride, and visibility-reducing particles, for which there are no national standards. CARB also conducts research, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB also has primary responsibility for the development of California’s State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

California Ambient Air Quality Standards

The federal CAA permits states to adopt additional or more protective air quality standards, if needed. California has set standards for certain pollutants, such as particulate matter and ozone, which are more protective of public health than respective federal standards. California has also set standards for some pollutants that are not addressed by federal standards. The state standards for ambient air quality are summarized in **Table 6, California Ambient Air Quality Standards**.

Table 6
California Ambient Air Quality Standards

Pollutant		Averaging Time	Level
Carbon monoxide		8 hours	9 ppm
		1 hour	20 ppm
Lead		30-day average	1.5 µg/m ³
Nitrogen dioxide		1 hour	0.180 ppm
		Annual	0.030 ppm
Ozone		8 hours	0.070 ppm
		1 hour	0.09 ppm
Particulate matter	PM2.5	Annual	12 µg/m ³
	PM10	24 hours	50 µg/m ³
		Annual	20 µg/m ³
Sulfur dioxide		1 hour	0.25 ppm
		24 hours	0.04 ppm
Sulfates		24 hours	25 µg/m ³
Hydrogen sulfide		1 hour	0.03 ppm
Vinyl chloride		24 hours	0.01 ppm

Source: California Air Resources Board. May 2016. *Ambient Air Quality Standards*. Available online at: <https://www.arb.ca.gov/research/aaqs/aaqs2.pdf>.

California State Implementation Plan

The federal CAA (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The SIP is a living document that is periodically

modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. The CAA Amendments dictate that states containing areas violating the NAAQS revise their SIPs to include extra control measures to reduce air pollution. The SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The U.S. EPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

State law makes CARB the lead agency for all purposes related to the SIP. Local air districts and other agencies prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to the U.S. EPA for approval and publication in the Federal Register. The 2022 Air Quality Management Plan (2022 AQMP) is the SIP for the Basin. The AQMP identifies the control measures that will be implemented to reduce major sources of pollutants. Implementation of control measures established in the previous AQMPs has substantially decreased the population's exposure to unhealthful levels of pollutants, even while population growth has occurred in the Basin.

On December 2, 2022, the SCAQMD Governing Board approved the 2022 AQMP that lays a path for improving air quality and meeting federal air pollution standards by 2037. The AQMP aims to, among other goals, reduce almost 70 percent of smog forming emissions by 2037 beyond existing regulations; require zero-emission technologies across all sectors; and lay out specific actions needed from the federal government to reduce emissions from ships, trains, aircraft, and other sources primarily under federal regulatory authority. The 2022 AQMP also focuses on communities disproportionately impacted by air pollution with a dedicated chapter on environmental justice.⁴

The future air quality levels forecast in the 2022 AQMP are based on the most recent assumptions provided by both CARB and the Southern California Association of Governments (SCAG) for motor vehicle emissions and demographic updates and includes updated transportation conformity budgets.⁵ For example, future growth projections were based on demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by SCAG for their 2020 RTP/SCS.⁶ The 2022 AQMP also assumes that development projects will include strategies (mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations, which are designed to address air quality impacts and pollution control measures. The 2022 AQMP acknowledges that the most significant air quality challenge

⁴ South Coast Air Quality Management District, *South Coast AQMD Finalizes Most Ambitious Strategy to Cut Pollution*, 2022. Available online at: <http://www.aqmd.gov/docs/default-source/news-archive/2022/aqmp-adopted-dec-2-2022.pdf>, accessed February 28, 2024.

⁵ *Ibid.*

⁶ *Ibid.*

in the Basin is to reduce NO_x emissions sufficiently to meet the upcoming ozone standard deadlines. The 2022 AQMP incorporates the latest scientific and technical information and planning assumptions, including SCAG's 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy (Connect SoCal) (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. The 2022 AQMP includes integrated strategies and measures to meet the NAAQS.

California Air Toxics "Hot Spots" Information and Assessment Act (AB 2588)

The California Air Toxics Program is supplemented by the Air Toxics "Hot Spots" program, which became law (Assembly Bill [AB] 2588, Statutes of 1987) in 1987. In 1992, the AB 2588 program was amended by Senate Bill 1731 to require facilities that pose a significant health risk to the community to perform a risk reduction audit and reduce their emissions through implementation of a risk management plan. Under this program, which is required under the Air Toxics "Hot Spots" Information and Assessment Act (Section 44363 of the California Health and Safety Code), facilities are required to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks when present.

Typically, land development projects generate diesel emissions from construction vehicles during the construction phase, as well as some diesel emissions from small trucks during the operational phase. Diesel exhaust is mainly composed of particulate matter and gases, which contain potential cancer-causing substances. Emissions from diesel engines currently include over 40 substances that are listed by the U.S. EPA as hazardous air pollutants and by CARB as TACs. On August 27, 1998, CARB identified particulate matter in diesel exhaust as a TAC, based on data linking diesel particulate emissions to increased risks of lung cancer and respiratory disease.⁷

In March 2015, CalEPA's Office of Environmental Health Hazard Assessment (OEHHA) adopted "The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments" in accordance with the Health and Safety Code, Section 44300. The Final Guidance Manual incorporates the scientific basis from three earlier developed Technical Support Documents to assess risk from exposure to facility emissions. The 2015 OEHHA Final Guidance has key changes, including greater age sensitivity in particular for children, decreased exposure durations, and higher breathing rate profiles. Because cancer risk could be up to three times greater using this new guidance, it may result in greater mitigation requirements, more agency backlog, and increased difficulty in getting air permits. Regardless of the

⁷ Diesel exhaust is included within pollutants subject to the hotspot program. Please refer to OEHHA's Air Toxics Hot Spot Program Risk Assessment Guidelines: <https://oehha.ca.gov/air/cnr/notice-adoption-air-toxics-hot-spots-program-guidance-manual-preparation-health-risk-0>.

change in calculation methodology, actual emissions and cancer risk within the South Coast Air Basin has declined by more than 50% since 2005.

The CARB provides a computer program, the Hot Spots Analysis and Reporting Program (HARP), to assist in a coherent and consistent preparation of a Health Risk Assessment (HRA). HARP2, an update to HARP, was released in March 2015. HARP2 has a more refined risk characterization in HRAs and CEQA documents and incorporates the 2015 OEHHA Final Guidance.

3.3 REGIONAL

South Coast Air Quality Management District

The SCAQMD is the air pollution control district for Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The agency's primary responsibility is ensuring that the Basin region meets attainment for the federal and state standards. The SCAQMD is responsible for preparing an air quality management plan in order to meet federal attainment status. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

SCAQMD Rules and Regulations

The following is a list of noteworthy SCAQMD rules that are required of construction activities associated with the Project:

- **Rule 401 Visible Emissions** – This rule prohibits an air discharge that results in a plume that is as dark as or darker than what is designated as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.
- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; which endanger the comfort, repose, health, or safety of any such persons or the public; or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM10 emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM10 suppression techniques are summarized below:
 - Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
 - All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
 - All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
 - The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
 - Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.
- **Rule 1113 Architectural Coatings** – This rule limits volatile organic compounds (VOCs) in architectural coatings used in the SCAQMD jurisdiction. These limits are application-specific and are updated as availability of low VOC products expands.
- **Rule 1168 Adhesive and Sealant Applications** – This rule reduces emissions of VOCs and eliminates emissions of chloroform, ethylene dichloride, methylene chloride, perchlorethylene, and trichloroethylene from the application of adhesives, adhesive bonding primers, adhesive primers, sealants, sealant primers, or any other primers.
- **Regulation XIII New Source Review** – This regulation contains Rules 1300 through 1325, which set forth pre-construction review requirements for new, modified, or relocated facilities, to ensure that the operation of such facilities does not interfere with progress in attainment of the NAAQS, and that future growth within SCAQMD is not unnecessarily restricted. The specific air quality goal of this regulation is to achieve no net increases from new or modified permitted sources of nonattainment air contaminants or their precursors.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Ventura, Orange, Riverside, San Bernardino, and Imperial Counties. SCAG develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and a portion of the South Coast Air Quality management plans. As required by federal and state law, SCAG develops plans pertaining to transportation, growth management, hazardous waste management, housing, and air quality. SCAG data are used in the preparation of air quality forecasts and the conformity analysis included in the AQMP.

On September 3, 2020, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal (2020–2045 Regional Transportation Plan / Sustainable Communities Strategy), and the addendum to the Connect SoCal Program Environmental Impact Report. The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS charts a course for closely integrating land use and transportation so the region can grow smartly and sustainably. The 2020–2045 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the NAAQS as set forth by the CAA. As noted above, the most recent AQMP (2022) was developed using the 2020-2045 SCAG RTP/SCS.

3.4 LOCAL

Environmental Resources Element of the Ontario Plan

The Environmental Resources Element of *The Ontario Plan* sets forth goals and policies that guide the City in improving the air quality in the area.⁸ The following goals and policies are relevant to the Project:

Goal ER-4 **Improved indoor and outdoor air quality reduced locally generated pollutant emissions.**

Policy ER-4.1 **Land Use.** We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.

⁸ City of Ontario, *The Ontario Plan*, Policy Plan, Environmental Resources. Available online at: <https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/environmental-resources>, accessed February 26, 2024.

- Policy ER-4.4** **Indoor Air Quality.** We will comply with State Green Building Codes relative to indoor air quality. We seek funding to improve indoor air quality for households with poor indoor air quality, with priority for lower income households in environmental justice areas.
- Policy ER-4.6** **Particulate Matter.** We support efforts to reduce particulate matter to meet State and Federal Clean Air Standards.
- Policy ER-4.7** **Other Agency Collaboration.** We collaborate with other agencies within the South Coast Air Basin to improve regional air quality at the emission source, with a particular focus on sources that affect environmental justice areas in Ontario.
- Policy ER-4.7** **Other Agency Collaboration.** We collaborate with other agencies within the South Coast Air Basin to improve regional air quality at the emission source, with a particular focus on sources that affect environmental justice areas in Ontario.

4.0 AIR QUALITY ANALYSIS

4.1 THRESHOLDS AND METHODOLOGY

Thresholds of Significance

The impact analysis provided below is based on the application of the following *State CEQA Guidelines* Appendix G, which indicates that a Project would have a significant impact on air quality if it would:

1. Conflict with or obstruct implementation of any applicable air quality plan.
2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.
3. Expose sensitive receptors to substantial pollutant concentrations.
4. Result in other emissions (such as those leading to odors), adversely affecting a substantial number of people.

Consistency with the Applicable AQMP

The SCAQMD has adopted criteria for consistency with regional plans and the regional AQMP in its CEQA Air Quality Handbook. Specifically, the indicators of consistency are: 1) whether the project would increase the frequency or severity of existing air quality violations or cause or contribute to new air quality violations; and 2) whether the project would exceed the assumptions utilized in preparing the AQMP.

Violation of Standards or Substantial Contribution to Air Quality Violations

As the agency principally responsible for comprehensive air pollution control in the Basin, the SCAQMD recommends that projects should be evaluated in terms of air pollution control thresholds established by the SCAQMD and published in the CEQA Air Quality Handbook. These thresholds were developed by the SCAQMD to provide quantifiable levels to which projects can be compared. The most current significance thresholds, shown in **Table 7, South Coast AQMD Regional Significance Thresholds**, are used in this analysis.

Table 7
South Coast AQMD Air Quality Significance Thresholds

Mass Daily Thresholds ^a		
Pollutant	Construction ^b	Operation ^c
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs), Odor, and Greenhouse Gas (GHG) Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (Project increment)	
Odor	Project creates an odor nuisance pursuant to South Coast AQMD Rule 402	
GHG	10,000 MT/yr CO ₂ eq for industrial facilities	
Ambient Air Quality Standards for Criteria Pollutants ^d		
NO₂ 1-hour average annual arithmetic mean	South coast AQMD is in attainment; Project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM10 24-hour average annual average	10.4 $\mu\text{g}/\text{m}^3$ (construction) ^e & 2.5 $\mu\text{g}/\text{m}^3$ (operation) 1.0 $\mu\text{g}/\text{m}^3$	
PM2.5 24-hour average	10.4 $\mu\text{g}/\text{m}^3$ (construction) ^e & 2.5 $\mu\text{g}/\text{m}^3$ (operation)	
SO₂ 1-hour average 24-hour average	0.25 ppm (state) & 0.075 ppm (federal - 99th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	25 $\mu\text{g}/\text{m}^3$ (state)	
CO 1-hour average 8-hour average	South Coast AQMD is in attainment; Project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Ambient Air Quality Standards for Criteria Pollutants ^d (continued)		
Lead 30-day Average Rolling 3-month average	1.5 $\mu\text{g}/\text{m}^3$ (state) 0.15 $\mu\text{g}/\text{m}^3$ (federal)	

^a Source: South Coast AQMD CEQA Handbook (South Coast AQMD, 1993)

^b Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins).

^c For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds.

^d Ambient air quality thresholds for criteria pollutants based on South Coast AQMD Rule 1303, Table A-2 unless otherwise stated.

^e Ambient air quality threshold based on South Coast AQMD Rule 403.

Localized Significance Thresholds

In addition to the above regional thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to the Governing Board’s Environmental Justice Enhancement Initiative (1-4), which was prepared to update the CEQA Air Quality Handbook (1993). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities and have been developed for NO_x, CO, PM₁₀, and PM_{2.5}. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), distance to the sensitive receptor, and project size. LSTs have been developed for emissions generated in construction areas up to five acres in size. However, LSTs only apply to emissions in a fixed stationary location and are not applicable to mobile sources, such as cars on a roadway. **Table 8, SCAQMD LSTs in SRA 33**, shows the LSTs for each pollutant for SRA 33 – Southwest San Bernardino Valley.

Table 8
SCAQMD LSTs in SRA 33

Pollutant	Localized Significance Thresholds		
	1 acre at 500 meters	2 acres at 500 meters	5 acres at 500 meters
Construction			
Nitrogen Oxides (NO _x)	652 lbs/day	684 lbs/day	778 lbs/day
Carbon Monoxide (CO)	23,065 lbs/day	24,768 lbs/day	29,410 lbs/day
Respirable Particulates (PM ₁₀)	280 lbs/day	160 lbs/day	322 lbs/day
Fine Particulates (PM _{2.5})	141 lbs/day	150 lbs/day	170 lbs/day
Operation			
Nitrogen Oxides (NO _x)	652 lbs/day	684 lbs/day	778 lbs/day
Carbon Monoxide (CO)	23,065 lbs/day	24,768 lbs/day	29,410 lbs/day
Respirable Particulates (PM ₁₀)	68 lbs/day	39 lbs/day	78 lbs/day
Fine Particulates (PM _{2.5})	34 lb/day	36 lbs/day	41 lbs/day

Source: South Coast Air Quality Management District. Final Localized Significance Threshold Methodology, Appendix C – Mass Rate LST Look-Up Tables. 2009. Available at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2>

Cumulatively Considerable Increase of Criteria Pollutants

The SCAQMD’s CEQA Air Quality Handbook identifies several methods to determine the cumulative significance of land use projects (i.e., whether the contribution of a project is cumulatively considerable). However, the SCAQMD no longer recommends the use of these methodologies. Instead, the SCAQMD

recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.⁹ The SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

Exposure of Sensitive Receptors to Substantial Pollutant Concentrations

The SCAQMD currently recommends that impacts to sensitive receptors be considered significant when a project generates localized pollutant concentrations of NO₂, CO, PM₁₀, or PM_{2.5} at sensitive receptors near a project site that exceed the localized pollutant concentration thresholds listed above or when a project's traffic causes CO concentrations at sensitive receptors located near congested intersections to exceed the national or state ambient air quality standards. The roadway CO thresholds would also apply to the contribution of emissions associated with cumulative development. Additionally, the SCAQMD recommends impacts to sensitive receptors be considered significant if a project exceeds the TAC thresholds detailed in **Table 8** above.

In addition, the SCAQMD has established localized significance criteria in the form of ambient air quality standards for criteria pollutants. To minimize the need for detailed air quality modeling to assess localized impacts, SCAQMD developed mass-based LSTs that are the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD.¹⁰ LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each SRA.

Exposure to Objectionable Odors

A significant impact may occur if objectionable odors occur that would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents,

⁹ SCAQMD, White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.

¹⁰ SCAQMD, *Final Localized Significance Threshold Methodology*, June 2003, Revised July 2008. Available online at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf>, accessed February 28, 2024.

petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills.

Methodology

This analysis focuses on the nature and magnitude of the change in the air quality environment due to implementation of the Project. Air pollutant emissions associated with the Project would result from Project operations and from Project-related traffic volumes. Trips generated from the existing uses as well as the proposed Project were provided by a trip generation assessment prepared for the Project.¹¹ The trips generated, as well as the composition of the vehicle fleet mix, were utilized in the modeling of construction and operational emissions in the California Emissions Estimator Model (CalEEMod). Construction activities would also generate air pollutant emissions at the Project Site and on roadways resulting from construction-related traffic. The potential increase in Project Site emissions generated by these activities and other secondary sources have been quantitatively estimated and compared to thresholds of significance recommended by the SCAQMD (see **Section 4.2, Project Impacts**, below).

Construction Emissions

The regional construction emissions associated with the Project were calculated using the CalEEMod and the trip generation assessment prepared for the Project. CalEEMod was developed in collaboration with the air districts of California as a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects.

Construction activities associated with demolition (removal of existing buildings), grading, and building construction would generate pollutant emissions. Specifically, these construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. These construction emissions were compared to the thresholds established by the SCAQMD.

In addition to the SCAQMD's regional significance thresholds, the SCAQMD has established localized significance criteria in the form of ambient air quality standards for criteria pollutants. For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a receptor such as residence, hospital, or convalescent facility where it is possible that an individual could remain for 24 hours. Thus, according to the SCAQMD, the LSTs for PM₁₀ and PM_{2.5}, which are based on a 24-hour averaging period, would be

¹¹ Urban Crossroads, Inc., *Domino's Ontario Trip Generation Assessment and VMT Screening Evaluation*, January 24, 2024. Reports available on file with the City Planning Department.

appropriate to evaluate the localized air quality impacts of a project on nearby sensitive receptors. Additionally, since a sensitive receptor is considered to be present onsite for 24 hours, LSTs based on shorter averaging times, such as the one-hour NO₂ or the one-hour and eight-hour CO ambient air quality standards, would also apply when evaluating localized air quality impacts on sensitive receptors. However, LSTs based on shorter averaging periods, such as the NO₂ and CO LSTs, are applied to receptors such as industrial or commercial facilities since it is reasonable to assume that workers at these sites could be present for periods of one to eight hours.¹² Therefore, this analysis evaluates localized air quality impacts from construction activities associated with the Project on sensitive receptors for NO₂, CO, PM₁₀, and PM_{2.5}, and on “non-sensitive” receptors (e.g., industrial or commercial facilities) for NO₂ and CO.

Operational Emissions

Operational emissions associated with the Project were also calculated using CalEEMod and the trip generation assessment prepared for the Project. Operational emissions associated with the Project would comprise mobile source emissions, energy demand, and other area source emissions. Mobile source emissions are generated by motor vehicle trips to and from the Project Site associated with operation of the Project. Area source emissions are generated by natural gas consumption for space and water heating, landscape maintenance equipment, application of architectural coatings, and consumer products. To determine if a regional air quality impact would occur, the increase in emissions is compared with the SCAQMD’s recommended regional thresholds for operational emissions.

As discussed above, the SCAQMD has developed LSTs that are based on the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. However, because the LST methodology is applicable to projects where emission sources occupy a fixed location, LST methodology would typically not apply to the operational phase of the Project because emissions are primarily generated by mobile sources traveling on local roadways over potentially large distances or areas. LSTs would apply to the operational phase of a project, if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site. For example, the LST methodology applies to operational projects such as warehouse/transfer facilities.¹³ As the Project would consist of an industrial use, an operational analysis against the LST methodology is applicable.

¹² *Ibid.*

¹³ SCAQMD, *Sample Construction Scenarios for Projects Less than Five Acres in Size*, February 2005, page 1-3.

4.2 PROJECT IMPACTS

AQ Impact 1 **Would implementation of the Proposed Project conflict with or obstruct implementation of any applicable air quality plan? (*Less than Significant*).**

As part of its enforcement responsibilities, the U.S. EPA requires each state with nonattainment areas to prepare and submit a SIP that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the CCAA requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the federal and state ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

Drafted by the SCAQMD, the 2022 AQMP was developed in coordination with CARB, SCAG, and the U.S. EPA to establish a program of rules and regulations to reduce air pollutant emissions to achieves CAAQS and NAAQS. The AQMP's pollutant control strategies are based on SCAG's 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS).

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's 1993 *CEQA Air Quality Handbook*, and include the following:

- **Consistency Criterion No. 1:** The proposed Project will not result in an increase in the frequency or severity of an existing air quality violation, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2:** The proposed Project will not exceed the assumptions in the AQMP, or increments based on the years of the Project build-out phase.

With respect to the first criterion, area air quality planning, including the AQMP, assumes that there will be emissions from new growth, but that such emissions may not impede the attainment and may actually contribute to the attainment of applicable air quality standards within the Basin. Construction-related emissions would be temporary in nature, lasting only for the duration of the construction period, and would not have a long-term impact on the region's ability to meet state and federal air quality standards. Furthermore, the Project will be required to comply with applicable SCAQMD rules and regulations for new or modified sources. For example, the Project must comply with SCAQMD Rule 403 for the control of fugitive dust during construction. By meeting SCAQMD rules and regulations, future construction activities will be consistent with the goals and objectives of the AQMP to improve air quality in the Basin.

Also discussed herein, the Project would not result in construction or operational air quality emissions that exceed the SCAQMD thresholds of significance (see **AQ Impact 2** below). Thus, the Project will not result in an increase in the frequency or severity of an existing air quality violation, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. And, as discussed in more detail herein, projects, land uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP. Thus, the Project would be consistent with the first criterion.

With respect to the second criterion, the AQMP was prepared to achieve national and state air pollution standards within the region. A project that is considered to be consistent with the AQMP would not interfere with attainment of AQMP goals because the growth from the Project is included in the regional projections used to formulate the AQMP. Therefore, projects, land uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP (i.e., the RTP/SCS) would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's project-level daily emissions thresholds. The proposed uses are consistent with the City's General Plan and Zoning designations. Additionally, the Project does not include residential uses and, thus, would not have the potential to conflict with the planned growth assumptions utilized in preparing SCAG's RTP/SCS and the AQMP. Thus, the Project is also consistent with the second criterion. As the Project is consistent with Criterion Nos. 1 and 2, the Project would not conflict with or obstruct implementation of any applicable air quality plan, and this impact is less than significant.

AQ Impact 2 **Would implementation of the Proposed Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard? (*Less than Significant*).**

A project may have a significant impact if project-related emissions would result in a cumulatively considerable net increase for a criteria pollutant for which the region is nonattainment under applicable federal or state ambient air quality standards. The cumulative analysis of air quality impacts follows the SCAQMD's guidance such that construction or operational project emissions will be considered cumulatively considerable if project-specific emissions exceed an applicable SCAQMD recommended daily threshold.

Regional Construction Significance Analysis

For purposes of this analysis, it is estimated that the Project would be constructed in approximately 12 months with construction beginning in mid-to-late 2024 and project operations commencing in 2025. While construction may begin at a later date and/or take place over a longer period, these assumptions represent the earliest and fastest build-out potential resulting in a worst-case daily impact scenario for purposes of this analysis. This analysis assumes construction would be undertaken with the following primary construction phases: (1) Demolition, (2) Grading and Foundations, and (3) Structural Building and Finishing. Equipment and construction staging for the Project will take place within the existing parking lots of the existing Domino's distribution facility as well as the Airport buildings set to be demolished. The Domino's industrial building will continue to operate through construction.

Demolition and removal of existing structures would occur for approximately one month. This phase would include the demolition the two Airport buildings, totaling 50,178 square feet of material.

Grading and foundation preparation would occur for approximately one month. The Project anticipates exporting 25,700 cubic yards of soil.

Building construction would occur for approximately 10 months and would include the construction of the proposed expansion, connection of utilities, architectural coatings, and paving the Project Site. Architectural coating and paving are assumed to occur over the final month of the building construction phase.

The analysis of regional daily construction emissions has been prepared utilizing the CalEEMod computer model recommended by the SCAQMD. Predicted maximum daily construction-generated emissions for the Project are summarized in **Table 9, Construction-Related Criteria Pollutant and Precursor Emissions – Maximum Pounds per Day**. These calculations assume that appropriate dust control measures would be implemented as part of the Project during each phase of development, as specified by SCAQMD Rule 403 (Fugitive Dust). Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes; applying soil binders to uncovered areas; reestablishing ground cover as quickly as possible; utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site; and maintaining effective cover over exposed areas. In addition, these calculations assume construction activities would be consistent with SCAQMD Rule 1113 (Architectural Coatings), which regulates the amount of VOC per liter of coating. As shown in **Table 9**, the peak daily emissions generated during the construction of the Project would not exceed any of the regional emission thresholds recommended by the SCAQMD. Therefore, Project construction would not result in a cumulatively considerable net increase of any criteria air

pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard.

Table 9
Construction-Related Criteria Pollutant and Precursor Emissions – Maximum Pounds per Day

Construction Year	ROG	NOx	CO	SO ₂	PM10	PM2.5
2024	3.13	31.00	30.70	0.09	6.60	2.99
2025	29.40	18.40	27.30	0.04	1.53	0.88
Regional Threshold	75	100	550	150	150	55
<i>Exceed?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Source: Impact Sciences, February 2024. See Appendix A to this report.

Note: Project emissions account for the reductions from SCAQMD Rule 403 (Fugitive Dust).

Regional Operational Significance Analysis

Project-generated emissions would be associated with motor vehicle use, energy use, and area sources, such as the use of refrigerators, natural-gas-fired appliances, landscape maintenance equipment, consumer cleaning products, and architectural coatings associated with the operation of the Project. Trips generated from the operations of the existing buildings (the Rockefeller and the Airport buildings) were compared against the Project’s proposed trips based on the trip generation assessment prepared for the Project.¹⁴ The operational emissions from the Project were calculated with the Project’s trip generation assessment and CalEEMod. Operational emissions were compared against SCAQMD regional thresholds to determine Project significance. As the Rockefeller building will continue to operate with the expansion, a model run demonstrating the operational emissions for the existing Rockefeller building in the year 2025 (the operational year for the Project) is shown in **Table 10, 2025 Operational Emissions for the Rockefeller Building – Maximum Pounds per Day.**

¹⁴ Urban Crossroads, Inc., *Domino’s Ontario Trip Generation Assessment and VMT Screening Evaluation*, January 24, 2024. Reports available on file with the City Planning Department.

Table 10
2025 Operational Emissions for the Rockefeller Building – Maximum Pounds per Day

Source	ROG	NOx	CO	SO ₂	PM10	PM2.5
Mobile Source	0.39	5.94	8.20	0.05	2.93	0.82
Area Source	1.43	0.02	2.00	<0.01	<0.01	<0.01
Energy Use	0.02	0.33	0.27	<0.01	0.02	0.02
<i>Total</i>	<i>1.84</i>	<i>6.29</i>	<i>10.47</i>	<i>0.07</i>	<i>2.96</i>	<i>0.85</i>
Regional Threshold	55	55	550	150	150	55
<i>Exceed?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Source: Impact Sciences, February 2024. See Appendix A to this report.

Long-term operational emissions of existing uses and the proposed Project are summarized in **Table 11, Long-Term Operational Emissions for the Proposed Expansion – Maximum Pounds per Day**. As shown, the operational emissions generated by the Project would not exceed the regional thresholds of significance set by the SCAQMD.

Table 11
Long-Term Operational Emissions for the Proposed Expansion – Maximum Pounds per Day

Source	ROG	NOx	CO	SO ₂	PM10	PM2.5
Mobile Source	0.55	8.13	11.50	0.07	4.09	1.14
Area Source	2.00	0.02	2.80	<0.01	<0.01	<0.01
Energy Use	0.03	0.46	0.38	<0.01	0.03	0.03
<i>Total Expansion</i>	<i>2.58</i>	<i>8.61</i>	<i>14.68</i>	<i>0.09</i>	<i>4.13</i>	<i>1.18</i>
<i>Total with Existing Rockefeller Building (see Table 10)</i>	<i>4.42</i>	<i>14.90</i>	<i>25.15</i>	<i>0.16</i>	<i>7.09</i>	<i>2.03</i>
Regional Threshold	55	55	550	150	150	55
<i>Exceed?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
Comparison of Total Proposed Project Emissions to Total Existing (Rockefeller and Airport Buildings) Emissions						
Proposed Project	4.42	14.90	25.15	0.16	7.09	2.03
Existing Buildings	4.37	16.02	31.86	0.17	8.99	2.51
<i>Total</i>	<i>0.05</i>	<i>(1.12)</i>	<i>(6.71)</i>	<i>(0.01)</i>	<i>(1.90)</i>	<i>(0.48)</i>

Source: Impact Sciences, February 2024. See Appendix A to this report.

As shown in **Table 9**, construction of the Project would not exceed SCAQMD thresholds. **Table 11** demonstrates that the Project would not exceed the regional thresholds established by the SCAQMD.

Implementation of the Project would only generate a marginal increase of 0.05 pounds per day in ROG emissions. All other sources would experience a reduction in emissions. Construction and operational emissions would not result in a significant regional air quality impact. Thus, the Project would also not result in a cumulatively considerable net increase of any criteria air pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard. These impacts are less than significant.

Air Quality Health Impacts

On December 24, 2018, the California Supreme Court published its opinion on the *Sierra Club et al. v. County of Fresno et al.* (Case No. S219783), which determined that an environmental review must adequately analyze a project's potential impacts and inform the public how its bare numbers translate to a potential adverse health impact or explain how existing scientific constraints cannot translate the emissions numbers to the potential health impacts.

Criteria air pollutants are defined as those pollutants for which the federal and state governments have established air quality standards for outdoor or ambient concentrations to protect public health. The national and state ambient air quality standards have been set at levels to protect human health with a determined margin of safety.¹⁵ As discussed previously, the Basin is in state non-attainment for PM_{2.5}, PM₁₀, and Ozone (O₃), and federal non-attainment for PM_{2.5} and O₃. Therefore, an increase in emissions of particulate matter or ozone precursors (ROG and NO_x) has the potential to push the region further from reaching attainment status and, as a result, are the pollutants of greatest concern in the region. As noted in **Tables 9** and **Table 11** above, the Project will emit criteria air pollutants during construction and operation. However, the Project will not exceed SCAQMD thresholds for ozone precursors (ROG and NO_x), PM_{2.5}, PM₁₀, or any other criteria air pollutants, and will not result in a cumulatively significant impact for which the region is in non-attainment. Thus, with respect to the Project's increase in criteria pollutant emissions, the Project would not have the potential to cause significant air quality health impacts. With respect to the Project's potential TAC and DPM impacts upon sensitive receptors, please refer to the discussion under **AQ Impact 3**.

¹⁵ SCAQMD, *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, May 6, 2005.

AQ Impact 3 **Would implementation of the Proposed Project expose sensitive receptors to substantial air pollutant concentrations? (*Less than Significant*).**

Localized Construction Significance Analysis

As detailed in the methodology section of this report, the SCAQMD has developed localized significance thresholds (LSTs) for construction areas that are one, two, and five acres in size to simplify the evaluation of localized emissions. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the applicable federal or state ambient air quality standard. LSTs are provided for each source receptor area (SRA) and various distances from the source of emissions. As described previously, the Project Site is located within an industrial zone and is surrounded by other similar industrial/commercial manufacturing uses. There are no sensitive receptors within 500 feet of the Project Site and the closest receptors are more than 1.5 miles from the Project Site.

In the case of this analysis, the Project Site is located within SRA 33 – Southwest San Bernardino Valley with receptors located within 500 meters. As the Project Site is approximately 4 acres, LSTs for a two-acre site in SRA 33 with sensitive receptors located within 500 meters were utilized to conservatively address the potential localized NO_x, CO, PM₁₀, and PM_{2.5} impacts. As shown in **Table 12, Localized Significance of Construction Emissions – Maximum Pounds per Day**, the Project would not exceed any of the identified localized thresholds of significance during construction. Therefore, the Project’s construction would not expose sensitive receptors to substantial air pollutant concentrations and these impacts would be less than significant.

Table 12
Localized Significance of Construction Emissions – Maximum Pounds per Day

Construction Phase	NO_x	CO	PM₁₀	PM_{2.5}
Demolition	28.50	27.5	1.68	1.34
<i>SCAQMD Localized Thresholds</i>	<i>684.00</i>	<i>24,768.00</i>	<i>160.00</i>	<i>141.00</i>
Grading/Foundation Preparation	18.20	18.80	3.63	2.11
<i>SCAQMD Localized Thresholds</i>	<i>684.00</i>	<i>24,768.00</i>	<i>160.00</i>	<i>141.00</i>
Building Construction	18.60	23.08	0.82	0.75
<i>SCAQMD Localized Thresholds</i>	<i>684.00</i>	<i>24,768.00</i>	<i>160.00</i>	<i>141.00</i>
<i>Exceed?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Source: Impact Sciences, February 2024. See **Appendix A** to this report.

Notes: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. This analysis applied LSTs for a two-acre site with a receptor distance of 500 meters in SCAQMD’s SRA 33. The building construction emission total includes paving and architectural coating emissions.

Localized Operational Significance Analysis

As discussed previously, LSTs would apply to the operational phase of a project if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site. For example, the LST methodology applies to operational projects such as warehouse/transfer facilities.¹⁶ As the Project does include warehouse and/or transfer facilities, an operational analysis against the LST methodology is utilized to illustrate the potential on-site emissions during Project operation. As shown in **Table 13**, the Project would not exceed any of the identified localized thresholds of significance. In addition, as demonstrated above and in **Appendix A** to this report, the Project would result in a decrease in truck trips compared to existing conditions (192 proposed truck trips compared to 199 existing truck trips). As such, emissions associated with on-site truck idling would be reduced. Therefore, the Project's operation would not expose sensitive receptors to substantial air pollutant concentrations and these impacts would be less than significant.

Table 13
Localized Significance of On-Site Operational Emissions – Maximum Pounds per Day

Emissions Source	NOx	CO	PM10	PM2.5
Area Sources	0.02	2.80	<0.01	<0.01
Energy Demand	0.46	0.38	0.03	0.03
Existing Rockefeller Building (See Table 10)	0.35	2.27	0.03	0.03
Total On-Site Emissions	0.81	5.45	0.07	0.07
SCAQMD Localized Thresholds	684.00	24,768.00	39.00	36.00
<i>Exceed?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Source: Impact Science, February 2024. See **Appendix A** to this report. This analysis applied LSTs for a two-acre site with a receptor distance of 500 meters in SCAQMD's SRA 33.

The Project would not result in potentially significant CO "hot spots" and a Project-specific CO hotspots analysis is not required to reach this conclusion. It has long been recognized that CO exceedances ("hot spots") are caused by vehicular emissions, primarily when idling at intersections. Vehicle emissions standards have become increasingly more stringent in the last 20 years. With the turnover of older vehicles, introduction of cleaner fuels and implementation of control technology on industrial facilities, CO concentrations for the Project vicinity have historically met state and federal attainment status for the air quality standards. Based on the measured concentrations provided previously in **Table 2**, CO concentrations in SRA 33 are substantially below the California one-hour or eight-hour CO standards of 20 or 9.0 ppm, respectively. Accordingly, with the steadily decreasing CO emissions from vehicles, even very

¹⁶ SCAQMD, *Sample Construction Scenarios for Projects Less than Five Acres in Size*, February 2005, page 1-3.

busy intersections do not result in exceedances of the CO standard. Therefore, the Project would not have the potential to cause or contribute to an exceedance of the California one-hour or eight-hour CO standards of 20 or 9.0 ppm, respectively. Impacts with respect to localized CO concentrations would be less than significant.

Diesel Particulate Matter

Construction would result in the generation of DPM emissions from the use of off-road diesel equipment required for demolition, grading and excavation, building construction, and other construction activities. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

In March 2015, the Office of Environmental Health Hazard Assessment (OEHHA) adopted revised guidelines that update previous guidance by incorporating advances in risk assessment with consideration of infants and children using Age Sensitivity Factors (ASF). The intent of the OEHHA 2015 guidance is to provide HRA procedures for use in the Air Toxics Hot Spots Program or for the permitting of existing, new, or modified stationary sources. As the Project is not part of the Air Toxics Hot Spots Program and is considered an urban infill residential development consisting primarily of mobile and area sources (i.e., non-stationary sources), the OEHHA 2015 guidance is not directly applicable.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current methodology for conducting health risk assessments is associated with long-term exposure periods (9, 30, and 70 years). Therefore, short-term construction activities would not be expected to generate a significant health risk. Furthermore, the Project Site is approximately two acres. Generally, construction for projects contained in a site of such size represent less than significant health risks due to limitations of the off-road diesel equipment able to operate. When compared to larger sites, smaller sites such as the Project would generally result in reduced DPM emissions, reduced dust-generating ground disturbance, and reduced duration of construction activities. Furthermore, construction would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than five (5)

minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions.¹⁷

Operation of the Project would result in the generation of DPM primarily from the use of trucks for loading and unloading of materials as well as employee passenger car trips arriving at the distribution center. As previously discussed, the Project would result in a decrease in truck trips compared to existing conditions (192 proposed truck trips compared to 199 existing truck trips). As such, emissions associated with on-site truck idling would be reduced.

Despite the nominal increase in ROG emissions generated from the Project, the Project does not exceed any thresholds established by the SCAQMD, including LSTs. Additionally, as previously discussed, there are no sensitive receptors within 500 feet of the Project Site and the closest receptors are over 1.5 miles away. For these reasons, DPM generated by construction and operational activities would not be expected to expose sensitive receptors to substantial amounts of air toxics and these impacts would be less than significant.

AQ Impact 4 **Would the Proposed Project include sources that could create other emissions (such as those leading to odors) adversely affecting a substantial number of people? (*Less than Significant*).**

The SCAQMD *CEQA Air Quality Handbook* (1993) identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources.

Construction activities associated with the Project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon Project completion. In addition, the Project would be required to comply with the California Code of Regulations, Title 13, sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would reduce the detectable odors from heavy-duty equipment exhaust. The Project would also be required to comply with the SCAQMD Rule 1113 – Architectural Coating, which

¹⁷ California Air Resources Board, *Frequently Asked Questions Regulation for In-Use Off-Road Diesel-Fueled Fleets (Off-Road Regulation)*, 2015. Available online at: <https://ww2.arb.ca.gov/sites/default/files/classic/msprog/ordiesel/faq/applicabilityfaq.pdf>, accessed February 28, 2024.

would minimize odor impacts from ROG emissions during architectural coating. Any odor impacts to existing adjacent land uses would be short-term and not substantial. As such, the Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant.

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APPENDIX A
Air Quality Data

Ontario Domino's Expansion Component Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Ontario Domino's Expansion Component
Construction Start Date	9/2/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.80
Precipitation (days)	20.8
Location	34.061486, -117.55394
County	San Bernardino-South Coast
City	Ontario
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5284
EDFZ	10
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.21

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
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Refrigerated Warehouse-No Rail	64.4	1000sqft	4.05	64,383	0.00	—	—	—
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1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.91	29.4	30.9	30.7	0.05	1.25	2.25	3.50	1.15	0.42	1.57	—	6,470	6,470	0.39	0.34	5.19	6,588
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.90	3.12	31.0	30.2	0.09	1.25	5.57	6.60	1.15	2.09	2.99	—	12,995	12,995	1.21	1.61	0.56	13,507
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.81	2.31	5.84	8.02	0.01	0.23	0.53	0.73	0.21	0.17	0.35	—	1,621	1,621	0.12	0.13	0.84	1,636
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.15	0.42	1.07	1.46	< 0.005	0.04	0.10	0.13	0.04	0.03	0.06	—	268	268	0.02	0.02	0.14	271

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	3.91	3.13	30.9	30.7	0.05	1.25	2.25	3.50	1.15	0.42	1.57	—	6,470	6,470	0.39	0.34	5.19	6,588
2025	2.65	29.4	18.4	27.3	0.04	0.75	0.78	1.53	0.69	0.19	0.88	—	4,946	4,946	0.21	0.11	3.66	4,987
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	3.90	3.12	31.0	30.2	0.09	1.25	5.57	6.60	1.15	2.09	2.99	—	12,995	12,995	1.21	1.61	0.56	13,507
2025	1.51	1.25	11.0	14.8	0.03	0.44	0.44	0.88	0.40	0.11	0.51	—	3,073	3,073	0.14	0.08	0.06	3,101
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.65	0.48	5.16	5.22	0.01	0.20	0.53	0.73	0.18	0.17	0.35	—	1,558	1,558	0.12	0.13	0.84	1,601
2025	0.81	2.31	5.84	8.02	0.01	0.23	0.23	0.47	0.21	0.06	0.27	—	1,621	1,621	0.07	0.04	0.53	1,636
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.12	0.09	0.94	0.95	< 0.005	0.04	0.10	0.13	0.03	0.03	0.06	—	258	258	0.02	0.02	0.14	265
2025	0.15	0.42	1.07	1.46	< 0.005	0.04	0.04	0.09	0.04	0.01	0.05	—	268	268	0.01	0.01	0.09	271

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.77	2.58	8.24	14.7	0.08	0.15	3.98	4.13	0.14	1.04	1.18	61.1	10,831	10,892	7.02	1.06	1,741	13,125
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.23	2.08	8.58	10.2	0.07	0.14	3.98	4.13	0.14	1.04	1.18	61.1	10,646	10,707	7.02	1.07	1,716	12,917

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.58	2.40	8.67	12.4	0.08	0.15	3.94	4.08	0.14	1.03	1.17	61.1	10,680	10,741	7.02	1.07	1,727	12,961
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.29	0.44	1.58	2.27	0.01	0.03	0.72	0.75	0.03	0.19	0.21	10.1	1,768	1,778	1.16	0.18	286	2,146

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.22	0.55	7.76	11.5	0.07	0.11	3.98	4.09	0.10	1.04	1.14	—	8,073	8,073	0.65	0.98	25.1	8,406
Area	0.50	2.00	0.02	2.80	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.5	11.5	< 0.005	< 0.005	—	11.6
Energy	0.05	0.03	0.46	0.38	< 0.005	0.03	—	0.03	0.03	—	0.03	—	2,598	2,598	0.18	0.02	—	2,607
Water	—	—	—	—	—	—	—	—	—	—	—	28.5	148	176	2.93	0.07	—	271
Waste	—	—	—	—	—	—	—	—	—	—	—	32.6	0.00	32.6	3.26	0.00	—	114
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,716	1,716
Total	1.77	2.58	8.24	14.7	0.08	0.15	3.98	4.13	0.14	1.04	1.18	61.1	10,831	10,892	7.02	1.06	1,741	13,125
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.18	0.52	8.13	9.85	0.07	0.11	3.98	4.09	0.10	1.04	1.14	—	7,900	7,900	0.65	0.98	0.65	8,209
Area	—	1.54	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.05	0.03	0.46	0.38	< 0.005	0.03	—	0.03	0.03	—	0.03	—	2,598	2,598	0.18	0.02	—	2,607
Water	—	—	—	—	—	—	—	—	—	—	—	28.5	148	176	2.93	0.07	—	271
Waste	—	—	—	—	—	—	—	—	—	—	—	32.6	0.00	32.6	3.26	0.00	—	114
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,716	1,716

Total	1.23	2.08	8.58	10.2	0.07	0.14	3.98	4.13	0.14	1.04	1.18	61.1	10,646	10,707	7.02	1.07	1,716	12,917
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.19	0.52	8.20	10.1	0.07	0.11	3.94	4.04	0.10	1.03	1.13	—	7,926	7,926	0.65	0.98	10.8	8,245
Area	0.34	1.86	0.02	1.92	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.89	7.89	< 0.005	< 0.005	—	7.92
Energy	0.05	0.03	0.46	0.38	< 0.005	0.03	—	0.03	0.03	—	0.03	—	2,598	2,598	0.18	0.02	—	2,607
Water	—	—	—	—	—	—	—	—	—	—	—	28.5	148	176	2.93	0.07	—	271
Waste	—	—	—	—	—	—	—	—	—	—	—	32.6	0.00	32.6	3.26	0.00	—	114
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,716	1,716
Total	1.58	2.40	8.67	12.4	0.08	0.15	3.94	4.08	0.14	1.03	1.17	61.1	10,680	10,741	7.02	1.07	1,727	12,961
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.22	0.09	1.50	1.85	0.01	0.02	0.72	0.74	0.02	0.19	0.21	—	1,312	1,312	0.11	0.16	1.79	1,365
Area	0.06	0.34	< 0.005	0.35	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.31	1.31	< 0.005	< 0.005	—	1.31
Energy	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	430	430	0.03	< 0.005	—	432
Water	—	—	—	—	—	—	—	—	—	—	—	4.72	24.5	29.2	0.49	0.01	—	44.8
Waste	—	—	—	—	—	—	—	—	—	—	—	5.40	0.00	5.40	0.54	0.00	—	18.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	284	284
Total	0.29	0.44	1.58	2.27	0.01	0.03	0.72	0.75	0.03	0.19	0.21	10.1	1,768	1,778	1.16	0.18	286	2,146

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	3.54	2.97	28.5	27.5	0.04	1.22	—	1.22	1.12	—	1.12	—	4,297	4,297	0.17	0.03	—	4,311
Demolition	—	—	—	—	—	—	1.46	1.46	—	0.22	0.22	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.54	2.97	28.5	27.5	0.04	1.22	—	1.22	1.12	—	1.12	—	4,297	4,297	0.17	0.03	—	4,311
Demolition	—	—	—	—	—	—	1.46	1.46	—	0.22	0.22	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21	0.18	1.72	1.66	< 0.005	0.07	—	0.07	0.07	—	0.07	—	259	259	0.01	< 0.005	—	260
Demolition	—	—	—	—	—	—	0.09	0.09	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.31	0.30	< 0.005	0.01	—	0.01	0.01	—	0.01	—	42.9	42.9	< 0.005	< 0.005	—	43.0
Demolition	—	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.13	0.12	0.11	1.90	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	324	324	0.01	0.01	1.30	329
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.24	0.04	2.27	1.27	0.01	0.03	0.49	0.52	0.02	0.13	0.16	—	1,850	1,850	0.20	0.30	3.89	1,947
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.11	0.13	1.44	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	297	297	0.01	0.01	0.03	301
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.24	0.04	2.37	1.28	0.01	0.03	0.49	0.52	0.02	0.13	0.16	—	1,850	1,850	0.20	0.30	0.10	1,944
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	18.1	18.1	< 0.005	< 0.005	0.03	18.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.14	0.08	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	112	112	0.01	0.02	0.10	117
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.00	3.00	< 0.005	< 0.005	0.01	3.05
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	18.5	18.5	< 0.005	< 0.005	0.02	19.4

3.3. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	2.26	1.90	18.2	18.8	0.03	0.84	—	0.84	0.77	—	0.77	—	2,958	2,958	0.12	0.02	—	2,969
Dust From Material Movement	—	—	—	—	—	—	2.79	2.79	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.12	1.15	1.19	< 0.005	0.05	—	0.05	0.05	—	0.05	—	186	186	0.01	< 0.005	—	187
Dust From Material Movement	—	—	—	—	—	—	0.18	0.18	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.21	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01	—	30.9	30.9	< 0.005	< 0.005	—	31.0
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.09	0.96	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	198	198	0.01	0.01	0.02	200

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	1.29	0.20	12.6	6.80	0.06	0.18	2.59	2.77	0.12	0.71	0.83	—	9,838	9,838	1.08	1.58	0.54	10,338
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.6	12.6	< 0.005	< 0.005	0.02	12.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.08	0.01	0.80	0.43	< 0.005	0.01	0.16	0.17	0.01	0.04	0.05	—	620	620	0.07	0.10	0.56	652
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.09	2.09	< 0.005	< 0.005	< 0.005	2.12
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.15	0.08	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	103	103	0.01	0.02	0.09	108

3.5. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.14	1.27	1.49	< 0.005	0.06	—	0.06	0.05	—	0.05	—	272	272	0.01	< 0.005	—	273

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.23	0.27	< 0.005	0.01	—	0.01	0.01	—	0.01	—	45.1	45.1	< 0.005	< 0.005	—	45.2	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.15	0.13	0.15	1.73	0.00	0.00	0.35	0.35	0.00	0.08	0.08	—	357	357	0.02	0.01	0.04	361	
Vendor	0.03	0.01	0.40	0.21	< 0.005	< 0.005	0.09	0.10	< 0.005	0.02	0.03	—	331	331	0.03	0.05	0.02	346	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.02	0.01	0.02	0.21	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	41.1	41.1	< 0.005	< 0.005	0.08	41.7	
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	37.6	37.6	< 0.005	0.01	0.05	39.3	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.80	6.80	< 0.005	< 0.005	0.01	6.90	
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.22	6.22	< 0.005	< 0.005	0.01	6.51	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	

3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.66	0.55	5.13	6.41	0.01	0.21	—	0.21	0.20	—	0.20	—	1,178	1,178	0.05	0.01	—	1,182
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.94	1.17	< 0.005	0.04	—	0.04	0.04	—	0.04	—	195	195	0.01	< 0.005	—	196
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.12	0.12	2.11	0.00	0.00	0.35	0.35	0.00	0.08	0.08	—	381	381	0.02	0.01	1.41	387
Vendor	0.03	0.01	0.36	0.20	< 0.005	< 0.005	0.09	0.10	< 0.005	0.02	0.03	—	326	326	0.03	0.05	0.92	342
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.12	0.13	1.59	0.00	0.00	0.35	0.35	0.00	0.08	0.08	—	349	349	0.02	0.01	0.04	354
Vendor	0.03	0.01	0.38	0.20	< 0.005	< 0.005	0.09	0.10	< 0.005	0.02	0.03	—	326	326	0.03	0.05	0.02	341
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.07	0.82	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	174	174	0.01	0.01	0.30	176
Vendor	0.02	< 0.005	0.19	0.10	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01	—	160	160	0.01	0.02	0.20	168
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28.8	28.8	< 0.005	< 0.005	0.05	29.2
Vendor	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	26.5	26.5	< 0.005	< 0.005	0.03	27.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.85	0.71	6.52	8.84	0.01	0.29	—	0.29	0.26	—	0.26	—	1,351	1,351	0.05	0.01	—	1,355
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.39	0.53	< 0.005	0.02	—	0.02	0.02	—	0.02	—	81.4	81.4	< 0.005	< 0.005	—	81.7
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.5	13.5	< 0.005	< 0.005	—	13.5
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.09	1.56	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	282	282	0.01	0.01	1.05	286
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	15.8	15.8	< 0.005	< 0.005	0.03	16.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.61	2.61	< 0.005	< 0.005	< 0.005	2.65
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	27.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.05	8.05	< 0.005	< 0.005	—	8.08
Architectural Coatings	—	1.64	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.33	1.33	< 0.005	< 0.005	—	1.34
Architectural Coatings	—	0.30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.02	0.42	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	76.2	76.2	< 0.005	< 0.005	0.28	77.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.27	4.27	< 0.005	< 0.005	0.01	4.33
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.71	0.71	< 0.005	< 0.005	< 0.005	0.72
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	1.22	0.55	7.76	11.5	0.07	0.11	3.98	4.09	0.10	1.04	1.14	—	8,073	8,073	0.65	0.98	25.1	8,406
Total	1.22	0.55	7.76	11.5	0.07	0.11	3.98	4.09	0.10	1.04	1.14	—	8,073	8,073	0.65	0.98	25.1	8,406
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	1.18	0.52	8.13	9.85	0.07	0.11	3.98	4.09	0.10	1.04	1.14	—	7,900	7,900	0.65	0.98	0.65	8,209
Total	1.18	0.52	8.13	9.85	0.07	0.11	3.98	4.09	0.10	1.04	1.14	—	7,900	7,900	0.65	0.98	0.65	8,209
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.22	0.09	1.50	1.85	0.01	0.02	0.72	0.74	0.02	0.19	0.21	—	1,312	1,312	0.11	0.16	1.79	1,365
Total	0.22	0.09	1.50	1.85	0.01	0.02	0.72	0.74	0.02	0.19	0.21	—	1,312	1,312	0.11	0.16	1.79	1,365

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	2,055	2,055	0.13	0.02	—	2,062
Total	—	—	—	—	—	—	—	—	—	—	—	—	2,055	2,055	0.13	0.02	—	2,062
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	2,055	2,055	0.13	0.02	—	2,062
Total	—	—	—	—	—	—	—	—	—	—	—	—	2,055	2,055	0.13	0.02	—	2,062
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	340	340	0.02	< 0.005	—	341
Total	—	—	—	—	—	—	—	—	—	—	—	—	340	340	0.02	< 0.005	—	341

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.05	0.03	0.46	0.38	< 0.005	0.03	—	0.03	0.03	—	0.03	—	544	544	0.05	< 0.005	—	545
Total	0.05	0.03	0.46	0.38	< 0.005	0.03	—	0.03	0.03	—	0.03	—	544	544	0.05	< 0.005	—	545
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.05	0.03	0.46	0.38	< 0.005	0.03	—	0.03	0.03	—	0.03	—	544	544	0.05	< 0.005	—	545
Total	0.05	0.03	0.46	0.38	< 0.005	0.03	—	0.03	0.03	—	0.03	—	544	544	0.05	< 0.005	—	545
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	90.0	90.0	0.01	< 0.005	—	90.2
Total	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	90.0	90.0	0.01	< 0.005	—	90.2

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consum Products	—	1.38	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architect ural Coatings	—	0.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landsca pe Equipme nt	0.50	0.46	0.02	2.80	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.5	11.5	< 0.005	< 0.005	—	11.6
Total	0.50	2.00	0.02	2.80	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.5	11.5	< 0.005	< 0.005	—	11.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consum er Products	—	1.38	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architect ural Coatings	—	0.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	1.54	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consum er Products	—	0.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architect ural Coatings	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landsca pe Equipme nt	0.06	0.06	< 0.005	0.35	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.31	1.31	< 0.005	< 0.005	—	1.31
Total	0.06	0.34	< 0.005	0.35	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.31	1.31	< 0.005	< 0.005	—	1.31

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	28.5	148	176	2.93	0.07	—	271
Total	—	—	—	—	—	—	—	—	—	—	—	28.5	148	176	2.93	0.07	—	271
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	28.5	148	176	2.93	0.07	—	271
Total	—	—	—	—	—	—	—	—	—	—	—	28.5	148	176	2.93	0.07	—	271
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	4.72	24.5	29.2	0.49	0.01	—	44.8
Total	—	—	—	—	—	—	—	—	—	—	—	4.72	24.5	29.2	0.49	0.01	—	44.8

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	32.6	0.00	32.6	3.26	0.00	—	114
Total	—	—	—	—	—	—	—	—	—	—	—	32.6	0.00	32.6	3.26	0.00	—	114
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	32.6	0.00	32.6	3.26	0.00	—	114
Total	—	—	—	—	—	—	—	—	—	—	—	32.6	0.00	32.6	3.26	0.00	—	114
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	5.40	0.00	5.40	0.54	0.00	—	18.9
Total	—	—	—	—	—	—	—	—	—	—	—	5.40	0.00	5.40	0.54	0.00	—	18.9

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,716	1,716
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,716	1,716
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,716	1,716
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,716	1,716
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	284	284
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	284	284

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
----------------	-----	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
-------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
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Demolition	Demolition	9/2/2024	10/1/2024	5.00	22.0	—
Grading	Grading	10/2/2024	11/1/2024	5.00	23.0	—
Building Construction	Building Construction	11/4/2024	9/8/2025	5.00	221	—
Paving	Paving	8/8/2025	9/8/2025	5.00	22.0	—
Architectural Coating	Architectural Coating	8/8/2025	9/8/2025	5.00	22.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Cement and Mortar Mixers	Diesel	Average	2.00	6.00	10.0	0.56

Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	6.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	6.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	22.5	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	26.3	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	140	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	27.0	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	10.6	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	20.0	18.5	LDA,LDT1,LDT2

Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	5.41	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	96,575	32,192	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	50,178	—
Grading	0.00	25,700	23.0	0.00	—
Paving	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Refrigerated Warehouse-No Rail	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	532	0.03	< 0.005
2025	0.00	532	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Refrigerated Warehouse-No Rail	278	278	278	101,470	5,096	5,096	5,096	1,859,858

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	96,575	32,192	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Refrigerated Warehouse-No Rail	1,409,694	532	0.0330	0.0040	1,696,121

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Refrigerated Warehouse-No Rail	14,888,569	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Refrigerated Warehouse-No Rail	60.5	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Served
Refrigerated Warehouse-No Rail	Cold storage	R-404A	3,922	7.50	7.50	7.50	25.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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5.17. User Defined

Equipment Type	Fuel Type
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5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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8. User Changes to Default Data

Screen	Justification
Land Use	Parcels to be developed add up to 4.05 acres
Construction: Construction Phases	Construction timeline determined from assumptions sheet.
Construction: Off-Road Equipment	Adjustment made to match a 3-5 acre Project Site from Table G-9 of the CalEEMod User Guide
Operations: Vehicle Data	Trip size determined from trip generation assessment prepared by Urban Crossroads.
Operations: Fleet Mix	Percentage of fleet mix determined from trip generation assessment prepared by Urban Crossroads.

Rockefeller 2025 Component Custom Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Rockefeller 2025 Component
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.80
Precipitation (days)	20.8
Location	34.061222, -117.553449
County	San Bernardino-South Coast
City	Ontario
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5284
EDFZ	10
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.21

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Refrigerated Warehouse-No Rail	46.1	1000sqft	2.77	46,079	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.27	1.84	6.02	10.5	0.06	0.11	2.85	2.95	0.10	0.74	0.85	43.8	7,826	7,870	5.04	0.78	1,246	9,474
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.89	1.49	6.27	7.31	0.05	0.10	2.85	2.95	0.10	0.74	0.84	43.8	7,697	7,741	5.04	0.78	1,228	9,328
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.14	1.71	6.33	8.87	0.05	0.11	2.81	2.92	0.10	0.73	0.84	43.8	7,721	7,764	5.04	0.78	1,236	9,359
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.21	0.31	1.16	1.62	0.01	0.02	0.51	0.53	0.02	0.13	0.15	7.25	1,278	1,286	0.83	0.13	205	1,549

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	0.88	0.39	5.68	8.20	0.05	0.08	2.85	2.93	0.08	0.74	0.82	—	5,853	5,853	0.48	0.72	18.0	6,096
Area	0.36	1.43	0.02	2.00	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.24	8.24	< 0.005	< 0.005	—	8.27
Energy	0.04	0.02	0.33	0.27	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,860	1,860	0.13	0.01	—	1,866
Water	—	—	—	—	—	—	—	—	—	—	—	20.4	106	126	2.10	0.05	—	194
Waste	—	—	—	—	—	—	—	—	—	—	—	23.3	0.00	23.3	2.33	0.00	—	81.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,228	1,228
Total	1.27	1.84	6.02	10.5	0.06	0.11	2.85	2.95	0.10	0.74	0.85	43.8	7,826	7,870	5.04	0.78	1,246	9,474
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.85	0.37	5.94	7.04	0.05	0.08	2.85	2.93	0.08	0.74	0.82	—	5,732	5,732	0.48	0.72	0.47	5,958
Area	—	1.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.04	0.02	0.33	0.27	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,860	1,860	0.13	0.01	—	1,866
Water	—	—	—	—	—	—	—	—	—	—	—	20.4	106	126	2.10	0.05	—	194
Waste	—	—	—	—	—	—	—	—	—	—	—	23.3	0.00	23.3	2.33	0.00	—	81.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,228	1,228
Total	0.89	1.49	6.27	7.31	0.05	0.10	2.85	2.95	0.10	0.74	0.84	43.8	7,697	7,741	5.04	0.78	1,228	9,328
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.86	0.37	6.00	7.22	0.05	0.08	2.81	2.89	0.08	0.73	0.81	—	5,750	5,750	0.48	0.72	7.78	5,984
Area	0.24	1.33	0.01	1.37	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.64	5.64	< 0.005	< 0.005	—	5.66
Energy	0.04	0.02	0.33	0.27	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,860	1,860	0.13	0.01	—	1,866
Water	—	—	—	—	—	—	—	—	—	—	—	20.4	106	126	2.10	0.05	—	194
Waste	—	—	—	—	—	—	—	—	—	—	—	23.3	0.00	23.3	2.33	0.00	—	81.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,228	1,228
Total	1.14	1.71	6.33	8.87	0.05	0.11	2.81	2.92	0.10	0.73	0.84	43.8	7,721	7,764	5.04	0.78	1,236	9,359
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.16	0.07	1.09	1.32	0.01	0.01	0.51	0.53	0.01	0.13	0.15	—	952	952	0.08	0.12	1.29	991
Area	0.04	0.24	< 0.005	0.25	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.93	0.93	< 0.005	< 0.005	—	0.94

Energy	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	308	308	0.02	< 0.005	—	309
Water	—	—	—	—	—	—	—	—	—	—	—	3.38	17.5	20.9	0.35	0.01	—	32.1
Waste	—	—	—	—	—	—	—	—	—	—	—	3.86	0.00	3.86	0.39	0.00	—	13.5
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	203	203
Total	0.21	0.31	1.16	1.62	0.01	0.02	0.51	0.53	0.02	0.13	0.15	7.25	1,278	1,286	0.83	0.13	205	1,549

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.88	0.39	5.68	8.20	0.05	0.08	2.85	2.93	0.08	0.74	0.82	—	5,853	5,853	0.48	0.72	18.0	6,096
Total	0.88	0.39	5.68	8.20	0.05	0.08	2.85	2.93	0.08	0.74	0.82	—	5,853	5,853	0.48	0.72	18.0	6,096
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.85	0.37	5.94	7.04	0.05	0.08	2.85	2.93	0.08	0.74	0.82	—	5,732	5,732	0.48	0.72	0.47	5,958
Total	0.85	0.37	5.94	7.04	0.05	0.08	2.85	2.93	0.08	0.74	0.82	—	5,732	5,732	0.48	0.72	0.47	5,958

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.16	0.07	1.09	1.32	0.01	0.01	0.51	0.53	0.01	0.13	0.15	—	952	952	0.08	0.12	1.29	991
Total	0.16	0.07	1.09	1.32	0.01	0.01	0.51	0.53	0.01	0.13	0.15	—	952	952	0.08	0.12	1.29	991

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,470	1,470	0.09	0.01	—	1,476
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,470	1,470	0.09	0.01	—	1,476
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	1,470	1,470	0.09	0.01	—	1,476
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,470	1,470	0.09	0.01	—	1,476
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Refrigerated	—	—	—	—	—	—	—	—	—	—	—	—	243	243	0.02	< 0.005	—	244
Total	—	—	—	—	—	—	—	—	—	—	—	—	243	243	0.02	< 0.005	—	244

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.04	0.02	0.33	0.27	< 0.005	0.02	—	0.02	0.02	—	0.02	—	389	389	0.03	< 0.005	—	390
Total	0.04	0.02	0.33	0.27	< 0.005	0.02	—	0.02	0.02	—	0.02	—	389	389	0.03	< 0.005	—	390
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.04	0.02	0.33	0.27	< 0.005	0.02	—	0.02	0.02	—	0.02	—	389	389	0.03	< 0.005	—	390
Total	0.04	0.02	0.33	0.27	< 0.005	0.02	—	0.02	0.02	—	0.02	—	389	389	0.03	< 0.005	—	390
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	64.4	64.4	0.01	< 0.005	—	64.6
Total	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	64.4	64.4	0.01	< 0.005	—	64.6

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.99	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.36	0.33	0.02	2.00	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.24	8.24	< 0.005	< 0.005	—	8.27
Total	0.36	1.43	0.02	2.00	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.24	8.24	< 0.005	< 0.005	—	8.27
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.99	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	1.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.04	0.04	< 0.005	0.25	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.93	0.93	< 0.005	< 0.005	—	0.94
Total	0.04	0.24	< 0.005	0.25	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.93	0.93	< 0.005	< 0.005	—	0.94

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	20.4	106	126	2.10	0.05	—	194
Total	—	—	—	—	—	—	—	—	—	—	—	20.4	106	126	2.10	0.05	—	194
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	20.4	106	126	2.10	0.05	—	194
Total	—	—	—	—	—	—	—	—	—	—	—	20.4	106	126	2.10	0.05	—	194
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Refrigerated	—	—	—	—	—	—	—	—	—	—	—	3.38	17.5	20.9	0.35	0.01	—	32.1
Total	—	—	—	—	—	—	—	—	—	—	—	3.38	17.5	20.9	0.35	0.01	—	32.1

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	23.3	0.00	23.3	2.33	0.00	—	81.7
Total	—	—	—	—	—	—	—	—	—	—	—	23.3	0.00	23.3	2.33	0.00	—	81.7
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	23.3	0.00	23.3	2.33	0.00	—	81.7
Total	—	—	—	—	—	—	—	—	—	—	—	23.3	0.00	23.3	2.33	0.00	—	81.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	3.86	0.00	3.86	0.39	0.00	—	13.5

Total	—	—	—	—	—	—	—	—	—	—	—	3.86	0.00	3.86	0.39	0.00	—	13.5
-------	---	---	---	---	---	---	---	---	---	---	---	------	------	------	------	------	---	------

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,228	1,228
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,228	1,228
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,228	1,228
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,228	1,228
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	203	203
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	203	203

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Refrigerated Warehouse-No Rail	198	198	198	72,270	3,629	3,629	3,629	1,324,648

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	69,119	23,040	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Refrigerated Warehouse-No Rail	1,008,920	532	0.0330	0.0040	1,213,916

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Refrigerated Warehouse-No Rail	10,655,769	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Refrigerated Warehouse-No Rail	43.3	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Refrigerated Warehouse-No Rail	Cold storage	R-404A	3,922	7.50	7.50	7.50	25.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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5.17. User Defined

Equipment Type	Fuel Type
----------------	-----------

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
-----------	--------	------------------------------	------------------------------

8. User Changes to Default Data

Screen	Justification
Land Use	Parcel containing existing Domino's distribution center is 2.775 acres
Operations: Vehicle Data	Trip size determined from trip generation assessment prepared by Urban Crossroads
Operations: Fleet Mix	Percentage of fleet mix determined from trip generation assessment prepared by Urban Crossroads.

Rockefeller and Airport Buildings Custom Report

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5.18.2.1. Unmitigated

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Rockefeller and Airport Buildings
Operational Year	2024
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.80
Precipitation (days)	20.8
Location	34.061486, -117.55394
County	San Bernardino-South Coast
City	Ontario
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5284
EDFZ	10
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.21

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Refrigerated Warehouse-No Rail	96.3	1000sqft	2.21	96,257	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.43	4.36	15.4	31.9	0.15	0.26	8.73	8.99	0.25	2.26	2.51	91.4	20,214	20,306	10.8	1.91	2,619	23,763
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.60	3.59	16.0	23.2	0.15	0.26	8.73	8.98	0.25	2.26	2.51	91.4	19,743	19,834	10.8	1.92	2,567	23,241
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.11	4.06	16.2	26.8	0.15	0.26	8.62	8.88	0.25	2.23	2.48	91.4	19,823	19,915	10.8	1.92	2,589	23,344
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.57	0.74	2.95	4.89	0.03	0.05	1.57	1.62	0.05	0.41	0.45	15.1	3,282	3,297	1.78	0.32	429	3,865

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	2.61	1.34	14.6	27.1	0.15	0.20	8.73	8.93	0.19	2.26	2.45	—	16,092	16,092	1.24	1.78	54.0	16,706
Area	0.74	2.99	0.04	4.19	< 0.005	0.01	—	0.01	0.01	—	0.01	—	17.2	17.2	< 0.005	< 0.005	—	17.3
Energy	0.07	0.04	0.68	0.57	< 0.005	0.05	—	0.05	0.05	—	0.05	—	3,884	3,884	0.26	0.02	—	3,898
Water	—	—	—	—	—	—	—	—	—	—	—	42.7	221	264	4.39	0.11	—	405
Waste	—	—	—	—	—	—	—	—	—	—	—	48.8	0.00	48.8	4.87	0.00	—	171
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2,565	2,565
Total	3.43	4.36	15.4	31.9	0.15	0.26	8.73	8.99	0.25	2.26	2.51	91.4	20,214	20,306	10.8	1.91	2,619	23,763
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.52	1.25	15.3	22.6	0.14	0.20	8.73	8.93	0.19	2.26	2.45	—	15,637	15,637	1.24	1.79	1.40	16,202
Area	—	2.30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.07	0.04	0.68	0.57	< 0.005	0.05	—	0.05	0.05	—	0.05	—	3,884	3,884	0.26	0.02	—	3,898
Water	—	—	—	—	—	—	—	—	—	—	—	42.7	221	264	4.39	0.11	—	405
Waste	—	—	—	—	—	—	—	—	—	—	—	48.8	0.00	48.8	4.87	0.00	—	171
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2,565	2,565
Total	2.60	3.59	16.0	23.2	0.15	0.26	8.73	8.98	0.25	2.26	2.51	91.4	19,743	19,834	10.8	1.92	2,567	23,241
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.52	1.25	15.5	23.4	0.14	0.20	8.62	8.82	0.19	2.23	2.43	—	15,706	15,706	1.24	1.79	23.3	16,294
Area	0.51	2.77	0.02	2.87	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	11.8	11.8	< 0.005	< 0.005	—	11.8
Energy	0.07	0.04	0.68	0.57	< 0.005	0.05	—	0.05	0.05	—	0.05	—	3,884	3,884	0.26	0.02	—	3,898
Water	—	—	—	—	—	—	—	—	—	—	—	42.7	221	264	4.39	0.11	—	405
Waste	—	—	—	—	—	—	—	—	—	—	—	48.8	0.00	48.8	4.87	0.00	—	171
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2,565	2,565
Total	3.11	4.06	16.2	26.8	0.15	0.26	8.62	8.88	0.25	2.23	2.48	91.4	19,823	19,915	10.8	1.92	2,589	23,344
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.46	0.23	2.83	4.26	0.03	0.04	1.57	1.61	0.04	0.41	0.44	—	2,600	2,600	0.21	0.30	3.86	2,698
Area	0.09	0.51	< 0.005	0.52	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.95	1.95	< 0.005	< 0.005	—	1.96

Energy	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	643	643	0.04	< 0.005	—	645
Water	—	—	—	—	—	—	—	—	—	—	—	7.06	36.6	43.6	0.73	0.02	—	67.0
Waste	—	—	—	—	—	—	—	—	—	—	—	8.07	0.00	8.07	0.81	0.00	—	28.2
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	425	425
Total	0.57	0.74	2.95	4.89	0.03	0.05	1.57	1.62	0.05	0.41	0.45	15.1	3,282	3,297	1.78	0.32	429	3,865

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	2.61	1.34	14.6	27.1	0.15	0.20	8.73	8.93	0.19	2.26	2.45	—	16,092	16,092	1.24	1.78	54.0	16,706
Total	2.61	1.34	14.6	27.1	0.15	0.20	8.73	8.93	0.19	2.26	2.45	—	16,092	16,092	1.24	1.78	54.0	16,706
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	2.52	1.25	15.3	22.6	0.14	0.20	8.73	8.93	0.19	2.26	2.45	—	15,637	15,637	1.24	1.79	1.40	16,202
Total	2.52	1.25	15.3	22.6	0.14	0.20	8.73	8.93	0.19	2.26	2.45	—	15,637	15,637	1.24	1.79	1.40	16,202

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.46	0.23	2.83	4.26	0.03	0.04	1.57	1.61	0.04	0.41	0.44	—	2,600	2,600	0.21	0.30	3.86	2,698
Total	0.46	0.23	2.83	4.26	0.03	0.04	1.57	1.61	0.04	0.41	0.44	—	2,600	2,600	0.21	0.30	3.86	2,698

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	3,072	3,072	0.19	0.02	—	3,083
Total	—	—	—	—	—	—	—	—	—	—	—	—	3,072	3,072	0.19	0.02	—	3,083
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	3,072	3,072	0.19	0.02	—	3,083
Total	—	—	—	—	—	—	—	—	—	—	—	—	3,072	3,072	0.19	0.02	—	3,083
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Refrigerated	—	—	—	—	—	—	—	—	—	—	—	—	509	509	0.03	< 0.005	—	510
Total	—	—	—	—	—	—	—	—	—	—	—	—	509	509	0.03	< 0.005	—	510

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.07	0.04	0.68	0.57	< 0.005	0.05	—	0.05	0.05	—	0.05	—	813	813	0.07	< 0.005	—	815
Total	0.07	0.04	0.68	0.57	< 0.005	0.05	—	0.05	0.05	—	0.05	—	813	813	0.07	< 0.005	—	815
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.07	0.04	0.68	0.57	< 0.005	0.05	—	0.05	0.05	—	0.05	—	813	813	0.07	< 0.005	—	815
Total	0.07	0.04	0.68	0.57	< 0.005	0.05	—	0.05	0.05	—	0.05	—	813	813	0.07	< 0.005	—	815
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	135	135	0.01	< 0.005	—	135
Total	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	135	135	0.01	< 0.005	—	135

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	2.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.74	0.69	0.04	4.19	< 0.005	0.01	—	0.01	0.01	—	0.01	—	17.2	17.2	< 0.005	< 0.005	—	17.3
Total	0.74	2.99	0.04	4.19	< 0.005	0.01	—	0.01	0.01	—	0.01	—	17.2	17.2	< 0.005	< 0.005	—	17.3
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	2.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	2.30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.38	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.09	0.09	< 0.005	0.52	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.95	1.95	< 0.005	< 0.005	—	1.96
Total	0.09	0.51	< 0.005	0.52	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.95	1.95	< 0.005	< 0.005	—	1.96

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	42.7	221	264	4.39	0.11	—	405
Total	—	—	—	—	—	—	—	—	—	—	—	42.7	221	264	4.39	0.11	—	405
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	42.7	221	264	4.39	0.11	—	405
Total	—	—	—	—	—	—	—	—	—	—	—	42.7	221	264	4.39	0.11	—	405
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Refrigerated	—	—	—	—	—	—	—	—	—	—	—	7.06	36.6	43.6	0.73	0.02	—	67.0
Total	—	—	—	—	—	—	—	—	—	—	—	7.06	36.6	43.6	0.73	0.02	—	67.0

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	48.8	0.00	48.8	4.87	0.00	—	171
Total	—	—	—	—	—	—	—	—	—	—	—	48.8	0.00	48.8	4.87	0.00	—	171
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	48.8	0.00	48.8	4.87	0.00	—	171
Total	—	—	—	—	—	—	—	—	—	—	—	48.8	0.00	48.8	4.87	0.00	—	171
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	8.07	0.00	8.07	0.81	0.00	—	28.2

Total	—	—	—	—	—	—	—	—	—	—	—	8.07	0.00	8.07	0.81	0.00	—	28.2
-------	---	---	---	---	---	---	---	---	---	---	---	------	------	------	------	------	---	------

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2,565	2,565
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2,565	2,565
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2,565	2,565
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2,565	2,565
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	425	425
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	425	425

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Refrigerated Warehouse-No Rail	623	623	623	227,316	11,415	11,415	11,415	4,166,512

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	144,386	48,129	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Refrigerated Warehouse-No Rail	2,107,589	532	0.0330	0.0040	2,535,817

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Refrigerated Warehouse-No Rail	22,259,431	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Refrigerated Warehouse-No Rail	90.5	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Refrigerated Warehouse-No Rail	Cold storage	R-404A	3,922	7.50	7.50	7.50	25.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
----------------	-----------	-------------	----------------	---------------	------------	-------------

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
----------------	-----------	----------------	---------------	----------------	------------	-------------

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
----------------	-----------	--------	--------------------------	------------------------------	------------------------------

5.17. User Defined

Equipment Type	Fuel Type
----------------	-----------

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
--------------------------	----------------------	---------------	-------------

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
--------------------	---------------	-------------

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
-----------	--------	------------------------------	------------------------------

8. User Changes to Default Data

Screen	Justification
Operations: Vehicle Data	Trip size determined from trip generation assessment prepared by Urban Crossroads.
Operations: Fleet Mix	Percentage of fleet mix determined from trip generation assessment prepared by Urban Crossroads.

Existing Trip Generation for 301 S. Rockefeller Avenue

Passenger Cars	118
2-axle Trucks	15
3-4+-axle Trucks	65
Total Trips	198

Percentage of total trips

Passenger Cars	59%
2-axle Trucks	8%
3-4+-axle Trucks	33%

Existing Trip Generation for 4452 & 4462 Airport Drive

Passenger Cars	306
2-axle Trucks	30
3-4+-axle Trucks	89
Total Trips	425

Percentage of total trips

Passenger Cars	72%
2-axle Trucks	7%
3-4+-axle Trucks	21%

Existing Trip Generation for 301 S. Rockefeller Avenue and Airport Buildings

Passenger Cars	424
2-axle Trucks	45
3-4+-axle Trucks	154
Total Trips	623

Percentage of total trips

Passenger Cars	68%
2-axle Trucks	7%
3-4+-axle Trucks	25%

Source: Urban Crossroads. 2024. *Domino's Ontario Trip Generation Assessment*.

Existing Trip Generation for 301 S. Rockefeller Avenue

Passenger Cars	118
2-axle Trucks	15
3-4+-axle Trucks	65
Total Trips	198

Percentage of total trips

Passenger Cars	59%
2-axle Trucks	8%
3-4+-axle Trucks	33%

Proposed Trip Generation for Domino's Expansion

Passenger Cars	166
2-axle Trucks	22
3-4+-axle Trucks	90
Total Trips	278

Percentage of total trips

Passenger Cars	60%
2-axle Trucks	8%
3-4+-axle Trucks	32%

Proposed Trip Generation for Domino's Expansion plus Existing Conditions

Passenger Cars	284
2-axle Trucks	37
3-4+-axle Trucks	155
Total Trips	476

Percentage of total trips

Passenger Cars	59%
2-axle Trucks	8%
3-4+-axle Trucks	33%

Source: Urban Crossroads. 2024. *Domino's Ontario Trip Generation Assessment*.

Existing Rockefeller and Airport buildings fleet mix page from CalEEMod

CalEEMod California Emissions Estimator Model®

Rockefeller and Airport...

Operations
Fleet Mix

Land Use Subtype	Season	HHD%	LDA%	LDT1%	LDT2%	LHD1%
Refrigerated Warehouse-No Rail	Annual	25	68	0	0	7
Refrigerated Warehouse-No Rail	Summer	25	68	0	0	7
Refrigerated Warehouse-No Rail	Winter	25	68	0	0	7

Justification for changes
Percentage of fleet mix determined from trip generation assessment prepared by Urban Crossroads.

Domino's Expansion Component fleet mix page from CalEEMod

CalEEMod California Emissions Estimator Model®

Ontario Domino's Expansion Component

Ontario Domino's...

Operations
Fleet Mix

UPDATE DEFAULTS

Land Use Subtype	Season	HHD%	LDA%	LDT1%	LDT2%	LHD1%	LHD2%	MCV%
Refrigerated Warehouse-No Rail	Annual	32	60	0	0	8	0	0
Refrigerated Warehouse-No Rail	Summer	32	60	0	0	8	0	0
Refrigerated Warehouse-No Rail	Winter	32	60	0	0	8	0	0

Justification for changes
Percentage of fleet mix determined from trip generation assessment prepared by Urban Crossroads.

Existing Domino's distribution facility (2025 operational run) (301 S. Rockefeller Avenue) fleet mix page from CalEEMod

Rockefeller
2025... <

- Characteristics
- Land Use
- Operations
 - Mobile Sources
 - Vehicle Data
 - Fleet Mix
 - Vehicle EF
 - Road Dust
 - Area Sources

Operations

Fleet Mix

Land Use Subtype	Season	HHD% ⓘ	LDA% ⓘ	LDT1% ⓘ	LDT2% ⓘ	LHD1% ⓘ
Refrigerated Warehouse-No Rail	Annual	33	59	0	0	8
Refrigerated Warehouse-No Rail	Summer	33	59	0	0	8
Refrigerated Warehouse-No Rail	Winter	33	59	0	0	8

Justification for changes

Percentage of fleet mix determined from trip generation assessment prepared by Urban Crossroads.

Noise & Vibration Technical Report

Performed at:

Ontario Domino's Expansion Project
301 Rockefeller Avenue
Ontario, California 91761

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March 1, 2024

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1.0 INTRODUCTION

The purpose of this report is to evaluate the potential for noise and groundborne vibration impacts associated with the proposed project located at 301 S. Rockefeller Avenue (Project) in the City of Ontario (City). This report includes an evaluation of potential impacts associated with substantial temporary and permanent increases in ambient noise levels in the vicinity of the Project Site, exposure of people in the vicinity of the Project Site to excessive noise or groundborne vibration levels, and whether exposure is in excess of standards established in the City's General Plan or Noise Ordinance. This report has been prepared by Impact Sciences, in partnership with EFI Global, Inc. in support of the environmental documentation being prepared pursuant to the California Environmental Quality Act (CEQA).

1.1 PROJECT LOCATION

The existing Domino's distribution facility is located at 301 S. Rockefeller Avenue in the City of Ontario (Project Site). See **Figure 1, Aerial Photograph of the Project Site**. The Project Site is approximately 0.39 miles south of the San Bernardino Freeway (Interstate 10, or I-10) and 0.48 miles west of the Ontario Freeway (Interstate 15, or I-15). Surrounding land uses adjacent to the Project Site primarily include other light industrial/commercial manufacturing uses. Acucote and a Safelite AutoGlass are located to the north past Airport Drive, Newark Paperboard Products is located to the east, Taylor Communications is located to the south, and a Goodwill warehouse is located to the west of the Project Site.

Existing Site Zoning and Land Use Designations

The Project Site is located within the California Commerce Center Specific Plan with a land use designation of Light Industrial and zoning classification of Specific Plan. Parcels surrounding the Project Site are also zoned Specific Plan and have land uses of Light Industrial.

1.2 PROJECT DESCRIPTION

The Project Site is currently occupied by three buildings: 4452 E. Airport Drive (2.2 acres developed with a 27,513-square-foot building; APN: 0238-185-550), 4462 E. Airport Drive (1.85 acres developed with a 22,665-square-foot building; APN: 0238-185-560), and 301 S. Rockefeller Avenue (2.775 acres developed with a 46,079-square-foot building; APN 0238-185-260) for a total of 96,257 square feet. The Project includes the demolition of the two buildings located on Airport Drive and construction of a 64,383-square-foot expansion of the Rockefeller Avenue building (which includes 12,668 square feet of office space), for a total of 110,462 square feet. See **Figure 2, Project Site Plan**. It is assumed that the applicant will need a lot merger

to accommodate the expansion of the existing distribution facility into the two parcels north of the Project Site. The City of Ontario is the Lead Agency for the Project.

Project Construction

For purposes of this analysis, it is estimated that the Project would be constructed in approximately 12 months with construction beginning in mid-to-late 2024 and project operations commencing in 2025. While construction may begin at a later date and/or take place over a longer period, these assumptions represent the earliest and fastest build-out potential resulting in a worst-case daily impact scenario for purposes of this analysis. This analysis assumes construction would be undertaken with the following primary construction phases: (1) Demolition, (2) Grading and Foundations, and (3) Structural Building and Finishing. Equipment and construction staging for the Project will take place within the existing parking lots of the existing Domino's distribution facility as well as the Airport buildings set to be demolished. The Domino's industrial building will continue to operate through construction. Demolition and removal of existing structures would occur for approximately one month. This phase would include the demolition of the two Airport buildings, totaling 50,178 square feet. Grading and foundation preparation would occur for approximately one month. The Project anticipates exporting 25,700 cubic yards of soil. Building construction would occur for approximately 10 months and would include the construction of the proposed expansion, connection of utilities, architectural coatings, and paving the Project Site. Architectural coating and paving are assumed to occur over the final month of the building construction phase.

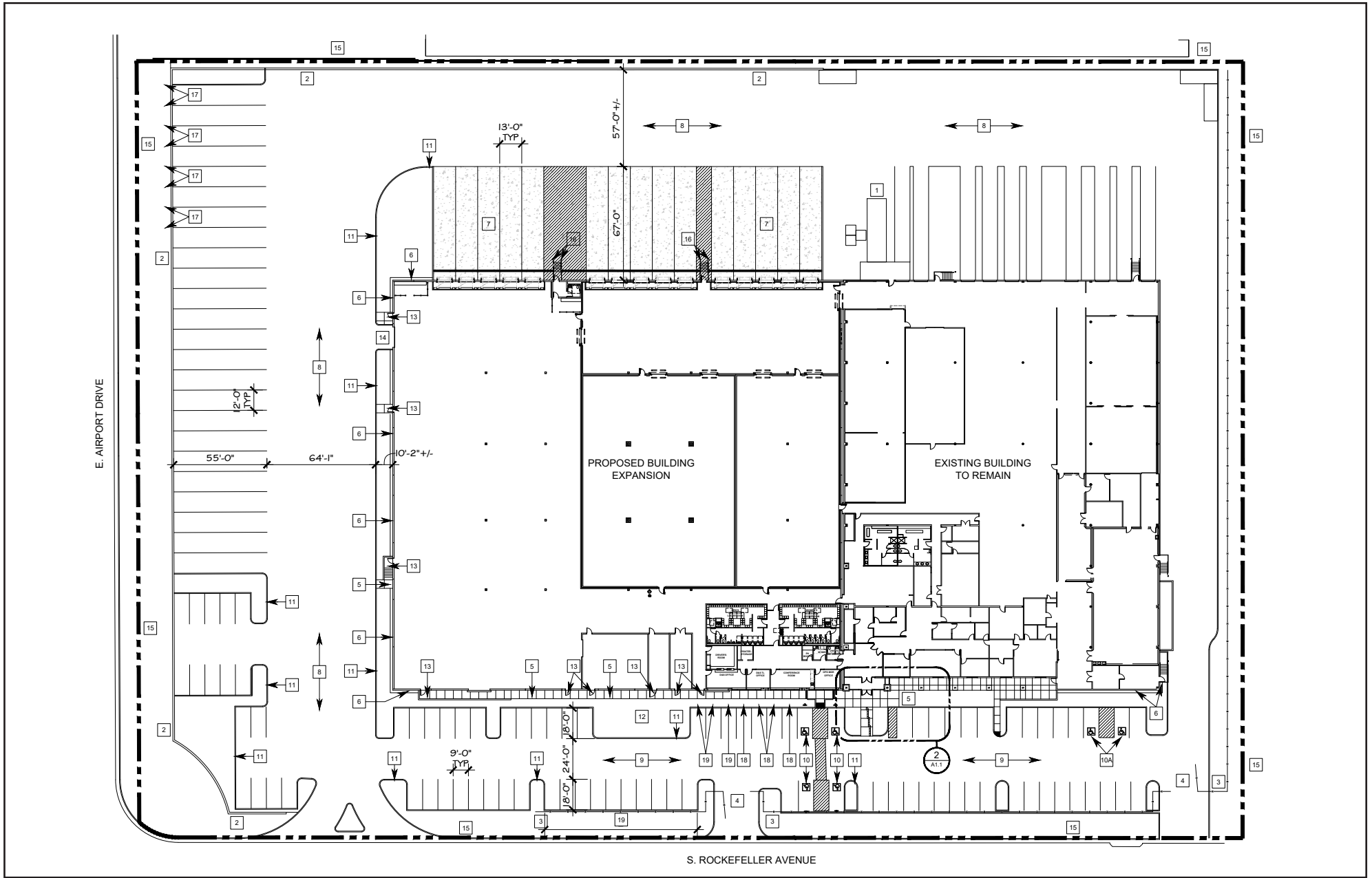


SOURCE: Esri, 2024

FIGURE 1

Aerial Photograph of the Project Site





SOURCE: GMA, 2024

FIGURE 2

Site Plan



2.0 ENVIRONMENTAL SETTING

2.1 FUNDAMENTALS OF NOISE & VIBRATION

Noise

Noise is usually defined as unwanted sound that is an undesirable byproduct of society's normal day-to-day activities. Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm, and/or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). The human ear does not respond uniformly to sounds at all frequencies. For example, the human ear is less sensitive to low and high frequencies than medium frequencies, which more closely correspond with human speech. In response to the sensitivity of the human ear to different frequencies, the A-weighted noise level (or scale), which corresponds better with people's subjective judgment of sound levels, has been developed. This A-weighted sound level, referenced in units of dB(A), is measured on a logarithmic scale such that a doubling of sound energy results in a 3 dB(A) increase in noise level. Typically, changes in a community noise level of less than 3 dB(A) are not noticed by the human ear.¹ Changes from 3 to 5 dB(A) may be noticed by some individuals who are sensitive to changes in noise. A greater than 5 dB(A) increase is readily noticeable, while the human ear perceives a 10 dB(A) increase in sound level to be a doubling of sound.

On the A-weighted scale, the range of human hearing extends from approximately 3 to 140 dB(A). **Table 1, A-Weighted Decibel Scale**, provides examples of A-weighted noise levels from common sources. Noise sources occur in two forms: (1) point sources, such as stationary equipment or individual motor vehicles; and (2) line sources, such as a roadway with a large number of point sources (motor vehicles). Sound generated by a point source typically diminishes (attenuates) at a rate of 6 dB(A) for each doubling of distance from the source to the receptor at acoustically "hard" sites and 7.5 dB(A) at acoustically "soft" sites.² For example, if a noise source produces a noise level of 89 dB(A) at a reference distance of 50 feet, the noise level would be 83 dB(A) at a distance of 100 feet from the noise source, 77 dB(A) at a distance of 200 feet, and so on. Noise generated by a mobile source will decrease by approximately 3 dB(A) over hard surfaces and 4.5 dB(A) over soft surfaces for each doubling of distance.

¹ California Department of Transportation (Caltrans), *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, 2013. Available online at: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf>, accessed February 29, 2024.

² Federal Highway Administration, *Highway Noise Fundamentals*, (1980) 97. Examples of "hard" or reflective sites include asphalt, concrete, and hard and sparsely vegetated soils. Examples of acoustically "soft" or absorptive sites include soft, sand, plowed farmland, grass, crops, heavy ground cover, etc.

Table 1
A-Weighted Decibel Scale

Typical A-Weighted Sound Levels	Sound Level (dB(A), Leq)
Threshold of Pain	140
Jet Takeoff at 100 Meters	125
Jackhammer at 15 Meters	95
Heavy Diesel Truck at 15 Meters	85
Conversation at 1 Meter	60
Soft Whisper at 2 Meters	35

Source: United States Occupational Safety & Health Administration, *Noise and Hearing Conservation Technical Manual*, 1999.

Sound levels also can be attenuated by man-made or natural barriers (e.g., sound walls, berms, and ridges), as well as elevational differences. Noise is most audible when traveling by direct line-of-sight, an interrupted visual path between the noise source and noise receptor. Barriers, such as walls or buildings that break the line-of-sight between the source and the receiver, can greatly reduce noise levels from the source since sound can only reach the receiver by diffraction. However, if a barrier is not high or long enough to break the line-of-sight from the source to the receiver, its effectiveness is greatly reduced.

Solid walls and berms may reduce noise levels by 5 to 10 dB(A) depending on their height and distance relative to the noise source and the noise receptor.³ Sound levels may also be attenuated 3 dB(A) by a first row of houses and 1.5 dB(A) for each additional row of houses.⁴ The minimum noise attenuation provided by typical structures in California is provided in **Table 2, Building Noise Reduction Factors**.

³ Federal Highway Administration, *Highway Noise Mitigation*, (1980) 18.

⁴ California Department of Transportation (Caltrans), *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, 2013. Available online at: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf>, accessed February 29, 2024.

Table 2
Building Noise Reduction Factors

Building Type	Window Condition	Noise Reduction Due to Exterior of the Structure (dB(A))
All	Open	10
Light Frame	Ordinary Sash (closed)	20
	Storm Windows	25
Masonry	Single Glazed	25
	Double Glazed	35

Source: Federal Highway Administration, Highway Traffic Noise: Analysis and Abatement Guidance. December 2011.

Sound Rating Scales

Various rating scales approximate the human subjective assessment to the “loudness” or “noisiness” of a sound. Noise metrics have been developed to account for additional parameters, such as duration and cumulative effect of multiple events. Noise metrics are categorized as single event metrics and cumulative metrics, as summarized below.

In order to simplify the measurement and computation of sound loudness levels, frequency weighted networks have obtained wide acceptance. The A-weighted scale, discussed above, has become the most prominent of these scales and is widely used in community noise analysis. Its advantages are that it has shown good correlation with community response and is easily measured. The metrics used in this analysis are all based upon the dB(A) scale.

Equivalent Noise Level

Equivalent Noise Level (Leq) is the sound level corresponding to a steady-state A-weighted sound level containing the same total energy as several single event noise exposure level events during a given sample period. Leq is the “acoustic energy” average noise level during the period of the sample. It is based on the observation that the potential for noise annoyance is dependent on the total acoustical energy content of the noise. The equivalent noise level is expressed in units of dB(A). Leq can be measured for any period, but is typically measured for 15 minutes, 1 hour, or 24 hours. Leq for a 1-hour period is used by the Federal Highway Administration (FHWA) for assessing highway noise impacts. Leq for 1 hour is referred to as the Hourly Noise Level (HNL) in the California Airport Noise Regulations and is used to develop Community

Noise Equivalent Level values for aircraft operations. Construction noise levels and ambient noise measurements in this section use the Leq scale.

Community Noise Equivalent Level

Community Noise Equivalent Level (CNEL) is a 24-hour, time-weighted energy average noise level based on the A-weighted decibel. It is a measure of the overall noise experienced during an entire day. The term “time-weighted” refers to the penalties attached to noise events occurring during certain sensitive periods. In the CNEL scale, 5 decibels (dB) are added to measured noise levels occurring between the hours of 7 P.M. and 10 P.M. For measured noise levels occurring between the hours of 10 P.M. and 7 A.M., 10 dB are added. These decibel adjustments are an attempt to account for the higher sensitivity to noise in the evening and nighttime hours and the expected lower ambient noise levels during these periods. Existing and projected future traffic noise levels in this section use the CNEL scale.

Day-Night Average Noise Level

The day-night average sound level (Ldn) is another average noise level over a 24-hour period. Noise levels occurring between the hours of 10 P.M. and 7 A.M. are increased by 10 dB. This noise is weighted to take into account the decrease in community background noise of 10 dB(A) during this period. Noise levels measured using the Ldn scale are typically similar to CNEL measurements.

Adverse Effects of Noise Exposure

Noise is known to have several adverse effects on humans, which has led to laws and standards being set to protect public health and safety and to ensure compatibility between land uses and activities. Adverse effects of noise on people include hearing loss, communication interference, sleep interference, physiological responses, and annoyance. Each of these potential noise impacts on people is briefly discussed in the following narrative.

Hearing Loss

Hearing loss is generally not a community noise concern, even near a major airport or a major freeway. The potential for noise-induced hearing loss is more commonly associated with occupational noise exposures in heavy industry, very noisy work environments with long-term exposure, or certain very loud recreational activities (e.g., target shooting and motorcycle or car racing). The Occupational Safety and Health Administration (OSHA) identifies a noise exposure limit of 90 dB(A) for 8 hours per day to protect from hearing loss (higher limits are allowed for shorter duration exposures). Noise levels in neighborhoods, even in very noisy neighborhoods, are not sufficiently loud enough to cause hearing loss.

Communication Interference

Communication interference is one of the primary concerns in environmental noise. Communication interference includes speech disturbance and intrusion with activities such as watching television. Noise can also interfere with communications such as within school classrooms. Normal conversational speech is in the range of 60 to 65 dB(A) and any noise in this range or louder may interfere with speech.

Sleep Interference

Noise can make it difficult to fall asleep, create momentary disturbances of natural sleep patterns by causing shifts from deep to lighter stages, and cause awakening. Noise may even cause awakening that a person may or may not be able to recall.

Physiological Responses

Physiological responses are those measurable effects of noise on people that are realized as changes in pulse rate, blood pressure, and other physical changes. Studies to determine whether exposure to high noise levels can adversely affect human health have concluded that, while a relationship between noise and health effects seems plausible, there is no empirical evidence of the relationship.

Annoyance

Annoyance is an individual characteristic and can vary widely from person to person. Noise that one person considers tolerable can be unbearable to another of equal hearing capability. The level of annoyance depends both on the characteristics of the noise (including loudness, frequency, time, and duration), and how much activity interference (such as speech interference and sleep interference) results from the noise. However, the level of annoyance is also a function of the attitude of the receiver. Attitudes may also be affected by the relationship between the person affected and the source of noise and whether attempts have been made to abate the noise.

Vibration

Vibration consists of waves transmitted through solid material. Groundborne vibration propagates from a source through the ground to adjacent buildings by surface waves. Vibration may comprise a single pulse, a series of pulses, or a continuous oscillatory motion. The frequency of a vibrating object describes how rapidly it is oscillating and is measured in hertz (Hz). Most environmental vibrations consist of a composite, or “spectrum” of many frequencies, and are generally classified as broadband or random vibrations. The normal frequency range of most groundborne vibration that can be felt generally starts from a low frequency of less than one Hz to a high of about 200 Hz. Vibration is often measured in terms of the peak

particle velocity (PPV) in inches per second (in/sec) when considering impacts on buildings or other structures, as PPV represents the maximum instantaneous peak of vibration that can stress buildings. Because it is a representation of acute vibration, PPV is often used to measure the temporary impacts of short-term construction activities that could instantaneously damage-built structures. Vibration is often also measured by the root mean squared (RMS) because it best correlates with human perception and response. Specifically, RMS represents “smoothed” vibration levels over an extended period of time and is often used to gauge the long-term chronic impact of a Project’s operation on the adjacent environment. RMS amplitude is the average of a signal’s squared amplitude. It is most commonly measured in decibel notation (VdB).

Vibration energy attenuates as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. High frequency vibrations reduce much more rapidly than low frequencies, so that in the far-field from a source, the low frequencies tend to dominate. Soil properties also affect the propagation of vibration. When groundborne vibration interacts with a building, there is usually a ground-to-foundation coupling loss (i.e., the foundation of the structure does not move in sync with the ground vibration), but the vibration can also be amplified by the structural resonances of the walls and floors. Vibration in buildings is typically perceived as rattling of windows or items on shelves or the motion of building surfaces. At high levels, vibration can result in damage to structures.

Manmade groundborne vibration is generally limited to areas within a few hundred feet of certain types of construction activities, especially pile driving. Road vehicles rarely create enough groundborne vibration to be perceptible to humans unless the road surface is poorly maintained and there are potholes or bumps. If traffic induces perceptible vibration in buildings, such as window rattling or shaking of small loose items (typically caused by heavy trucks in passing), then it is most likely an effect of low-frequency airborne noise or ground characteristics. Human annoyance by vibration is related to the number and duration of events. The more events or the greater the duration, the more annoying it will be to humans.

2.2 NOISE SENSITIVE RECEPTORS

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses. All surrounding uses to the Project Site are industrial/commercial

manufacturing uses. There are no sensitive receptors within 500 feet of the Project Site, and the closest receptors are more than 1.5 miles from the Project Site.

2.3 EXISTING CONDITIONS

Measured Ambient Noise Levels

To establish baseline noise conditions, existing noise levels were monitored at three locations in the vicinity of the Project Site. The locations of where the noise measurements were taken are depicted in **Figure 3, Noise Monitoring Locations Map**. The noise survey was conducted in February 2024 using the Larson Davis SoundTrack LxT (Type 1) sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2006) – Specification for Sound Level Meters/Type 1. This instrument was calibrated and operated according to the manufacturer’s written specifications. At the measurement sites, the microphone was placed at a height of approximately five feet above grade. The results of the measurements are summarized in **Table 3, Existing Noise Levels in the Vicinity of the Project Site**. As shown in **Table 3**, the daytime ambient noise levels ranged from 63.1 dB(A) Leq to 71.9 dB(A) Leq in the vicinity of the Project Site.

Table 3
Existing Noise Levels in the Vicinity of the Project Site

Noise Monitoring Locations	Primary Noise Sources	Noise Levels [dB(A)]		
		Leq	Lmin	Lmax
1. South Rockefeller Avenue	Vehicle Traffic	63.1	50.0	75.7
2. Northwest corner of the Project Site	Vehicle Traffic	71.9	52.9	84.6
3. East Airport Drive	Vehicle Traffic	71.7	53.0	83.0

Source: Impact Sciences, Inc., February 2024. See *Appendix A, Noise and Vibration Technical Data*.



SOURCE: Esri, 2024

FIGURE 3

Noise Monitoring Locations Map



Existing Groundborne Vibration Levels

The main sources of groundborne vibration near the Project Site are heavy-duty vehicular travel (e.g., refuse trucks, delivery trucks, and transit buses) on local roadways. Trucks and buses typically generate groundborne vibration velocity levels of around 63 VdB at 50 feet, and these levels could reach 72 VdB where trucks and buses pass over bumps in the road.⁵ In terms of PPV levels, a heavy-duty vehicle traveling at a distance of 50 feet can result in a vibration level of approximately 0.001 inch per second.

⁵ Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018. Available at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed February 29, 2024.

3.0 REGULATORY FRAMEWORK

3.1 FEDERAL REGULATIONS

Occupational Health and Safety Act of 1970

Under the Occupational Safety and Health Act of 1970 (29 U.S.C. §1919 et seq.), the Occupational Safety and Health Administration (OSHA) has adopted regulations designed to protect workers against the effects of occupational noise exposure. These regulations list permissible noise level exposure as a function of the amount of time during which the worker is exposed. The regulations further specify a hearing conservation program that involves monitoring noise to which workers are exposed, ensuring that workers are made aware of overexposure to noise, and periodically testing the workers' hearing to detect any degradation.⁶

Noise Control Act of 1972

Under the authority of the Noise Control Act of 1972, the United States Environmental Protection Agency (U.S. EPA) established noise emission criteria and testing methods published in Parts 201 through 205 of Title 40 of the Code of Federal Regulations (CFR) that apply to some transportation equipment (e.g., interstate rail carriers, medium trucks, and heavy trucks) and construction equipment. In 1974, U.S. EPA issued guidance levels for the protection of public health and welfare in residential areas of an outdoor Ldn of 55 dB(A) and an indoor Ldn of 45 dB(A). These guidance levels are not standards or regulations and were developed without consideration of technical or economic feasibility. There are no federal noise standards that directly regulate environmental noise related to the construction or operation of the Project. Moreover, the federal noise standards are not reflective of urban environments that range by land use, density, proximity to commercial or industrial centers, etc. As such, for purposes of determining acceptable sound levels to determine and evaluate intrusive noise sources and increases, this document utilizes the City of Ontario Noise Regulations, discussed below.

Federal Transit Administration Vibration Standards

There are no federal vibration standards or regulations adopted by any agency that are applicable to evaluating vibration impacts from activities associated with the Project. However, the Federal Transit Administration (FTA) has adopted vibration criteria for use in evaluating vibration impacts from construction activities. The vibration damage criteria adopted by the FTA are shown in **Table 4, Construction Vibration Damage Criteria**.

⁶ United States Department of Labor, *Occupational Safety and Health Act of 1970*. Available online at: <https://www.osha.gov/laws-regs/oshact/completeoshact>, accessed February 29, 2024.

Table 4
Construction Vibration Damage Criteria

Building Category	PPV (in/sec)
I. Reinforced-concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

Source: FTA, Transit Noise and Vibration Impact Assessment Manual, 2018.

3.2 STATE REGULATIONS

Office of Planning and Research Guidelines for Noise Compatible Land Use

The State of California has not adopted statewide standards for environmental noise, but the Governor's Office of Planning and Research (OPR) has established guidelines for evaluating the compatibility of various land uses as a function of community noise exposure. The City has developed its own compatibility guidelines in the Noise Element of the General Plan based in part on OPR Guidelines, see **Table 6** and **Table 7**, later in this report. California Government Code Section 65302 requires each county and city in the state to prepare and adopt a comprehensive long-range general plan for its physical development, with Section 65302(f) requiring a noise element to be included in the general plan. The noise element must: (1) identify and appraise noise problems in the community; (2) recognize Office of Noise Control guidelines; and (3) analyze and quantify current and projected noise levels.

Caltrans Vibration / Groundborne Noise Standards

The State of California has not adopted statewide standards or regulations for evaluating vibration or groundborne noise impacts from land use development projects. Although the state has not adopted any vibration standard, Caltrans recommends the following vibration thresholds that are more practical than those provided by the FTA.⁷ See **Table 5, Guideline Vibration Damage Potential Threshold Criteria**.

The state noise and vibration guidelines are to be used as guidance with respect to planning for noise, not standards and/or regulations to which the City of Ontario must adhere.

⁷ Caltrans, *Transportation and Construction Vibration Guidance Manual*, 2020.

Table 5
Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	Maximum PPV (inch/sec)	
	Transient Sources ¹	Continuous/Frequent Intermittent Sources ²
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

Source: Table 19, *Transportation and Construction Vibration Guidance Manual* (Caltrans 2020).

1 Transient sources create a single, isolated vibration event, such as blasting or drop balls.

2 Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Title 24, California Code of Regulations

The California Noise Insulation Standards of 1988 (California Code of Regulations Title 24, Section 3501 et seq.) require that interior noise levels from the exterior sources not exceed 45 dB(A) Ldn/community noise equivalent level (CNEL)⁸ in any habitable room of a multi-residential use facility (e.g., hotels, motels, dormitories, long-term care facilities, and apartment houses and other dwellings, except detached single-family dwellings) with doors and windows closed. Where exterior noise levels exceed 60 dB(A) CNEL/Ldn, an acoustical analysis is required to show that the building construction achieves an interior noise level of 45 dB(A) CNEL/Ldn or less.

⁸ Measurements are based on Ldn or CNEL.

3.3 LOCAL PLANS AND POLICIES

Ontario Plan Safety Element

The *Ontario Plan* (General Plan) contains a Safety Element outlining the City's goals and policies aiming to achieve and maintain noise levels compatible with various types of land uses.⁹ The noise goals and policies from the General Plan that are relevant to the Project are listed below:

Goal S-4: **An environment where noise does not adversely affect the public's health, safety, and welfare.**

Policy S-4.1: **Noise Mitigation.** We utilize the City's noise ordinance, building codes, and subdivision and development codes to mitigate noise impacts.

Policy S-4.4: **Truck Traffic.** We manage truck traffic to minimize noise impacts on sensitive land uses.

City of Ontario Municipal Code

Chapter 29 of the Ontario Municipal Code (OMC) establishes standards concerning acceptable noise levels for both noise-sensitive land uses and for noise generating land uses.¹⁰ Sections from the OMC that are relevant to the Project are listed below.

Section 5-29.04. Exterior noise standards.

- (a) The following exterior noise standards, unless otherwise specifically indicated, shall apply to all properties within a designated noise zone.

⁹ City of Ontario, *The Ontario Plan*, Policy Plan, Safety Element. Available online at: <https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/safety/>, accessed February 26, 2024.

¹⁰ City of Ontario, *City of Ontario Municipal Code*, available online at: https://codelibrary.amlegal.com/codes/ontarioca/latest/ontario_ca/0-0-0-41849, accessed February 29, 2024.

Table 6
Exterior Noise Standards

Allowable Exterior Noise Level (1)		Allowed Equivalent Noise Level, Leq. (2)	
Noise Zone	Type of Land Use	7 a.m. to 10 p.m.	10 p.m. to 7 a.m.
I	Single-Family Residential	65 dBA	45dBA
II	Multi-Family Residential, Mobile Home Parks	65 dBA	50 dBA
III	Commercial Property	65 dBA	60 dBA
IV	Residential Portion of Mixed Use	70 dBA	70 dBA
V	Manufacturing and Industrial, Other Uses	70 dBA	70 dBA

Source: Ontario Municipal Code, Section 5-29.04.

- (1) If the ambient noise level exceeds the resulting standard, the ambient noise level shall be the standard.
- (b) It is unlawful for any person at any location within the incorporated area of the City to create noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which noise causes the noise level, when measured at any location on any other property, to exceed either of the following:
- (1) The noise standard for the applicable zone for any fifteen-minute (15) period; and
 - (2) A maximum instantaneous (single instance) noise level equal to the value of the noise standard plus twenty (20) db(A) for any period of time (measured using A-weighted slow response).
- (c) In the event the ambient noise level exceeds the noise standard, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.

Section 5-29.06. Exemptions.

- (d) Noise sources associated with construction, repair, remodeling, demolition, or grading of any real property. Such activities shall instead be subject to the provision of § 5-20.09.

Section 5-29.09. Construction activity noise regulations.

- (a) No person, while engaged in construction, remodeling, digging, grading, demolition or any other related building activity, shall operate any tool, equipment or machine in a manner that produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a Police or Code Enforcement Officer, on any weekday except between the hours of 7:00 a.m. and 6:00 p.m. or on Saturday or Sunday between the hours of 9:00 a.m. and 6:00 p.m.
- (b) No landowner, construction company owner, contractor, subcontractor, or employer shall permit or allow any person or persons working under their direction and control to operate any tool, equipment or machine in violation of the provisions of this section.

4.0 NOISE ANALYSIS

4.1 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *State CEQA Guidelines*, impacts would be considered significant if the Project results in:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project Site in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Generation of excessive ground-borne vibration or ground-borne noise levels; and
- 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.

The *State CEQA Guidelines* do not define the levels at which groundborne vibration or groundborne noises are considered “excessive.” Thus, in terms of construction-related vibration impacts on buildings, the adopted guidelines and recommendations by the FTA to limit groundborne vibration based on the age and/or condition of the structures that are located in close proximity to construction activity are used in this analysis to evaluate potential groundborne vibration impacts. Based on the FTA criteria, construction impacts relative to groundborne vibration would be considered significant if the following were to occur:

- Project construction activities would cause a PPV groundborne vibration level to exceed 0.5 inches per second at any building that is constructed with reinforced-concrete, steel, or timber;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.3 inches per second at any engineered concrete and masonry buildings;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.2 inches per second at any non-engineered timber and masonry buildings; or
- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.12 inches per second at any historical building or building that is extremely susceptible to vibration damage.

The *State CEQA Guidelines* do not define the levels at which noise would be considered substantial increases. Thus, for purposes of this analysis, the Project would normally have a significant impact on noise levels from project operations if the project causes the ambient noise level measured at the property line of

affected uses to increase by 3 dB(A) if the total ambient noise levels without the Project exceed the City's General Plan exterior noise standards, or any 5 dB(A) or greater noise increase when total ambient noise levels without the Project are within the City's exterior noise standards.

4.2 METHODOLOGY

Noise levels were compared to the City's Noise Ordinance, which includes provisions regarding construction noise levels. Specifically, OMC Section 5-29.09, states that noise sources associated with construction, repair, remodeling, demolition, or grading of any real property are exempt from regulation so long as the construction activities take place between the times of 7:00 a.m. and 6:00 p.m. during weekdays and between 9:00 a.m. and 6:00 p.m. on Saturdays and Sundays.¹¹ Additionally, the Project was evaluated for its construction impacts based on its proximity to sensitive receptors and surrounding land uses.

The Project's potential to generate traffic noise level increases was assessed per Caltrans' guidance, which states a 3 dB(A) increase in roadway noise levels requires an approximate doubling of roadway traffic volume, assuming that travel speeds and fleet mix remain constant.¹² Studies have shown that a 3 dB(A) increase in sound level pressure is barely detectable by the human ear. Additionally, the trip generation assessment prepared for the Project was utilized in assessing operational Project traffic impacts.

The Project's potential to result in significant noise impacts from on-site operational noise sources was assessed by identifying sources of on-site noise sources and considering the impact that they could produce given the nature of the source (i.e., loudness and whether noise would be produced during daytime or more-sensitive nighttime hours), distances to nearby sensitive receptors, the presence of similar noise sources in the vicinity, and maximum allowable noise levels permitted by the OMC.

¹¹ City of Ontario, *City of Ontario Municipal Code*. Available online at: https://codelibrary.amlegal.com/codes/ontarioca/latest/ontario_ca/0-0-0-41849, accessed February 29, 2024.

¹² California Department of Transportation (Caltrans), *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, 2013. Available online at: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf>, accessed February 29, 2024.

4.3 IMPACT ANALYSIS

Impact NOI-1 **Would the Proposed Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project Site in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (*Less than Significant*).**

Construction Impacts

Construction of the Project would require the use of heavy equipment for demolition, grading/site preparation, installation of utilities, building fabrication, and finishing. Construction activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of construction, several types of equipment potentially could be operating concurrently, and noise levels would vary based on the amount of equipment in operation and the location of the activity.

Typical noise levels at 50 feet from various types of equipment that may be used during construction are listed in **Table 7, Outdoor Construction Equipment Noise Levels**. The loudest noise levels are typically generated by impact equipment (e.g., pile drivers) and heavy-duty equipment (e.g., scrapers and graders). Construction noise would occur intermittently throughout construction, and, in some instances, multiple pieces of equipment may operate simultaneously, generating overall noise levels that can be incrementally higher than what is shown in **Table 7**.

Table 7
Outdoor Construction Equipment Noise Levels

Construction Equipment	Noise Level at 50 Feet (dB(A), Leq)
Pile Driver (Peak Noise Level)	95-105
Trucks	82-95
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Vibrator	68-82
Saws	72-82
Pneumatic Impact Equipment	83-88
Jackhammers	81-98
Pumps	68-72
Generators	71-83
Compressors	75-87
Concrete Mixers	75-88
Concrete Pumps	73-95
Backhoe	73-107

Construction Equipment	Noise Level at 50 Feet (dB(A), L _{eq})
Tractor	77-98
Scraper/Grader	80-93
Paver	85-88

Source: U.S. EPA. *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*. PB 206717. 1971.

Table 8, Outdoor Construction Phase Noise Levels, shows noise levels by construction phase at 50 feet. The grading/excavation and finishing phases typically generate the loudest noise levels at 89 dB(A) L_{eq} without equipment mufflers, and 86 dB(A) L_{eq} with equipment mufflers.

Table 8
Outdoor Construction Phase Noise Levels

Construction Phase	Noise Level at 50 Feet [d(B)A, L _{eq}]	Noise Level at 50 Feet with Mufflers [dB(A), L _{eq}]
Ground Clearing	84	82
Grading/Excavation	89	86
Foundations	78	77
Structural	85	83
Finishing	89	86

Source: U.S. EPA. *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*. PB 206717. 1971.

Noise levels would diminish notably with distance from the construction site at a rate of 6 dB(A) per doubling of distance (noise from stationary or point sources is reduced by about 6 dB(A) for every doubling of distance at acoustically hard locations). For example, a noise level of 86 dB(A) L_{eq} measured at 50 feet from the noise source to the receptor would decline to 80 dB(A) L_{eq} at 100 feet from the source to the receptor and fall by another 6 dB(A) L_{eq} to 74 dB(A) L_{eq} at 200 feet from the source to the receptor. These noise attenuation rates assume a flat and unobstructed distance between the noise generator and the receptor. Intervening structures and vegetation would further attenuate (reduce) the noise. While construction activity would increase noise levels in the vicinity of the Project Site, it should be noted that increases in noise levels during construction would be intermittent and temporary and would not generate continuously high noise levels. Furthermore, the construction noise experienced during the initial periods of construction (i.e., demolition, site preparation/grading/foundations) typically would be reduced in the later construction periods (i.e., interior building construction).

There are no sensitive receptors within 500 feet of the Project Site, and the closest receptors are more than 1.5 miles from the Project Site. Given the distance to the nearest sensitive receptors, there is no potential for

Project construction to impact sensitive receptors. Additionally, as stated earlier, noise sources associated with construction, repair, remodeling, demolition, or grading of any real property are exempt from regulation so long as the construction activities take place between the times of 7:00 a.m. and 6:00 p.m. during weekdays and between 9:00 a.m. and 6:00 p.m. on Saturdays and Sundays.¹³ Project construction would not occur during restricted periods, and thus, the Project would be consistent with the criteria set forth in the OMC. As such, construction noise impacts would be less than significant and no mitigation is required.

In addition to adherence to the OMC, which limits the construction hours, the following best management practices (BMPs) are recommended that would further reduce noise levels associated with the construction of the Project.

1. Construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards.
2. The contractor shall place all stationary construction equipment so that emitted noise is directed away from off-site receptors nearest the project site.
3. As applicable, all equipment shall be shut off and not left to idle when not in use.
4. The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and off-site receptors nearest the project site during all project construction.
5. Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from off-site receptors to the extent feasible.
6. The project proponent shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction.
7. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.

¹³ City of Ontario, *City of Ontario Municipal Code*. Available online at: https://codelibrary.amlegal.com/codes/ontarioca/latest/ontario_ca/0-0-0-41849, accessed February 29, 2024.

Operational Impacts

Permanent Operational Traffic Noise

According to the trip generation assessment prepared for the Project, the Project is anticipated to reduce the amount of total trips by 147.¹⁴ The existing Project Site (Rockefeller and Airport Buildings) generates 623 total daily trips, whereas the Project (Rockefeller building and its expansion) would generate a total of 476 total daily trips (see **Appendix B**). In addition, as shown in **Appendix B** to this report, the Project would result in a decrease in truck trips compared to existing conditions (192 proposed truck trips compared to 199 existing truck trips). Since the Project would reduce total trips and truck trips compared to existing conditions, there is no potential for the Project to increase traffic-related noise levels. This impact would be less than significant.

Stationary Noise Sources

As part of the Project, new mechanical equipment, HVAC units, and exhaust fans could be installed on or near the proposed new structure. Although the operation of this equipment would generate noise, as the existing operations at the Project Site generate noise from these types of sources, any on-site noise would be substantially similar to existing conditions. Additionally, all surrounding land uses are also industrial/commercial manufacturing uses, and any Project related noise generated from stationary noise sources would be similar to those on existing surrounding land uses. Continued compliance with the OMC and other applicable regulations would ensure noise from stationary sources at the Project Site would be less than significant.

Impact NOI-2 **Would the Proposed Project result in the generation of excessive groundborne vibration or groundborne noise levels? (*Less than Significant*).**

Construction activity can result in varying degrees of ground vibration depending on the equipment and methods employed. Operation of construction equipment causes vibrations that spread through the ground and diminish in strength with distance. Buildings founded on the soil in the vicinity of the construction site respond to these vibrations with varying results ranging from no perceptible effects at the lowest levels, low rumbling sounds and perceptible vibrations at moderate levels, and slight damage at the highest levels.

¹⁴ Urban Crossroads, Inc., *Domino's Ontario Trip Generation Assessment and VMT Screening Evaluation*, January 24, 2024. Reports available on file with the City Planning Department.

The FTA provides ground-borne vibration impact criteria with respect to building damage during construction activities. PPV, expressed in inches per second, is used to measure building vibration damage. Construction vibration damage criteria are assessed based on structural category (e.g., reinforced-concrete, steel, or timber). FTA guidelines consider 0.2 inch/sec PPV to be the significant impact level for non-engineered timber and masonry buildings. Structures or buildings constructed of reinforced concrete, steel, or timber have a vibration damage criterion of 0.5 inch/sec PPV pursuant to FTA guidelines.¹⁵ All off-site buildings in proximity to the Project Site are considered to be, at a minimum, non-engineered timber and masonry buildings.

Construction vibration is a localized event and is typically only perceptible to a receptor that is in proximity to the vibration source. As shown in **Table 9, Vibration Source Levels for Construction Equipment**, construction equipment would typically generate vibration levels up to 0.089 PPV at 25 feet.

Table 9
Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV (in/sec)			
	25 Feet	50 Feet	75 Feet	100 Feet
Caisson Drilled Piles	0.089	0.031	0.017	0.011
Large Bulldozer	0.089	0.031	0.017	0.011
Loaded Trucks	0.076	0.027	0.015	0.010
Jackhammer	0.035	0.012	0.007	0.004

Source: FTA. *Transit Noise and Vibration Impact Assessment*. September 2018.

The closest off-site structure to Project demolition activities is located 65 feet to the east. The demolition phase of construction is anticipated to only last one month and the majority of construction would take place approximately 267 feet to the west of the structure, closer to the middle of the Project Site. Based on the data in **Table 9**, construction-related vibration levels would reach a maximum of 0.031 PPV at the nearest off-site structure, which is well below the FTA threshold of 0.2 inch/sec PPV noted above. As such, impacts with respect to vibration would be less than significant.

¹⁵ Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018. Available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed February 29, 2024.

Impact NOI-3 **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, would the project expose people residing or working in the project area to excessive noise levels? (*Less than Significant*).**

While the Project Site is located within the Airport Influence Area of the Ontario Airport Land Use Plan, the Project is located over 1.5 miles to the east of the Ontario International Airport and is located within the 60-65 dB(A) noise impact zone.¹⁶ Furthermore, as the Project would continue to operate in a similar manner as existing conditions at the Project Site, the Project would not increase exposure of people residing or working in the Project area to excessive noise levels. Therefore, airport noise impacts are considered less than significant.

¹⁶ Ontario Airport Planning. *Ontario International Airport Land Use Compatibility Plan: Noise Impact Zone*, 2018. Available online at: <https://www.ont-iac.com/wp-content/uploads/2019/02/ONT-AIA-policy-map-2-3rev2-1.pdf>, accessed February 29, 2024.

5.0 REFERENCES

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APPENDIX A

Noise and Vibration Technical Data

NOISE MONITORING FIELD REPORT

Site Map

Project Name: Ontario Domino's Expansion Project

Monitoring Location: S Rockefeller Ave.

Date: 2/28/24 Site Number: 1

Measured By: Annalie Sarriadine

Measurement Start Time: 11:21

Measurement End Time: 11:36

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Sountrack LXT

Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LXT-Data_312

Primary Noise Source: ~~Scavenger~~ Vehicle Traffic



Data Summary

Noise Scale	Noise Level (dBA)
Leq	63.1
Lmax	75.7
Lmin	50.0

Other Noise Sources During Monitoring

1. Airplane Time: 11:21
2. Heavy Duty Traffic Time: 11:26
3. _____ Time: 11:28
4. Airplane Time: 11:31
5. Heavy Duty Truck Time: 11:31

Additional Notes:

Vehicle traffic, birds

Measurement Report

Report Summary

Meter's File Name	LxT_Data.312.s	Computer's File Name	LxT_0005667-20240228 112117-LxT_Data.312.ldbin
Meter	LxT1 0005667	Firmware	2.302
User		Location	
Job Description			
Note			
Start Time	2024-02-28 11:21:17	Duration	0:15:00.0
End Time	2024-02-28 11:36:17	Run Time	0:15:00.0
Pre-Calibration	2024-02-28 11:14:29	Post-Calibration	None
		Pause Time	0:00:00.0
		Calibration Deviation	---

Results

Overall Metrics

LA _{eq}	63.1 dB		
LAE	92.6 dB	SEA	--- dB
EA	204.2 μ Pa ² h		
EA8	6.5 mPa ² h		
EA40	32.7 mPa ² h		
LA _{peak}	92.3 dB	2024-02-28 11:31:39	
LAS _{max}	75.7 dB	2024-02-28 11:36:01	
LAS _{min}	50.0 dB	2024-02-28 11:23:47	
LA _{eq}	63.1 dB		
LC _{eq}	74.0 dB	LC _{eq} - LA _{eq}	10.9 dB
LA _{eq}	64.8 dB	LA _{eq} - LA _{eq}	1.7 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApk > 135.0 dB	0	0:00:00.0
LApk > 137.0 dB	0	0:00:00.0
LApk > 140.0 dB	0	0:00:00.0

Community Noise

L _{DN}	---	L _{Day}	---	L _{Night}	0.0 dB
L _{DEN}	---	L _{Day}	---	L _{Eve}	---
				L _{Night}	---

Any Data

	A		C		Z
	Level	Time Stamp	Level	Time Stamp	Level
L _{eq}	63.1 dB		74.0 dB		---
L _{s(max)}	75.7 dB	2024-02-28 11:36:01	---	None	---
L _{s(min)}	50.0 dB	2024-02-28 11:23:47	---	None	---
L _{Peak(max)}	92.3 dB	2024-02-28 11:31:39	---	None	---

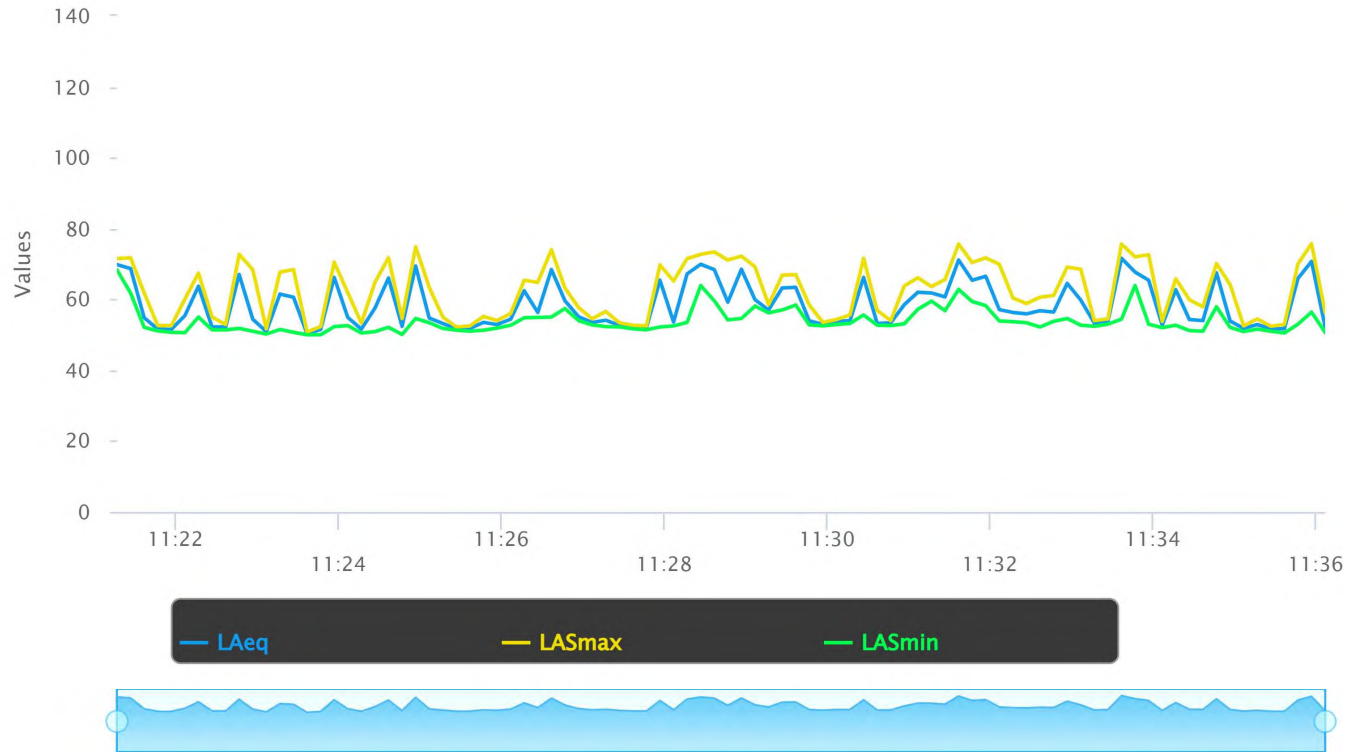
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	---
LAS 0.0	---
LAS 10.0	68.3 dB
LAS 33.3	58.4 dB
LAS 66.7	53.2 dB
LAS 90.0	51.6 dB

Time History



NOISE MONITORING FIELD REPORT

Site Map

Project Name: Ontario Domino's Expansion Project

Monitoring Location: NW Corner of Project site

Date: 2/28/24 Site Number: 2

Measured By: Annalee Sarrledine

Measurement Start Time: 11:42

Measurement End Time: 11:57

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LXT

Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LXT-ortho-313

Primary Noise Sources: vehicle traffic



Data Summary

Noise Scale	Noise Level (dBA)
L _{eq}	71.9
L _{max}	84.6
L _{min}	52.9

Other Noise Sources During Monitoring

1. Leaf blower Time: 11:49
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

Heavy Traffic

Measurement Report

Report Summary

Meter's File Name	LxT_Data.313.s	Computer's File Name	LxT_0005667-20240228 114220-LxT_Data.313.ldbin
Meter	LxT1 0005667	Firmware	2.302
User		Location	
Job Description			
Note			
Start Time	2024-02-28 11:42:20	Duration	0:15:00.0
End Time	2024-02-28 11:57:20	Run Time	0:15:00.0
Pre-Calibration	2024-02-28 11:14:22	Post-Calibration	None
		Pause Time	0:00:00.0
		Calibration Deviation	---

Results

Overall Metrics

LA _{eq}	71.9 dB		
LAE	101.4 dB	SEA	--- dB
EA	1.5 mPa²h		
EA8	49.6 mPa²h		
EA40	247.8 mPa²h		
LA _{peak}	99.4 dB	2024-02-28 11:47:22	
LAS _{max}	84.6 dB	2024-02-28 11:56:51	
LAS _{min}	52.9 dB	2024-02-28 11:46:24	
LA _{eq}	71.9 dB		
LC _{eq}	79.9 dB	LC _{eq} - LA _{eq}	8.0 dB
LA _{eq}	73.7 dB	LA _{eq} - LA _{eq}	1.8 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApk > 135.0 dB	0	0:00:00.0
LApk > 137.0 dB	0	0:00:00.0
LApk > 140.0 dB	0	0:00:00.0

Community Noise

L _{DN}	---	L _{Day}	---	L _{Night}	0.0 dB
L _{DEN}	---	L _{Day}	---	L _{Eve}	---
				L _{Night}	---

Any Data

	A		C		Z
	Level	Time Stamp	Level	Time Stamp	Level
L _{eq}	71.9 dB		79.9 dB		---
L _{q(max)}	84.6 dB	2024-02-28 11:56:51	---	None	---
L _{q(min)}	52.9 dB	2024-02-28 11:46:24	---	None	---
L _{Peak(max)}	99.4 dB	2024-02-28 11:47:22	---	None	---

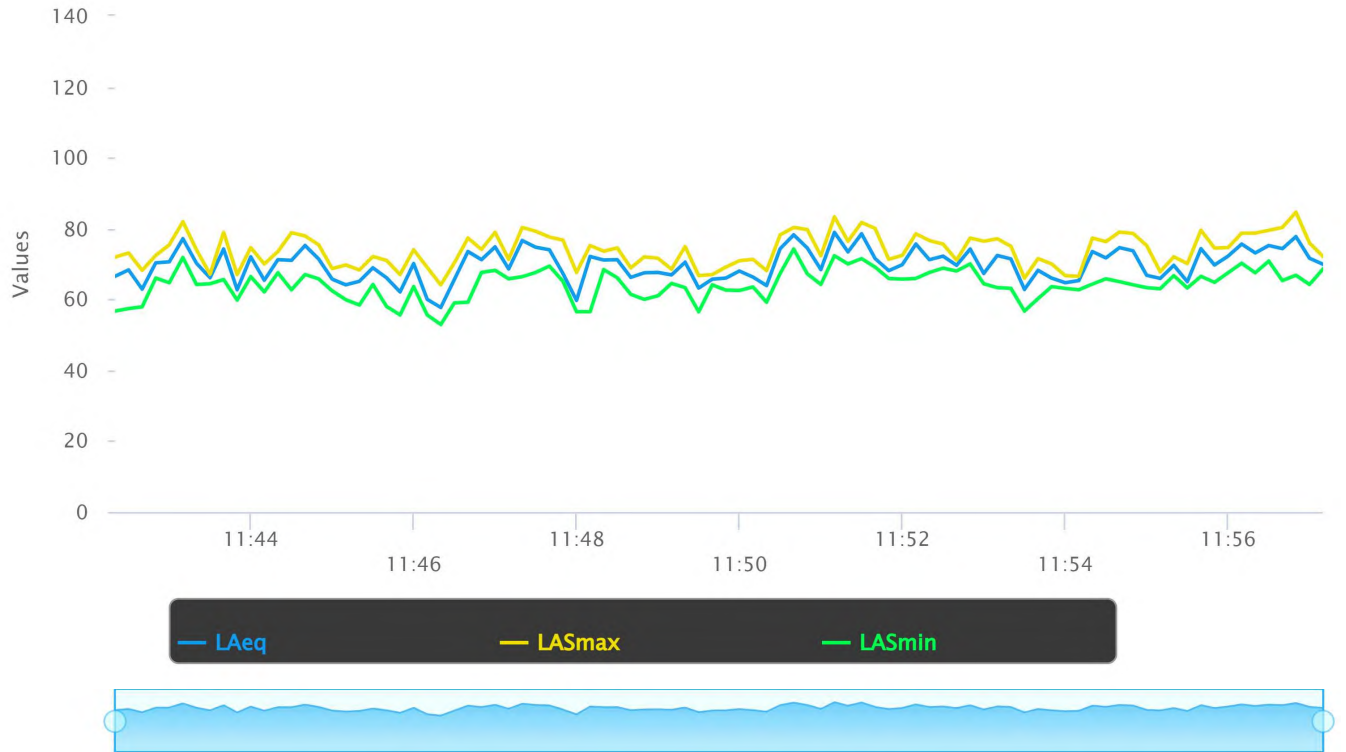
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	---
LAS 0.0	---
LAS 10.0	75.9 dB
LAS 33.3	71.1 dB
LAS 66.7	66.3 dB
LAS 90.0	62.0 dB

Time History



NOISE MONITORING FIELD REPORT

Site Map

Project Name: Ontario Domino's Expansion Project

Monitoring Location: NE Corner of Project Site
EAST AIRPORT Drive.

Date: 2/28/24 **Site Number:** 3

Measured By: Annalie Sarrieddine

Measurement Start Time: 12:18

Measurement End Time: 12:33

Total Measurement Time: 15 min.



Noise Meter Model: Larson Davis Soundtrack LxT

Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT-data-314

Primary Noise Sources: Vehicle Traffic

Data Summary

Noise Scale	Noise Level (dBA)
L _{eq}	71.7
L _{max}	83.0
L _{min}	53.0

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

Vehicle Traffic

Measurement Report

Report Summary

Meter's File Name	LxT_Data.314.s	Computer's File Name	LxT_0005667-20240228 121807-LxT_Data.314.ldbin		
Meter	LxT1 0005667	Firmware	2.302		
User		Location			
Job Description					
Note					
Start Time	2024-02-28 12:18:07	Duration	0:15:00.0		
End Time	2024-02-28 12:33:07	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2024-02-28 11:14:22	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA _{eq}	71.7 dB		
LAE	101.2 dB	SEA	--- dB
EA	1.5 mPa²h		
EA8	47.3 mPa²h		
EA40	236.7 mPa²h		
LA _{peak}	96.8 dB	2024-02-28 12:29:23	
LAS _{max}	83.0 dB	2024-02-28 12:29:23	
LAS _{min}	53.0 dB	2024-02-28 12:22:00	
LA _{eq}	71.7 dB		
LC _{eq}	79.1 dB	LC _{eq} - LA _{eq}	7.4 dB
LA _{eq}	73.5 dB	LA _{eq} - LA _{eq}	1.8 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApk > 135.0 dB	0	0:00:00.0
LApk > 137.0 dB	0	0:00:00.0
LApk > 140.0 dB	0	0:00:00.0

Community Noise

L _{DN}	---	L _{Day}	---	L _{Night}	0.0 dB
L _{DEN}	---	L _{Day}	---	L _{Eve}	---
				L _{Night}	---

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L _{eq}	71.7 dB		79.1 dB		---	
L _{q(max)}	83.0 dB	2024-02-28 12:29:23	---	None	---	None
L _{S(min)}	53.0 dB	2024-02-28 12:22:00	---	None	---	None
L _{Peak(max)}	96.8 dB	2024-02-28 12:29:23	---	None	---	None

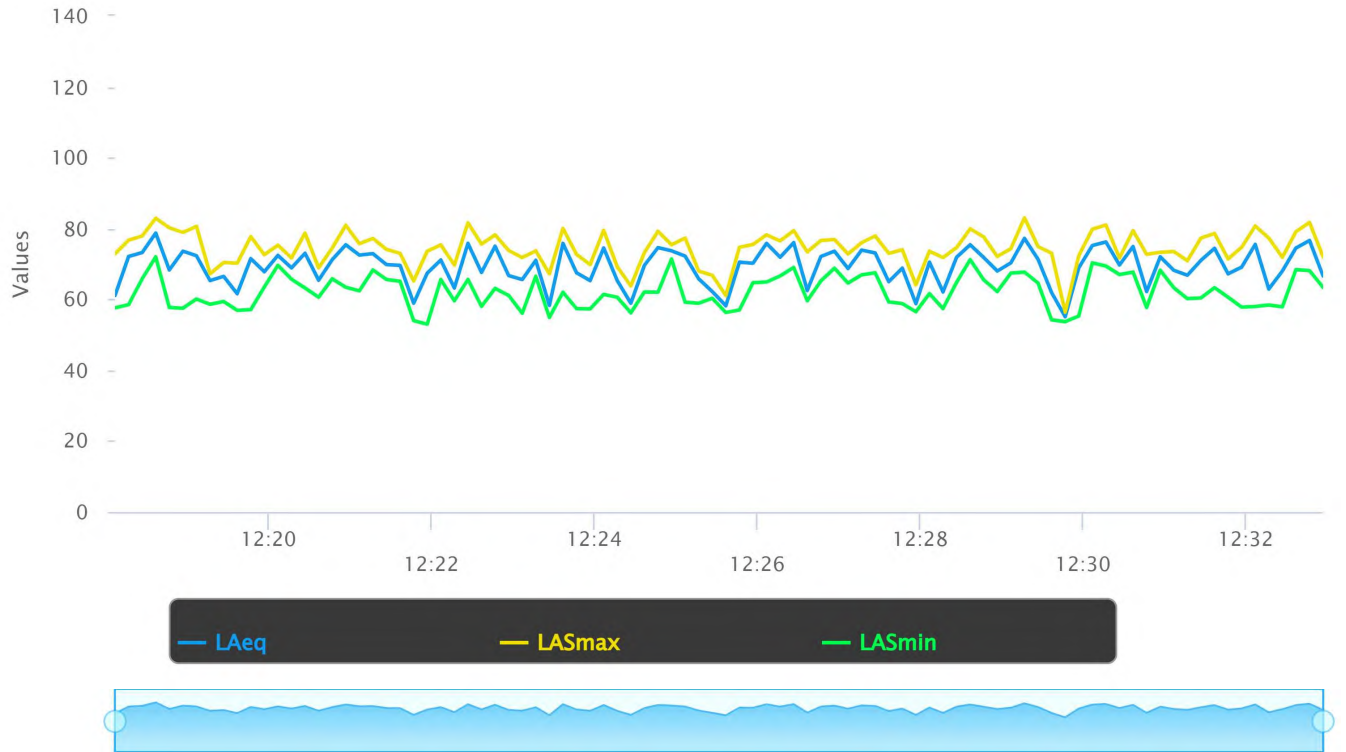
Overloads

Count	0	Duration	0:00:00.0	OBA Count	0	OBA Duration	0:00:00.0
-------	---	----------	-----------	-----------	---	--------------	-----------

Statistics

LAS 0.0	---
LAS 0.0	---
LAS 10.0	75.6 dB
LAS 33.3	71.3 dB
LAS 66.7	65.3 dB
LAS 90.0	59.1 dB

Time History



APPENDIX B

Comparison of Existing Trips to Proposed Project Trips

Existing Trip Generation for 301 S. Rockefeller Avenue

Passenger Cars	118
2-axle Trucks	15
3-4+-axle Trucks	65
Total Trips	198

Percentage of total trips

Passenger Cars	59%
2-axle Trucks	8%
3-4+-axle Trucks	33%

Existing Trip Generation for 4452 & 4462 Airport Drive

Passenger Cars	306
2-axle Trucks	30
3-4+-axle Trucks	89
Total Trips	425

Percentage of total trips

Passenger Cars	72%
2-axle Trucks	7%
3-4+-axle Trucks	21%

Existing Trip Generation for 301 S. Rockefeller Avenue and Airport Buildings

Passenger Cars	424
2-axle Trucks	45
3-4+-axle Trucks	154
Total Trips	623

Percentage of total trips

Passenger Cars	68%
2-axle Trucks	7%
3-4+-axle Trucks	25%

Source: Urban Crossroads. 2024. *Domino's Ontario Trip Generation Assessment*.

Existing Trip Generation for 301 S. Rockefeller Avenue

Passenger Cars	118
2-axle Trucks	15
3-4+-axle Trucks	65
Total Trips	198

Percentage of total trips

Passenger Cars	59%
2-axle Trucks	8%
3-4+-axle Trucks	33%

Proposed Trip Generation for Domino's Expansion

Passenger Cars	166
2-axle Trucks	22
3-4+-axle Trucks	90
Total Trips	278

Percentage of total trips

Passenger Cars	60%
2-axle Trucks	8%
3-4+-axle Trucks	32%

Proposed Trip Generation for Domino's Expansion plus Existing Conditions

Passenger Cars	284
2-axle Trucks	37
3-4+-axle Trucks	155
Total Trips	476

Percentage of total trips

Passenger Cars	59%
2-axle Trucks	8%
3-4+-axle Trucks	33%

Source: Urban Crossroads. 2024. *Domino's Ontario Trip Generation Assessment*.

DATE: January 24, 2024
TO: Brandon Roberts, Pure Pizza, LLC
FROM: Charlene So, Urban Crossroads
JOB NO: 15813-01 TG Letter



DOMINO'S ONTARIO TRIP GENERATION ASSESSMENT

Urban Crossroads, Inc. is pleased to submit the following Trip Generation Assessment for the Domino's Ontario development (referred to as **Project**), which is located at 301 S. Rockefeller Avenue in the City of Ontario. This letter describes the proposed Project trip generation methodology and determines whether any traffic operations analysis is required based on the County's Transportation Impact Study Guidelines (July 9, 2019, referred to as **County's Guidelines**).

PROPOSED PROJECT

The site is currently occupied by three buildings. Two of the buildings located at 4452 and 4462 E. Airport Drive and totaling 50,178 square feet will be demolished in order to accommodate the expansion of the existing building located at 301 S. Rockefeller Avenue (Domino's Pizza Distribution Center). Below is a summary of each building and the existing square footages:

- 4452 E. Airport Drive – 27,513 square feet
- 4462 E. Airport Drive – 22,665 square feet
- 301 S. Rockefeller Avenue – 46,079 square feet
- **Total = 96,257 square feet**

The proposed Project includes the expansion of the building at 301 S. Rockefeller Avenue to accommodate a total of 110,462 square feet of warehousing space (which includes 12,668 square feet of office space an ancillary use to the warehouse use). As such the proposed expansion is 64,383 square feet over the existing 46,079 square foot building. The site is proposed to be served by the two existing driveways serving 301 S. Rockefeller Avenue and a new driveway located just south of E. Airport Drive. No driveways are proposed along E. Airport Drive.

TRIP GENERATION

EXISTING TRAFFIC

As noted previously, the site is currently occupied by three existing buildings totaling 96,257 square feet of warehousing space. Two of the existing buildings are proposed to be demolished (totaling 50,178 square feet) in order to accommodate the 64,383 square foot expansion of the building located at 301 S. Rockefeller Avenue. In an effort to understand the existing traffic associated with the existing uses, traffic counts were collected at all applicable driveways on Tuesday, January 9, 2024, through Thursday, January 11, 2024.

Table 1 below summarizes the average existing trip generation based on the count data collected over the three consecutive days for the existing Domino’s Warehouse (located at 301 S. Rockefeller Avenue). The existing site currently generates an average of 198 two-way trips per day, with 12 trips during the AM peak hour and 13 trips during the PM peak hour. Trip generation for the existing use has been reflected in both actual vehicles and passenger car equivalent (PCE) on Table 1. The trip generation identified for the existing use will be utilized to develop a unique trip generation rate and resulting trip generation for the proposed expansion. A detailed summary of the count data collected at 301 S. Rockefeller Avenue is shown in Attachment A.

TABLE 1: EXISTING TRIP GENERATION FOR 301 S. ROCKEFELLER AVENUE

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Actual Vehicles:							
Existing Use: Domino's Warehouse							
Passenger Cars:	4	2	6	2	6	8	118
2-axle Trucks:	1	0	1	0	0	0	15
3-axle Trucks:	0	0	0	0	1	1	6
4+-axle Trucks:	5	0	5	3	1	4	59
Total Truck Trips (Actual Vehicles):	6	0	6	3	2	5	80
Total Trips (Actual Vehicles)¹	10	2	12	5	8	13	198
Passenger Car Equivalent (PCE):							
Existing Use: Domino's Warehouse							
Passenger Cars:	4	2	6	2	6	8	118
2-axle Trucks:	2	0	2	0	0	0	23
3-axle Trucks:	0	0	0	0	2	2	12
4+-axle Trucks:	15	0	15	9	3	12	177
Total Truck Trips (PCE):	17	0	17	9	5	14	212
Total Trips (PCE)¹	21	2	23	11	11	22	330

¹ Total Trips = Passenger Cars + Truck Trips.

PCE factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+ axles). PCEs allow the typical “real-world” mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors used for other projects within the City (and per the County’s guidelines). The existing Domino’s Warehouse currently generates an average of 330 two-way PCE trips per day, with 23 PCE trips during the AM peak hour and 22 PCE trips during the PM peak hour.

Table 2 below summarizes the average existing trip generation based on the count data collected over the three consecutive days for the two warehouses located at 4452 and 4462 E. Airport Drive. The existing buildings currently generate an average of 425 two-way trips per day, with 21 trips during the AM peak hour and 39 trips during the PM peak hour. Trip generation for the existing buildings have been reflected in both actual vehicles and PCE on Table 2. The buildings located at 4452 and 4462 E. Airport Drive currently generate an average of 608 two-way PCE trips per day, with 30 PCE trips during the AM peak hour and 39 PCE trips during the PM peak hour. A detailed summary of the count data collected at 4452 & 4462 E. Airport Drive is shown in Attachment B.

TABLE 2: EXISTING TRIP GENERATION FOR 4452 & 4462 AIRPORT DRIVE

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Actual Vehicles:							
Existing Use: 4452 & 4462 Airport Drive							
Passenger Cars:	10	5	15	6	16	22	306
2-axle Trucks:	0	2	2	2	2	4	30
3-axle Trucks:	0	0	0	0	1	1	10
4+-axle Trucks:	1	3	4	1	2	3	79
Total Truck Trips (Actual Vehicles):	1	5	6	3	5	8	119
Total Trips (Actual Vehicles)¹	11	10	21	9	21	30	425
Passenger Car Equivalent (PCE):							
Existing Use: 4452 & 4462 Airport Drive							
Passenger Cars:	10	5	15	6	16	22	306
2-axle Trucks:	0	3	3	3	3	6	45
3-axle Trucks:	0	0	0	0	2	2	20
4+-axle Trucks:	3	9	12	3	6	9	237
Total Truck Trips (PCE):	3	12	15	6	11	17	302
Total Trips (PCE)¹	13	17	30	12	27	39	608

¹ Total Trips = Passenger Cars + Truck Trips.

PROPOSED PROJECT

The Project proposes to expand the existing 46,079 square foot Domino’s Warehouse by 64,383 square feet (for a total of 110,462 square feet). In an effort to conduct a conservative assessment, the trips associated with the existing warehouse building have been utilized to determine potential trips associated with the expansion as opposed to using the trip generation rates published in the latest Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) for a speculative warehouse use. Table 3 summarizes the Project trip generation rates which have been calculated by dividing the total trips shown on Table 1 by the existing 46,079 square feet of building space to develop a trip generation rate on a per thousand square foot basis.

TABLE 3: PROJECT TRIP GENERATION RATES

Land Use ¹	Units ²	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicle Trip Generation Rates								
Existing Warehouse Building	TSF	0.217	0.043	0.260	0.109	0.174	0.282	4.297
Passenger Cars		0.087	0.043	0.130	0.043	0.130	0.174	2.561
2-Axle Trucks		0.022	0.000	0.022	0.000	0.000	0.000	0.326
3-Axle Trucks		0.000	0.000	0.000	0.000	0.022	0.022	0.130
4+-Axle Trucks		0.109	0.000	0.109	0.065	0.022	0.087	1.280
Passenger Car Equivalent (PCE) Trip Generation Rates								
Existing Warehouse Building	TSF	0.217	0.043	0.260	0.109	0.174	0.282	4.297
Passenger Cars		0.087	0.043	0.130	0.043	0.130	0.174	2.561
2-Axle Trucks (PCE = 1.5)		0.033	0.000	0.033	0.000	0.000	0.000	0.488
3-Axle Trucks (PCE = 2.0)		0.000	0.000	0.000	0.000	0.043	0.043	0.260
4+-Axle Trucks (PCE = 3.0)		0.326	0.000	0.326	0.195	0.065	0.260	3.841

¹ Trip Generation & Vehicle Mix Source: Based on empirical driveway count data collected shown on Table 1 divided by the existing square footage (46,079)

² TSF = thousand square feet

The trip generation summary illustrating daily, and peak hour trip generation estimates for the proposed Project are summarized on Table 4 for actual vehicles and PCE. Any intersection operations analysis for a project would need to utilize the PCE trip generation consistent with the County’s Guidelines. The proposed Project is anticipated to generate 278 vehicle trip-ends per day with 17 AM peak hour trips and 17 PM peak hour trips (actual vehicles). In comparison the Project is anticipated to generate 464 PCE vehicle trip-ends per day with 32 PCE AM peak hour trips and 31 PCE PM peak hour trips.

TABLE 4: PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
Proposed Expansion: Domino's Warehouse	64.383 TSF							
Passenger Cars:		6	3	9	3	8	11	166
2-axle Trucks:		1	0	1	0	0	0	22
3-axle Trucks:		0	0	0	0	1	1	8
4+-axle Trucks:		7	0	7	4	1	5	82
Total Truck Trips (Actual Vehicles):		8	0	8	4	2	6	112
Total Trips (Actual Vehicles)²		14	3	17	7	10	17	278
Passenger Car Equivalent (PCE):								
Proposed Expansion: Domino's Warehouse	64.383 TSF							
Passenger Cars:		6	3	9	3	8	11	166
2-axle Trucks:		2	0	2	0	0	0	32
3-axle Trucks:		0	0	0	0	3	3	18
4+-axle Trucks:		21	0	21	13	4	17	248
Total Truck Trips (PCE):		23	0	23	13	7	20	298
Total Trips (PCE)²		29	3	32	16	15	31	464

¹ TSF = thousand square feet

² Total Trips = Passenger Cars + Truck Trips.

TRIP GENERATION COMPARISON

Table 5 summarizes the net change in trip generation of the proposed expansion to the trips currently generated by the two buildings located at 4452 and 4462 E. Airport Drive which will be demolished in order to accommodate the expansion. As shown on Table 5, the Project will generate a net reduction of 144 two-way PCE trips per day with a net increase of 2 AM peak hour trips and 8 fewer PCE PM peak hour trips.

TABLE 5: TRIP GENERATION COMPARISON

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Actual Vehicles:							
Existing: 4452 & 4462 Airport Drive	13	17	30	12	27	39	608
Proposed: Domino's Expansion	14	3	17	7	10	17	278
Net New Project Trips (Actual Vehicles)	1	-14	-13	-5	-17	-22	-330
Passenger Car Equivalent (PCE):							
Existing: 4452 & 4462 Airport Drive	13	17	30	12	27	39	608
Proposed: Domino's Expansion	29	3	32	16	15	31	464
Net New Project Trips (PCE)	16	-14	2	4	-12	-8	-144

FINDINGS

The City of Ontario adheres to the County's Guidelines, which have been used to determine whether additional traffic analysis is necessary for the proposed Project. The County's Guidelines indicate that development projects that generate a net increase of 100 or more peak hour vehicle trips (without pass-by reductions) would require the preparation and submittal of a Transportation Impact Analysis.

The Project is anticipated to generate fewer than 100 net new peak hour trips during the morning and evening peak hours and would contribute fewer than 50 peak hour trips to any off-site intersection (both in actual vehicles and PCE). As such, additional peak hour traffic operations analysis is not necessary based on the County's/City's Guidelines.

If you have any questions or comments, I can be reached at cs@urbanxroads.com.

**ATTACHMENT A: 301 S. ROCKEFELLER AVENUE DRIVEWAY
COUNTS JANUARY 9 - 11, 2024**

TABLE A-1: 301 S. ROCKEFELLER AVENUE TRIP GENERATION BY DAY

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Day 1: January 9, 2024							
Passenger Cars:	3	2	5	1	5	6	102
2-axle Trucks:	0	0	0	0	0	0	9
3-axle Trucks:	0	0	0	0	1	1	11
4+-axle Trucks:	7	0	7	5	2	7	66
Total Truck Trips:	7	0	7	5	3	8	86
Total Trips ¹	10	2	12	6	8	14	188
Day 2: January 10, 2024							
Passenger Cars:	5	2	7	4	8	12	145
2-axle Trucks:	1	0	1	0	0	0	15
3-axle Trucks:	0	0	0	0	0	0	4
4+-axle Trucks:	7	0	7	1	0	1	56
Total Truck Trips:	8	0	8	1	0	1	75
Total Trips ¹	13	2	15	5	8	13	220
Day 3: January 11, 2024							
Passenger Cars:	4	2	6	1	4	5	107
2-axle Trucks:	1	1	2	0	0	0	20
3-axle Trucks:	0	0	0	1	1	2	4
4+-axle Trucks:	2	0	2	2	1	3	55
Total Truck Trips:	3	1	4	3	2	5	79
Total Trips ¹	7	3	10	4	6	10	186

* Note: data collected on January 9 - 10, 2024.

¹ Total Trips = Passenger Cars + Total Truck Trips.



City: Ontario
 Location: Driveways at 301 Rockefeller Avenue
 Date: Tuesday, January 9, 2024
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	1	0	0	0	1
0:30	0	0	0	0	0
0:45	1	0	0	0	1
1:00	0	0	0	0	0
1:15	2	0	0	0	2
1:30	0	0	0	0	0
1:45	2	0	0	0	2
2:00	3	0	0	0	3
2:15	1	0	0	0	1
2:30	0	0	0	0	0
2:45	1	0	0	0	1
3:00	0	0	0	1	1
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	1	0	0	1	2
4:00	0	0	0	0	0
4:15	1	0	0	0	1
4:30	1	0	0	1	2
4:45	0	0	0	0	0
5:00	0	0	0	1	1
5:15	1	0	0	1	2
5:30	0	0	0	0	0
5:45	0	0	0	1	1
6:00	1	0	0	2	3
6:15	1	0	0	3	4
6:30	1	0	0	1	2
6:45	0	0	0	0	0
7:00	1	0	0	1	2
7:15	0	0	0	2	2
7:30	1	0	0	1	2
7:45	3	0	0	1	4
8:00	2	0	0	2	4
8:15	1	0	0	0	1
8:30	0	0	0	0	0
8:45	0	0	0	5	5
9:00	0	0	0	5	5
9:15	1	1	0	1	3
9:30	2	0	0	1	3
9:45	1	0	0	1	2
10:00	0	0	0	0	0
10:15	2	0	0	2	4
10:30	0	0	0	1	1
10:45	1	0	0	1	2
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	1	0	0	1	2
11:45	3	0	0	1	4

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	1	0	0	0	1
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	2	0	0	0	2
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	1	0	0	0	1
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	1	0	0	0	1
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	1	1
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	1	0	0	0	1
8:30	0	0	0	0	0
8:45	1	0	0	0	1
9:00	0	0	0	1	1
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	3	0	0	0	3
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	1	0	0	1



City: Ontario
 Location: Driveways at 301 Rockefeller Avenue
 Date: Tuesday, January 9, 2024
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	0	0
12:15	1	1	0	1	3
12:30	1	0	1	2	4
12:45	1	0	0	0	1
13:00	1	0	0	0	1
13:15	0	0	0	3	3
13:30	3	0	0	3	6
13:45	0	0	0	1	1
14:00	0	0	0	1	1
14:15	1	0	1	0	2
14:30	0	1	1	0	2
14:45	1	0	0	0	1
15:00	1	0	0	1	2
15:15	0	0	0	2	2
15:30	1	0	0	0	1
15:45	0	0	0	2	2
16:00	0	0	0	1	1
16:15	0	0	0	2	2
16:30	0	0	0	1	1
16:45	1	0	0	1	2
17:00	0	0	0	1	1
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	1	1	2
18:45	0	0	2	0	2
19:00	1	0	2	0	3
19:15	0	0	1	0	1
19:30	0	1	0	0	1
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	1	0	0	1
20:30	1	0	0	0	1
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	2	0	0	0	2
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	53	5	9	61	128

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	1	0	0	1
12:15	2	0	0	0	2
12:30	2	1	0	1	4
12:45	3	0	0	0	3
13:00	1	0	0	0	1
13:15	0	0	0	0	0
13:30	1	0	0	0	1
13:45	0	0	0	0	0
14:00	3	0	0	0	3
14:15	1	0	0	0	1
14:30	2	0	0	0	2
14:45	1	1	0	0	2
15:00	1	0	0	0	1
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	1	0	0	0	1
16:00	2	0	1	1	4
16:15	0	0	0	1	1
16:30	3	0	0	0	3
16:45	0	0	0	0	0
17:00	2	0	0	0	2
17:15	2	0	0	0	2
17:30	1	0	0	0	1
17:45	1	0	0	0	1
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	1	0	0	0	1
19:00	1	0	0	0	1
19:15	1	0	1	0	2
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	1	0	0	0	1
20:45	0	0	0	0	0
21:00	1	0	0	0	1
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	1	0	0	0	1
22:00	0	0	0	0	0
22:15	1	0	0	0	1
22:30	0	0	0	0	0
22:45	1	0	0	0	1
23:00	0	0	0	0	0
23:15	2	0	0	0	2
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	49	4	2	5	60



City: Ontario
 Location: Driveways at 301 Rockefeller Avenue
 Date: Wednesday, January 10, 2024
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	1	0	0	0	1
1:00	0	0	0	0	0
1:15	2	0	0	0	2
1:30	2	0	0	0	2
1:45	2	0	0	0	2
2:00	1	0	0	1	2
2:15	4	0	0	0	4
2:30	0	0	0	1	1
2:45	0	0	0	0	0
3:00	0	0	0	1	1
3:15	0	0	0	1	1
3:30	1	0	0	1	2
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	2	2
4:30	0	0	0	1	1
4:45	0	0	0	1	1
5:00	1	0	0	0	1
5:15	2	0	0	0	2
5:30	0	1	0	5	6
5:45	0	0	0	0	0
6:00	1	1	0	2	4
6:15	2	0	0	1	3
6:30	1	0	0	0	1
6:45	1	0	0	0	1
7:00	1	1	0	3	5
7:15	0	0	0	2	2
7:30	1	0	0	2	3
7:45	3	0	0	0	3
8:00	0	0	0	1	1
8:15	2	0	0	0	2
8:30	1	0	0	0	1
8:45	2	0	0	0	2
9:00	1	0	0	2	3
9:15	2	0	0	1	3
9:30	1	0	0	1	2
9:45	0	0	0	2	2
10:00	0	1	0	1	2
10:15	0	0	0	0	0
10:30	0	0	0	4	4
10:45	5	0	0	0	5
11:00	3	0	0	0	3
11:15	0	0	0	1	1
11:30	2	0	0	2	4
11:45	2	1	0	0	3

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	2	0	0	0	2
0:45	2	0	0	0	2
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	2	0	0	0	2
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	1	0	0	0	1
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	2	0	0	0	2
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	1	0	0	1
6:15	2	0	0	0	2
6:30	0	0	0	0	0
6:45	1	0	0	0	1
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	2	0	0	0	2
8:00	1	0	0	0	1
8:15	3	0	0	0	3
8:30	1	0	0	0	1
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	2	0	0	0	2
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	1	1	0	0	2
10:30	0	0	0	0	0
10:45	1	0	0	0	1
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	1	0	0	0	1
11:45	2	1	0	0	3



City: Ontario
 Location: Driveways at 301 Rockefeller Avenue
 Date: Wednesday, January 10, 2024
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	1	2
12:15	0	1	0	0	1
12:30	3	0	0	0	3
12:45	1	0	0	1	2
13:00	1	0	0	1	2
13:15	0	1	0	0	1
13:30	1	0	0	0	1
13:45	0	0	0	1	1
14:00	0	0	0	1	1
14:15	0	0	0	0	0
14:30	1	0	0	1	2
14:45	1	0	1	0	2
15:00	1	0	0	1	2
15:15	1	0	0	2	3
15:30	0	1	1	1	3
15:45	1	0	0	0	1
16:00	1	0	0	1	2
16:15	0	0	0	0	0
16:30	3	0	0	0	3
16:45	0	0	0	0	0
17:00	1	0	0	1	2
17:15	1	0	0	1	2
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	1	1
18:15	0	0	0	0	0
18:30	0	1	0	1	2
18:45	1	0	0	0	1
19:00	0	0	0	0	0
19:15	1	0	0	0	1
19:30	2	0	0	0	2
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	1	0	0	0	1
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	1	1
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	70	9	2	55	136

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	0	1
12:15	1	0	0	0	1
12:30	7	1	0	0	8
12:45	3	0	0	0	3
13:00	1	0	0	0	1
13:15	0	1	0	0	1
13:30	0	0	0	0	0
13:45	1	0	0	0	1
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	3	0	0	0	3
14:45	1	0	0	0	1
15:00	1	0	0	0	1
15:15	2	0	1	0	3
15:30	0	1	0	0	1
15:45	2	0	0	0	2
16:00	4	0	0	0	4
16:15	2	0	0	0	2
16:30	0	0	0	0	0
16:45	2	0	0	0	2
17:00	0	0	0	0	0
17:15	2	0	0	0	2
17:30	0	0	0	0	0
17:45	1	0	0	0	1
18:00	1	0	0	0	1
18:15	1	0	0	0	1
18:30	2	0	0	1	3
18:45	0	0	1	0	1
19:00	1	0	0	0	1
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	2	0	0	0	2
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	1	0	0	0	1
21:30	2	0	0	0	2
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	4	0	0	0	4
23:00	0	0	0	0	0
23:15	1	0	0	0	1
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	75	6	2	1	84



City: Ontario
 Location: Driveways at 301 Rockefeller Avenue
 Date: Thursday, January 11, 2024
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	1	0	0	0	1
1:00	1	0	1	0	2
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	2	0	0	0	2
2:00	0	0	0	0	0
2:15	3	0	0	0	3
2:30	2	0	0	1	3
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	2	2
3:45	1	1	0	0	2
4:00	0	1	0	0	1
4:15	1	0	0	0	1
4:30	0	0	0	1	1
4:45	0	0	0	0	0
5:00	1	0	0	1	2
5:15	1	0	0	1	2
5:30	0	0	0	0	0
5:45	0	0	0	1	1
6:00	0	0	0	4	4
6:15	2	0	0	1	3
6:30	1	0	0	0	1
6:45	1	0	0	3	4
7:00	1	0	0	1	2
7:15	2	0	0	1	3
7:30	0	0	0	0	0
7:45	1	1	0	0	2
8:00	0	0	0	2	2
8:15	0	1	0	0	1
8:30	0	0	0	1	1
8:45	3	0	0	2	5
9:00	1	0	0	1	2
9:15	1	0	0	2	3
9:30	1	0	0	1	2
9:45	1	1	0	0	2
10:00	0	0	0	2	2
10:15	0	0	0	2	2
10:30	1	0	0	3	4
10:45	2	2	0	0	4
11:00	2	0	0	0	2
11:15	1	0	0	2	3
11:30	2	0	0	1	3
11:45	2	1	0	1	4

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	1	0	0	0	1
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	1	0	0	0	1
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	2	0	0	0	2
7:45	0	1	0	0	1
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	1	0	0	0	1
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	1	0	0	1
9:45	0	0	0	0	0
10:00	1	0	0	0	1
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	1	1	0	0	2
11:00	1	0	0	0	1
11:15	0	0	0	0	0
11:30	2	0	0	0	2
11:45	0	1	0	0	1



City: Ontario
 Location: Driveways at 301 Rockefeller Avenue
 Date: Thursday, January 11, 2024
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	2	0	0	1	3
12:15	2	1	0	0	3
12:30	2	0	0	1	3
12:45	2	0	0	1	3
13:00	0	1	0	1	2
13:15	1	0	0	1	2
13:30	1	0	0	0	1
13:45	1	1	0	0	2
14:00	0	0	0	1	1
14:15	1	0	0	2	3
14:30	0	0	1	0	1
14:45	0	0	0	1	1
15:00	1	0	0	1	2
15:15	1	0	0	0	1
15:30	1	0	0	0	1
15:45	0	0	0	0	0
16:00	0	0	1	0	1
16:15	0	0	0	0	0
16:30	0	0	0	1	1
16:45	1	0	0	1	2
17:00	0	0	0	0	0
17:15	0	0	0	1	1
17:30	0	0	0	0	0
17:45	1	0	0	1	2
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	1	1
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	1	1
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	1	1	0	0	2
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	1	0	0	0	1
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	57	12	3	53	125

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	0	1
12:15	2	0	0	0	2
12:30	2	1	0	0	3
12:45	0	0	0	0	0
13:00	4	0	0	0	4
13:15	2	0	0	0	2
13:30	1	0	0	0	1
13:45	1	2	0	0	3
14:00	0	0	0	0	0
14:15	1	1	0	0	2
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	1	0	0	0	1
15:15	1	0	0	0	1
15:30	0	0	0	0	0
15:45	1	0	0	0	1
16:00	3	0	0	0	3
16:15	0	0	1	0	1
16:30	0	0	0	1	1
16:45	1	0	0	0	1
17:00	1	0	0	0	1
17:15	0	0	0	1	1
17:30	1	0	0	0	1
17:45	2	0	0	0	2
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	1	0	0	0	1
18:45	0	0	0	0	0
19:00	1	0	0	0	1
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	1	0	0	0	1
20:00	1	0	0	0	1
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	1	0	0	0	1
21:00	3	0	0	0	3
21:15	0	0	0	0	0
21:30	1	0	0	0	1
21:45	0	0	0	0	0
22:00	1	0	0	0	1
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	2	0	0	0	2
23:15	1	0	0	0	1
23:30	1	0	0	0	1
23:45	0	0	0	0	0
TOTAL	50	8	1	2	61

**ATTACHMENT B: 4452 & 4462 E. AIRPORT DRIVE
DRIVEWAY COUNTS JANUARY 9 - 11, 2024**

TABLE B-1: 4452 & 4462 E. AIRPORT DRIVE TRIP GENERATION BY DAY

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Day 1: January 9, 2024							
Passenger Cars:	12	10	22	8	20	28	307
2-axle Trucks:	0	1	1	3	2	5	30
3-axle Trucks:	0	0	0	0	0	0	8
4+-axle Trucks:	1	3	4	3	4	7	86
Total Truck Trips:	1	4	5	6	6	12	124
Total Trips ¹	13	14	27	14	26	40	431
Day 2: January 10, 2024							
Passenger Cars:	9	3	12	6	16	22	319
2-axle Trucks:	0	3	3	2	1	3	24
3-axle Trucks:	1	1	2	0	0	0	14
4+-axle Trucks:	2	1	3	1	2	3	84
Total Truck Trips:	3	5	8	3	3	6	122
Total Trips ¹	12	8	20	9	19	28	441
Day 3: January 11, 2024							
Passenger Cars:	8	2	10	3	12	15	293
2-axle Trucks:	1	2	3	1	2	3	35
3-axle Trucks:	0	0	0	1	2	3	8
4+-axle Trucks:	0	4	4	0	1	1	66
Total Truck Trips:	1	6	7	2	5	7	109
Total Trips ¹	9	8	17	5	17	22	402

* Note: data collected on January 9 - 10, 2024.

¹ Total Trips = Passenger Cars + Total Truck Trips.



City: Ontario
 Location: 4452 & 4462 Airport Drive Driveways
 Date: Tuesday, January 9, 2024
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	1	0	0	0	1
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	1	0	0	0	1
1:45	0	0	0	0	0
2:00	2	0	0	0	2
2:15	1	0	0	0	1
2:30	1	0	0	0	1
2:45	3	0	0	0	3
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	1	0	0	0	1
4:15	1	0	0	0	1
4:30	1	0	0	0	1
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	2	0	0	0	2
5:30	4	0	0	0	4
5:45	4	0	0	0	4
6:00	2	0	0	0	2
6:15	2	0	0	0	2
6:30	0	0	0	0	0
6:45	4	0	0	0	4
7:00	1	0	0	0	1
7:15	0	0	0	0	0
7:30	3	0	0	0	3
7:45	3	0	0	0	3
8:00	1	0	0	1	2
8:15	4	0	0	0	4
8:30	4	0	0	0	4
8:45	3	0	0	0	3
9:00	3	0	0	0	3
9:15	0	0	0	0	0
9:30	1	0	0	0	1
9:45	8	0	0	0	8
10:00	0	0	0	0	0
10:15	1	0	0	0	1
10:30	2	1	0	1	4
10:45	0	0	0	0	0
11:00	2	0	0	0	2
11:15	1	0	0	0	1
11:30	1	1	0	0	2
11:45	2	1	0	1	4

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	2	3
0:15	0	0	0	1	1
0:30	0	0	0	0	0
0:45	2	0	0	0	2
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	1	1
1:45	2	0	0	1	3
2:00	2	0	0	0	2
2:15	2	0	0	0	2
2:30	0	0	0	0	0
2:45	0	0	0	2	2
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	1	0	0	0	1
4:15	0	0	0	1	1
4:30	0	0	0	1	1
4:45	0	0	0	0	0
5:00	1	0	0	1	2
5:15	0	0	0	0	0
5:30	4	0	0	0	4
5:45	0	0	0	0	0
6:00	1	0	0	0	1
6:15	2	0	0	1	3
6:30	0	0	0	1	1
6:45	0	0	0	0	0
7:00	1	0	0	0	1
7:15	1	0	0	0	1
7:30	4	0	0	0	4
7:45	3	0	0	1	4
8:00	0	0	0	1	1
8:15	4	1	0	0	5
8:30	3	0	0	1	4
8:45	0	0	0	2	2
9:00	3	0	0	1	4
9:15	1	0	0	0	1
9:30	4	0	0	1	5
9:45	0	0	0	2	2
10:00	2	0	0	0	2
10:15	1	0	0	1	2
10:30	2	0	0	1	3
10:45	1	1	0	1	3
11:00	1	0	0	0	1
11:15	1	1	0	1	3
11:30	3	0	0	1	4
11:45	6	0	0	2	8



City: Ontario
 Location: 4452 & 4462 Airport Drive Driveways
 Date: Tuesday, January 9, 2024
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	3	1	0	0	4
12:15	0	0	0	1	1
12:30	4	0	0	1	5
12:45	4	1	0	1	6
13:00	2	0	0	1	3
13:15	6	0	0	1	7
13:30	3	0	0	0	3
13:45	4	2	0	0	6
14:00	3	0	0	0	3
14:15	2	0	0	0	2
14:30	1	0	0	0	1
14:45	2	0	0	1	3
15:00	2	0	0	0	2
15:15	1	1	0	0	2
15:30	3	1	0	0	4
15:45	6	0	0	0	6
16:00	2	0	0	0	2
16:15	3	1	0	1	5
16:30	1	2	0	0	3
16:45	2	1	0	0	3
17:00	2	0	0	1	3
17:15	3	0	0	2	5
17:30	1	0	0	1	2
17:45	0	0	0	0	0
18:00	1	0	0	0	1
18:15	2	0	0	0	2
18:30	3	0	0	0	3
18:45	2	0	0	0	2
19:00	1	0	0	1	2
19:15	3	1	0	0	4
19:30	3	0	0	0	3
19:45	0	0	0	0	0
20:00	2	0	0	0	2
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	2	0	0	0	2
21:00	2	0	0	0	2
21:15	2	0	0	0	2
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	1	0	0	0	1
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	2	0	0	0	2
23:00	1	0	0	0	1
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	157	14	0	15	186

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	1	0	0	1
12:15	0	0	0	1	1
12:30	1	0	1	1	3
12:45	1	0	0	1	2
13:00	0	0	0	1	1
13:15	5	0	0	3	8
13:30	3	0	1	2	6
13:45	1	0	0	1	2
14:00	5	2	0	1	8
14:15	3	0	1	0	4
14:30	7	0	0	0	7
14:45	3	0	0	0	3
15:00	2	0	0	3	5
15:15	2	0	0	1	3
15:30	6	1	0	1	8
15:45	0	0	0	1	1
16:00	2	0	0	0	2
16:15	1	3	0	0	4
16:30	3	2	0	0	5
16:45	3	0	0	0	3
17:00	10	0	0	3	13
17:15	4	0	0	1	5
17:30	4	0	0	1	5
17:45	0	0	0	0	0
18:00	2	0	0	0	2
18:15	1	0	0	1	2
18:30	1	0	1	2	4
18:45	1	0	2	0	3
19:00	4	0	2	2	8
19:15	0	1	0	0	1
19:30	4	1	0	3	8
19:45	3	0	0	2	5
20:00	0	0	0	2	2
20:15	0	1	0	2	3
20:30	1	0	0	0	1
20:45	0	0	0	0	0
21:00	1	1	0	0	2
21:15	2	0	0	0	2
21:30	0	0	0	1	1
21:45	0	0	0	2	2
22:00	3	0	0	0	3
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	1	1
23:00	2	0	0	1	3
23:15	0	0	0	2	2
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	150	16	8	71	245



City: Ontario
 Location: 4452 & 4462 Airport Drive Driveways
 Date: Wednesday, January 10, 2024
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	1	0	0	0	1
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	1	0	0	0	1
1:30	0	0	0	0	0
1:45	1	0	0	0	1
2:00	3	0	0	0	3
2:15	1	0	0	0	1
2:30	0	0	0	0	0
2:45	3	0	0	0	3
3:00	0	0	0	1	1
3:15	0	0	0	0	0
3:30	1	0	0	0	1
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	2	0	0	0	2
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	1	0	0	0	1
5:15	1	0	0	0	1
5:30	6	0	0	0	6
5:45	3	0	0	0	3
6:00	3	0	0	0	3
6:15	1	1	0	1	3
6:30	1	0	0	0	1
6:45	3	0	0	0	3
7:00	2	0	0	0	2
7:15	3	0	0	0	3
7:30	1	0	0	0	1
7:45	4	0	0	0	4
8:00	1	0	0	0	1
8:15	1	0	0	0	1
8:30	4	0	0	1	5
8:45	3	0	1	1	5
9:00	0	0	0	0	0
9:15	3	0	1	0	4
9:30	2	0	0	0	2
9:45	5	0	0	0	5
10:00	1	0	0	1	2
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	3	0	0	0	3
11:00	0	0	0	0	0
11:15	1	0	0	0	1
11:30	1	2	0	0	3
11:45	5	0	0	0	5

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	0	0	0	1	1
0:30	4	0	0	0	4
0:45	2	0	0	0	2
1:00	1	0	0	0	1
1:15	2	0	0	0	2
1:30	3	0	0	0	3
1:45	0	0	0	0	0
2:00	1	0	0	2	3
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	1	0	0	3	4
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	2	0	0	2	4
4:45	0	0	0	0	0
5:00	3	0	0	0	3
5:15	0	0	0	1	1
5:30	1	0	0	0	1
5:45	3	0	0	0	3
6:00	2	0	0	1	3
6:15	1	0	0	1	2
6:30	2	1	0	0	3
6:45	0	0	0	0	0
7:00	1	1	0	3	5
7:15	0	0	0	1	1
7:30	1	0	0	1	2
7:45	1	0	0	0	1
8:00	1	1	0	1	3
8:15	1	1	0	0	2
8:30	1	1	0	0	2
8:45	0	0	1	0	1
9:00	1	0	0	2	3
9:15	1	1	0	2	4
9:30	0	0	0	1	1
9:45	2	0	0	1	3
10:00	0	0	0	1	1
10:15	1	0	0	0	1
10:30	1	0	0	3	4
10:45	1	0	0	1	2
11:00	3	0	0	0	3
11:15	2	0	0	0	2
11:30	2	0	0	1	3
11:45	4	0	0	0	4



City: Ontario
 Location: 4452 & 4462 Airport Drive Driveways
 Date: Wednesday, January 10, 2024
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	2	0	0	0	2
12:15	2	0	0	1	3
12:30	2	0	0	1	3
12:45	3	0	0	2	5
13:00	2	0	1	0	3
13:15	2	1	0	2	5
13:30	2	0	0	0	2
13:45	4	1	0	0	5
14:00	2	0	0	0	2
14:15	3	1	1	0	5
14:30	2	1	0	0	3
14:45	3	0	0	0	3
15:00	2	0	0	0	2
15:15	2	0	1	0	3
15:30	3	0	0	0	3
15:45	4	1	0	0	5
16:00	4	1	0	0	5
16:15	1	1	0	0	2
16:30	0	0	0	0	0
16:45	1	0	0	1	2
17:00	1	0	0	0	1
17:15	4	0	0	1	5
17:30	1	0	0	0	1
17:45	1	1	0	0	2
18:00	3	0	0	0	3
18:15	3	0	0	0	3
18:30	2	0	0	1	3
18:45	0	0	1	1	2
19:00	1	0	0	0	1
19:15	2	0	0	1	3
19:30	1	0	0	0	1
19:45	0	0	0	1	1
20:00	0	0	0	0	0
20:15	5	0	0	0	5
20:30	1	0	0	0	1
20:45	3	0	0	0	3
21:00	2	0	0	0	2
21:15	1	0	0	0	1
21:30	1	0	0	0	1
21:45	0	0	0	0	0
22:00	2	0	0	0	2
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	1	0	0	0	1
23:00	1	0	0	0	1
23:15	1	0	0	0	1
23:30	0	0	0	0	0
23:45	2	0	0	0	2
TOTAL	157	11	6	17	191

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	4	0	0	1	5
12:15	2	0	0	1	3
12:30	1	1	0	1	3
12:45	3	0	0	3	6
13:00	1	0	1	1	3
13:15	1	1	0	1	3
13:30	4	0	0	0	4
13:45	4	0	0	0	4
14:00	0	0	0	1	1
14:15	3	0	0	0	3
14:30	8	1	1	0	10
14:45	5	0	1	0	6
15:00	3	1	0	1	5
15:15	1	0	1	2	4
15:30	4	0	2	2	8
15:45	3	1	0	0	4
16:00	4	1	0	1	6
16:15	4	0	0	0	4
16:30	4	0	0	0	4
16:45	4	0	0	1	5
17:00	5	0	0	1	6
17:15	4	0	0	1	5
17:30	1	0	0	0	1
17:45	3	0	0	1	4
18:00	2	0	0	1	3
18:15	0	0	0	0	0
18:30	3	0	0	1	4
18:45	3	0	0	1	4
19:00	5	0	1	0	6
19:15	0	0	0	2	2
19:30	3	0	0	1	4
19:45	1	0	0	2	3
20:00	1	0	0	0	1
20:15	1	0	0	0	1
20:30	4	0	0	2	6
20:45	0	0	0	1	1
21:00	1	1	0	0	2
21:15	1	0	0	3	4
21:30	0	0	0	0	0
21:45	0	0	0	1	1
22:00	1	0	0	0	1
22:15	0	0	0	1	1
22:30	0	0	0	1	1
22:45	2	0	0	1	3
23:00	4	0	0	0	4
23:15	0	0	0	0	0
23:30	1	0	0	1	2
23:45	0	0	0	0	0
TOTAL	162	13	8	67	250



City: Ontario
 Location: 4452 & 4462 Airport Drive Driveways
 Date: Thursday, January 11, 2024
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	1	0	0	0	1
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	2	0	0	0	2
2:00	0	0	0	0	0
2:15	2	0	0	0	2
2:30	2	0	0	0	2
2:45	2	0	0	0	2
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	3	0	0	0	3
4:15	0	0	0	0	0
4:30	1	0	0	0	1
4:45	0	0	0	0	0
5:00	1	0	0	0	1
5:15	2	0	0	0	2
5:30	2	0	0	0	2
5:45	4	0	0	0	4
6:00	1	0	0	0	1
6:15	1	0	0	0	1
6:30	2	0	0	0	2
6:45	2	0	0	0	2
7:00	2	0	0	0	2
7:15	3	0	0	0	3
7:30	2	0	0	0	2
7:45	3	0	0	0	3
8:00	2	0	0	0	2
8:15	0	1	0	0	1
8:30	3	0	0	0	3
8:45	3	0	0	0	3
9:00	3	0	0	0	3
9:15	2	1	0	0	3
9:30	5	1	0	0	6
9:45	3	0	1	0	4
10:00	0	0	0	0	0
10:15	1	0	0	0	1
10:30	1	0	1	0	2
10:45	4	0	0	0	4
11:00	1	2	0	0	3
11:15	0	0	0	0	0
11:30	4	0	0	0	4
11:45	2	1	0	0	3

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	1	1
0:15	5	0	0	0	5
0:30	0	0	0	1	1
0:45	0	0	0	0	0
1:00	0	0	1	0	1
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	1	1
2:00	0	0	0	0	0
2:15	0	0	0	1	1
2:30	1	0	0	0	1
2:45	0	0	0	1	1
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	2	0	0	1	3
4:00	1	0	0	0	1
4:15	0	1	0	0	1
4:30	0	0	0	1	1
4:45	0	1	0	1	2
5:00	0	0	0	0	0
5:15	1	0	0	0	1
5:30	3	0	0	0	3
5:45	0	0	0	1	1
6:00	1	0	0	0	1
6:15	3	0	0	0	3
6:30	2	0	0	0	2
6:45	1	0	0	0	1
7:00	2	0	0	1	3
7:15	0	0	0	1	1
7:30	0	0	0	0	0
7:45	1	1	0	0	2
8:00	0	0	0	2	2
8:15	1	1	0	0	2
8:30	0	0	0	1	1
8:45	1	1	0	1	3
9:00	3	0	0	1	4
9:15	1	0	0	0	1
9:30	2	2	0	0	4
9:45	2	1	1	1	5
10:00	2	0	0	2	4
10:15	0	0	0	1	1
10:30	2	0	1	0	3
10:45	2	0	0	1	3
11:00	5	1	0	0	6
11:15	0	0	0	2	2
11:30	5	1	0	1	7
11:45	1	1	0	0	2



City: Ontario
 Location: 4452 & 4462 Airport Drive Driveways
 Date: Thursday, January 11, 2024
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	0	1
12:15	2	0	0	0	2
12:30	2	2	0	0	4
12:45	5	1	0	1	7
13:00	2	0	0	0	2
13:15	3	0	0	1	4
13:30	3	0	0	1	4
13:45	0	1	0	0	1
14:00	2	0	0	0	2
14:15	4	0	0	0	4
14:30	2	1	0	0	3
14:45	0	0	0	1	1
15:00	1	0	0	0	1
15:15	4	0	0	0	4
15:30	6	0	0	0	6
15:45	4	3	0	0	7
16:00	1	1	0	0	2
16:15	0	0	1	0	1
16:30	1	0	0	0	1
16:45	1	0	0	0	1
17:00	1	0	0	0	1
17:15	0	0	0	0	0
17:30	1	0	0	0	1
17:45	2	0	0	0	2
18:00	0	0	0	0	0
18:15	3	0	0	0	3
18:30	1	0	0	0	1
18:45	1	0	0	0	1
19:00	1	0	0	0	1
19:15	3	0	0	0	3
19:30	2	0	0	0	2
19:45	3	0	0	1	4
20:00	1	0	0	1	2
20:15	1	0	0	0	1
20:30	1	0	0	0	1
20:45	1	0	0	0	1
21:00	4	0	0	0	4
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	1	0	0	0	1
22:00	1	0	0	0	1
22:15	1	0	0	0	1
22:30	1	0	0	0	1
22:45	2	0	0	0	2
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	148	15	3	6	172

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	2	1	0	1	4
12:15	2	0	0	0	2
12:30	2	0	0	1	3
12:45	3	1	0	2	6
13:00	4	1	0	1	6
13:15	4	0	0	3	7
13:30	2	0	0	0	2
13:45	2	1	0	1	4
14:00	1	0	0	1	2
14:15	4	0	0	1	5
14:30	6	1	0	0	7
14:45	1	0	0	0	1
15:00	2	0	0	1	3
15:15	4	0	0	0	4
15:30	3	0	0	0	3
15:45	3	1	0	0	4
16:00	3	2	1	0	6
16:15	3	0	0	0	3
16:30	5	0	1	1	7
16:45	1	0	0	0	1
17:00	5	0	0	0	5
17:15	1	0	0	0	1
17:30	2	0	0	0	2
17:45	2	0	0	1	3
18:00	2	0	0	0	2
18:15	2	0	0	0	2
18:30	1	0	0	0	1
18:45	2	0	0	2	4
19:00	4	0	0	0	4
19:15	0	0	0	0	0
19:30	0	0	0	2	2
19:45	0	0	0	3	3
20:00	1	0	0	3	4
20:15	0	0	0	2	2
20:30	1	0	0	1	2
20:45	5	0	0	1	6
21:00	1	1	0	0	2
21:15	1	0	0	1	2
21:30	1	0	0	0	1
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	2	0	0	0	2
22:30	0	0	0	1	1
22:45	0	0	0	2	2
23:00	4	0	0	1	5
23:15	1	0	0	1	2
23:30	0	0	0	2	2
23:45	0	0	0	0	0
	145	20	5	60	230

DATE: January 24, 2024
TO: Brandon Roberts, Pure Pizza, LLC
FROM: Alex So, Urban Crossroads, Inc.
JOB NO: 15813-02 VMT

DOMINO’S ONTARIO VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

Urban Crossroads, Inc. has prepared the following Vehicle Miles Traveled (VMT) Screening Evaluation for the Domino’s Ontario (**Project**), which is located at 301 S. Rockefeller Avenue in the City of Ontario.

PROJECT OVERVIEW

The site is currently occupied by three buildings. Two of the buildings located at 4452 and 4462 E. Airport Drive and totaling 50,178 square feet will be demolished in order to accommodate the expansion of the existing building located at 301 S. Rockefeller Avenue (Domino’s Pizza Distribution Center). Below is a summary of each building and the existing square footages:

- 4452 E. Airport Drive – 27,513 square feet
- 4462 E. Airport Drive – 22,665 square feet
- 301 S. Rockefeller Avenue – 46,079 square feet

Total of 96,257 square feet

The proposed Project includes the expansion of the building at 301 S. Rockefeller Avenue to accommodate a total of 110,462 square feet of warehousing space (which includes 12,668 square feet of office space, an ancillary use to the warehouse use). As such, the proposed expansion is 64,383 square feet over the existing 46,079-square-foot building. A site plan for the proposed Project is shown in Attachment A.

BACKGROUND

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020, consistent with Senate Bill 743 (SB 743). To comply with SB 743, the City of Ontario in June 2020 adopted their own VMT methodologies and thresholds (Resolution No. 2020-071) (**City Guidelines**) (1). This evaluation has been prepared based on the adopted City Guidelines.



VMT SCREENING

City Guidelines describe that a project may be determined to have a less than significant VMT impact and screened from the need to prepare a project level VMT analysis if it meets at least one of the City's VMT screening criteria. City VMT screening criteria that is applicable to the proposed Project based its on location and/or land use are listed below:

- Transit Priority Area (TPA) Screening
- Low VMT Area Screening
- Low Trip Generating Uses

A land use project **needs only to meet one** of the above screening criteria to be screened from further VMT analysis.

TPA SCREENING

City Guidelines state projects located within a TPA (i.e., within ½ mile of an existing “major transit stop”¹ or an existing stop along a “high-quality transit corridor”²) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

As currently proposed, the Project does not meet the secondary criteria such as having a FAR of greater than 0.75. As such, the Project would not qualify for TPA screening irrespective of the Project's proximity to transit.

TPA screening criteria is not met.

LOW VMT AREA SCREENING

City Guidelines state that projects may be presumed to have a less than significant VMT impact if located in an already low VMT generating traffic analysis zone (TAZ). The City Guidelines define low VMT generating TAZ's as those that generate VMT per service population at least 15% below current average County of San Bernardino Baseline VMT per service population.

¹ Pub. Resources Code, § 21064.3 (“Major transit stop’ means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”)

² Pub. Resources Code, § 21155 (“For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.”)

The San Bernardino Transportation Analysis Model (SBTAM) has been utilized to conduct the low area VMT screening. The first step in this process is to determine the appropriate TAZ that contains the Project and to ensure that the TAZ contains land use information similar to the proposed Project. The TAZ in which the Project is located is TAZ 53687401 (see Attachment B) and was found to include adequate levels of industrial employment. VMT per service population was then calculated for TAZ 53687401 for Baseline conditions, which was found to generate 44.3 VMT per service population. The City threshold is defined as 15% below County of San Bernardino Baseline VMT per service population, which was calculated as 28.5 VMT per service population. The Project TAZ’s VMT per service population value exceeds the City threshold and is therefore not located in a low VMT area.

Low VMT Area screening criteria is not met.

LOW TRIP GENERATING USES SCREENING

City Guidelines state that land use projects generating 110 or fewer daily vehicle trips are assumed to cause a less than significant impact on VMT.

Existing Traffic

As noted previously, the site is currently occupied by three existing buildings totaling 96,257 square feet of warehousing space. Two of the existing buildings are proposed to be demolished (totaling 50,178 square feet) in order to accommodate the 64,383-square-foot expansion of the building located at 301 S. Rockefeller Avenue. In an effort to understand the traffic already occurring on the Project site due to the existing uses, traffic counts were collected at all applicable driveways on Tuesday, January 9, 2024, through Thursday, January 11, 2024.

Table 1 below summarizes the average existing trip generation based on the count data collected over the three consecutive days for the existing Domino’s Warehouse (located at 301 S. Rockefeller Avenue). The existing site currently generates an average of 198 two-way trips per day, A detailed summary of the count data collected at 301 S. Rockefeller Avenue is shown in Attachment C.

TABLE 1: EXISTING TRIP GENERATION FOR 301 S. ROCKEFELLER AVENUE

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Actual Vehicles:							
Existing Use							
Passenger Cars:	4	2	6	2	6	8	118
2-axle Trucks:	1	0	1	0	0	0	15
3-axle Trucks:	0	0	0	0	1	1	6
4+-axle Trucks:	5	0	5	3	1	4	59
Total Truck Trips (Actual Vehicles):	6	0	6	3	2	5	80
Total Trips (Actual Vehicles)¹	10	2	12	5	8	13	198

¹ Total Trips = Passenger Cars + Truck Trips.

Table 2 below summarizes the average existing trip generation based on the count data collected over the three consecutive days for the two warehouses located at 4452 and 4462 E. Airport Drive.

The existing buildings currently generate an average of 425 two-way trips per day. A detailed summary of the count data collected at 4452 & 4462 E. Airport Drive is shown in Attachment D.

TABLE 2: EXISTING TRIP GENERATION FOR 4452 & 4462 E. AIRPORT DRIVE

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Actual Vehicles:							
Existing Use							
Passenger Cars:	10	5	15	6	16	22	306
2-axle Trucks:	0	2	2	2	2	4	30
3-axle Trucks:	0	0	0	0	1	1	10
4+-axle Trucks:	1	3	4	1	2	3	79
Total Truck Trips (Actual Vehicles):	1	5	6	3	5	8	119
Total Trips (Actual Vehicles)¹	11	10	21	9	21	30	425

¹ Total Trips = Passenger Cars + Truck Trips.

Proposed Project

The Project proposes to expand the existing 46,079-square-foot Domino’s Warehouse by 64,383 square feet (for a total of 110,462 square feet). In an effort to conduct a conservative assessment, the trips associated with the existing warehouse building have been utilized to determine potential trips associated with the expansion as opposed to using the trip generation rates published in the latest Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) for a speculative warehouse use. Table 3 summarizes the Project trip generation rates which have been calculated by dividing the total trips shown on Table 1 by the existing 46,079 square feet of building space to develop a trip generation rate on a per thousand square foot basis.

TABLE 3: PROJECT TRIP GENERATION RATES

Land Use ¹	Units ²	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicle Trip Generation Rates								
Existing Warehouse Building	TSF	0.217	0.043	0.260	0.109	0.174	0.282	4.297
Passenger Cars		0.087	0.043	0.130	0.043	0.130	0.174	2.561
2-Axle Trucks		0.022	0.000	0.022	0.000	0.000	0.000	0.326
3-Axle Trucks		0.000	0.000	0.000	0.000	0.022	0.022	0.130
4+-Axle Trucks		0.109	0.000	0.109	0.065	0.022	0.087	1.280

¹ Trip Generation & Vehicle Mix Source: Based on empirical driveway count data collected shown on Table 1 divided by the existing square footage (46,079)

² TSF = thousand square feet

The trip generation summary illustrating daily and peak hour trip generation estimates for the proposed Project are shown on Table 4 for actual vehicles. The proposed Project is anticipated to generate 278 vehicle trip-ends per day.

TABLE 4: PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
Proposed Expansion	64.383 TSF							
Passenger Cars:		6	3	9	3	8	11	166
2-axle Trucks:		1	0	1	0	0	0	22
3-axle Trucks:		0	0	0	0	1	1	8
4+-axle Trucks:		7	0	7	4	1	5	82
Total Truck Trips (Actual Vehicles):		8	0	8	4	2	6	112
Total Trips (Actual Vehicles)²		14	3	17	7	10	17	278

¹ TSF = thousand square feet

² Total Trips = Passenger Cars + Truck Trips.

TRIP GENERATION COMPARISON

Table 5 summarizes the net change in trip generation of the proposed expansion to the trips currently generated by the two buildings located at 4452 and 4462 E. Airport Drive which will be demolished.

TABLE 5: TRIP GENERATION COMPARISON

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Actual Vehicles:							
Existing: 4452 & 4462 Airport Drive	13	17	30	12	27	39	608
Proposed: Domino's Expansion	14	3	17	7	10	17	278
Net New Project Trips (Actual Vehicles)	1	-14	-13	-5	-17	-22	-330

As shown in Table 5, the Project is estimated to have a net reduction of 330 two-way trips per day, which is below the 110 daily vehicle trip threshold.

Low Trip Generating Uses screening criteria is met.

CONCLUSION

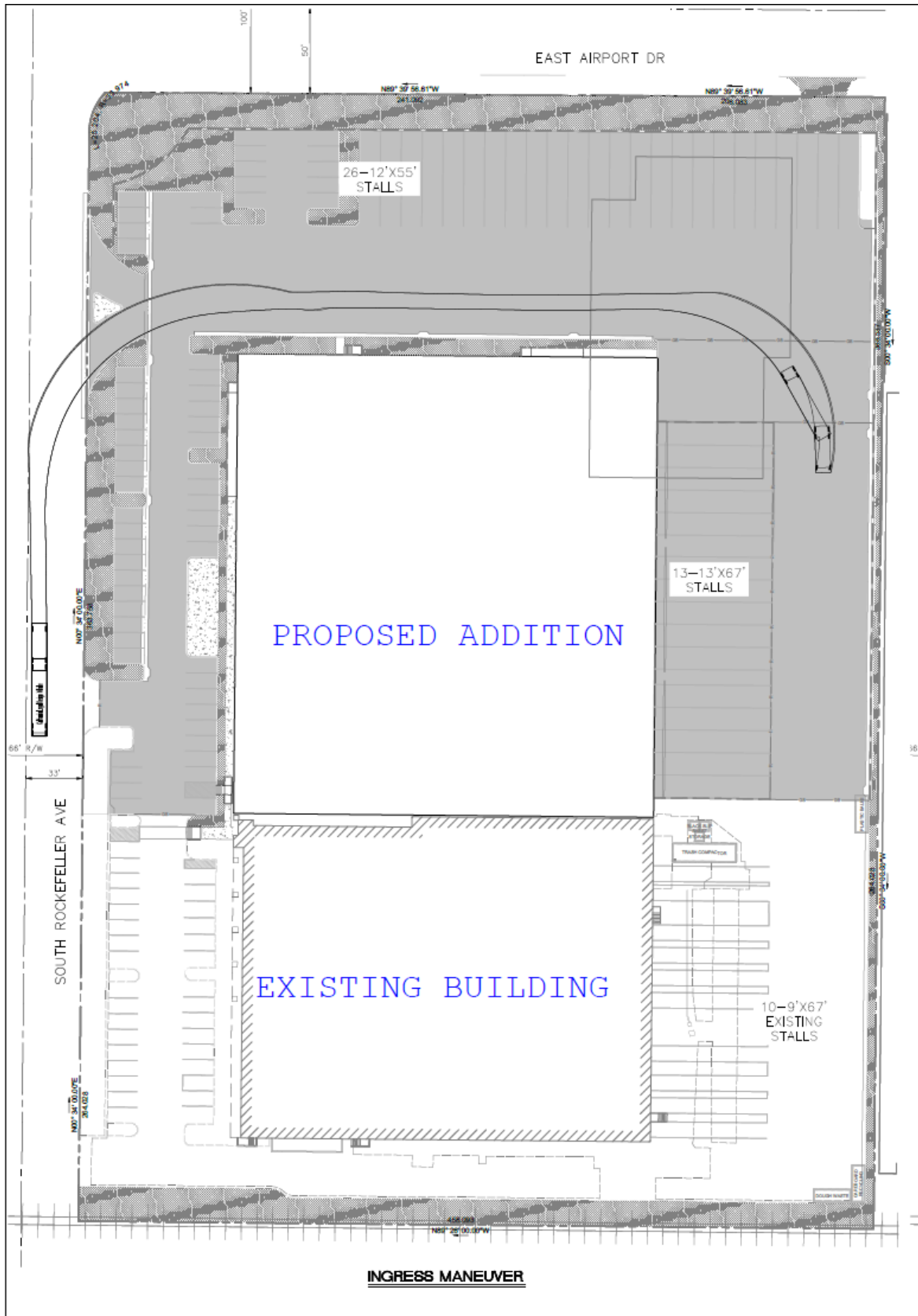
In summary, the Project was evaluated based on relevant VMT screening criteria utilized by the City. The Project was found to meet the Low Trip Generating Uses screening criteria and therefore is presumed to have a less than significant impact on VMT. No further VMT analysis is required.

If you have any questions, please contact me directly at aso@urbanxroads.com.

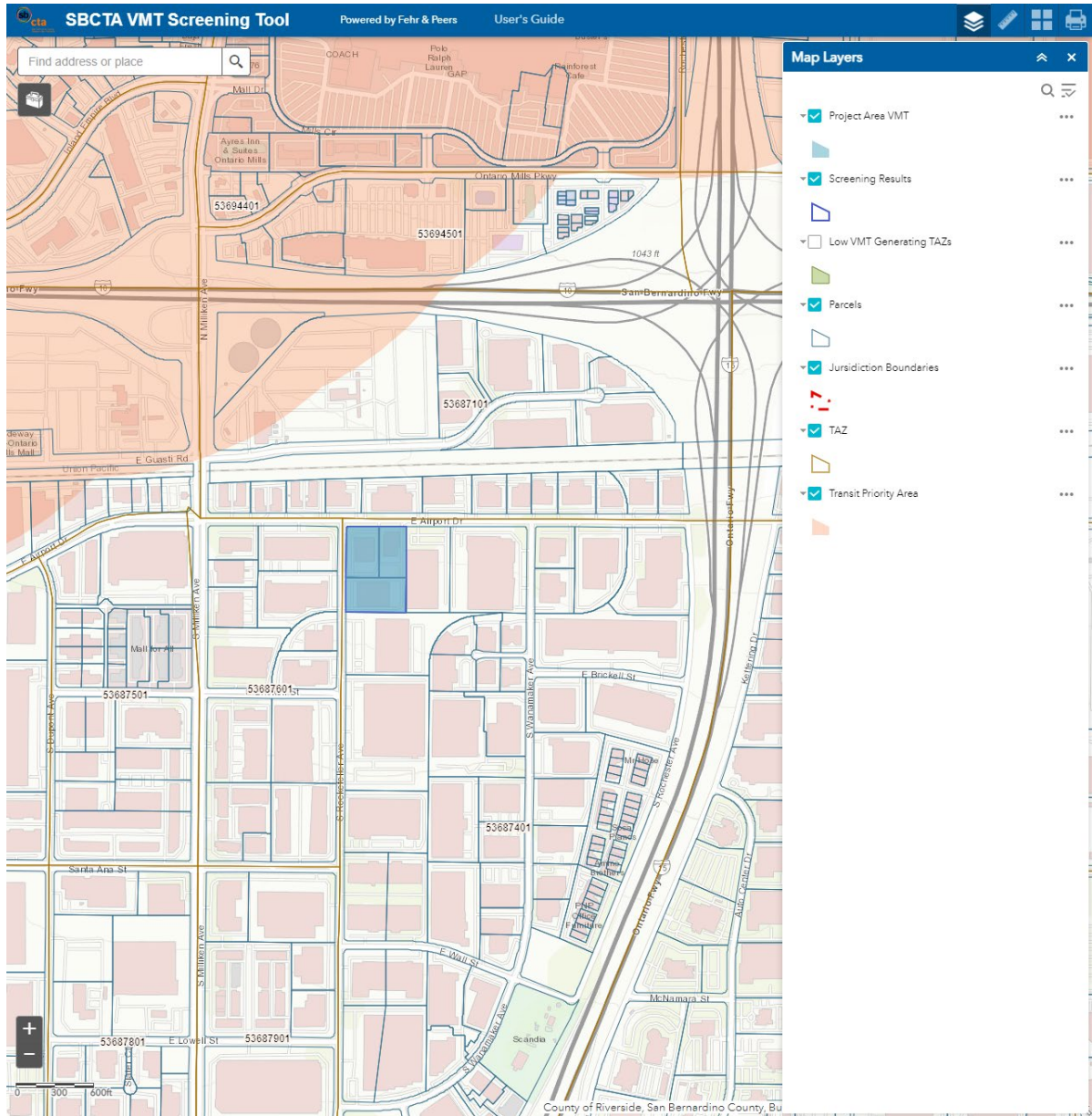
REFERENCES

1. **City of Ontario.** *SB 743 VMT Thresholds.* City of Ontario : s.n., June 2020.

ATTACHMENT A
PROJECT SITE PLAN



ATTACHMENT B
SBTAM TAZ MAP



ATTACHMENT C
301 S. ROCKEFELLER AVENUE
DRIVEWAY COUNTS JANUARY 9 - 11, 2024

TABLE C-1: 301 S. ROCKEFELLER AVENUE TRIP GENERATION BY DAY

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Day 1: January 9, 2024							
Passenger Cars:	3	2	5	1	5	6	102
2-axle Trucks:	0	0	0	0	0	0	9
3-axle Trucks:	0	0	0	0	1	1	11
4+-axle Trucks:	7	0	7	5	2	7	66
Total Truck Trips:	7	0	7	5	3	8	86
Total Trips ¹	10	2	12	6	8	14	188
Day 2: January 10, 2024							
Passenger Cars:	5	2	7	4	8	12	145
2-axle Trucks:	1	0	1	0	0	0	15
3-axle Trucks:	0	0	0	0	0	0	4
4+-axle Trucks:	7	0	7	1	0	1	56
Total Truck Trips:	8	0	8	1	0	1	75
Total Trips ¹	13	2	15	5	8	13	220
Day 3: January 11, 2024							
Passenger Cars:	4	2	6	1	4	5	107
2-axle Trucks:	1	1	2	0	0	0	20
3-axle Trucks:	0	0	0	1	1	2	4
4+-axle Trucks:	2	0	2	2	1	3	55
Total Truck Trips:	3	1	4	3	2	5	79
Total Trips ¹	7	3	10	4	6	10	186

* Note: data collected on January 9 - 10, 2024.

¹ Total Trips = Passenger Cars + Total Truck Trips.



City: Ontario
 Location: Driveways at 301 Rockefeller Avenue
 Date: Tuesday, January 9, 2024
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	1	0	0	0	1
0:30	0	0	0	0	0
0:45	1	0	0	0	1
1:00	0	0	0	0	0
1:15	2	0	0	0	2
1:30	0	0	0	0	0
1:45	2	0	0	0	2
2:00	3	0	0	0	3
2:15	1	0	0	0	1
2:30	0	0	0	0	0
2:45	1	0	0	0	1
3:00	0	0	0	1	1
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	1	0	0	1	2
4:00	0	0	0	0	0
4:15	1	0	0	0	1
4:30	1	0	0	1	2
4:45	0	0	0	0	0
5:00	0	0	0	1	1
5:15	1	0	0	1	2
5:30	0	0	0	0	0
5:45	0	0	0	1	1
6:00	1	0	0	2	3
6:15	1	0	0	3	4
6:30	1	0	0	1	2
6:45	0	0	0	0	0
7:00	1	0	0	1	2
7:15	0	0	0	2	2
7:30	1	0	0	1	2
7:45	3	0	0	1	4
8:00	2	0	0	2	4
8:15	1	0	0	0	1
8:30	0	0	0	0	0
8:45	0	0	0	5	5
9:00	0	0	0	5	5
9:15	1	1	0	1	3
9:30	2	0	0	1	3
9:45	1	0	0	1	2
10:00	0	0	0	0	0
10:15	2	0	0	2	4
10:30	0	0	0	1	1
10:45	1	0	0	1	2
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	1	0	0	1	2
11:45	3	0	0	1	4

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	1	0	0	0	1
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	2	0	0	0	2
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	1	0	0	0	1
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	1	0	0	0	1
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	1	1
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	1	0	0	0	1
8:30	0	0	0	0	0
8:45	1	0	0	0	1
9:00	0	0	0	1	1
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	3	0	0	0	3
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	1	0	0	1



City: Ontario
 Location: Driveways at 301 Rockefeller Avenue
 Date: Tuesday, January 9, 2024
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	0	0
12:15	1	1	0	1	3
12:30	1	0	1	2	4
12:45	1	0	0	0	1
13:00	1	0	0	0	1
13:15	0	0	0	3	3
13:30	3	0	0	3	6
13:45	0	0	0	1	1
14:00	0	0	0	1	1
14:15	1	0	1	0	2
14:30	0	1	1	0	2
14:45	1	0	0	0	1
15:00	1	0	0	1	2
15:15	0	0	0	2	2
15:30	1	0	0	0	1
15:45	0	0	0	2	2
16:00	0	0	0	1	1
16:15	0	0	0	2	2
16:30	0	0	0	1	1
16:45	1	0	0	1	2
17:00	0	0	0	1	1
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	1	1	2
18:45	0	0	2	0	2
19:00	1	0	2	0	3
19:15	0	0	1	0	1
19:30	0	1	0	0	1
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	1	0	0	1
20:30	1	0	0	0	1
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	2	0	0	0	2
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	53	5	9	61	128

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	1	0	0	1
12:15	2	0	0	0	2
12:30	2	1	0	1	4
12:45	3	0	0	0	3
13:00	1	0	0	0	1
13:15	0	0	0	0	0
13:30	1	0	0	0	1
13:45	0	0	0	0	0
14:00	3	0	0	0	3
14:15	1	0	0	0	1
14:30	2	0	0	0	2
14:45	1	1	0	0	2
15:00	1	0	0	0	1
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	1	0	0	0	1
16:00	2	0	1	1	4
16:15	0	0	0	1	1
16:30	3	0	0	0	3
16:45	0	0	0	0	0
17:00	2	0	0	0	2
17:15	2	0	0	0	2
17:30	1	0	0	0	1
17:45	1	0	0	0	1
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	1	0	0	0	1
19:00	1	0	0	0	1
19:15	1	0	1	0	2
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	1	0	0	0	1
20:45	0	0	0	0	0
21:00	1	0	0	0	1
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	1	0	0	0	1
22:00	0	0	0	0	0
22:15	1	0	0	0	1
22:30	0	0	0	0	0
22:45	1	0	0	0	1
23:00	0	0	0	0	0
23:15	2	0	0	0	2
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	49	4	2	5	60



City: Ontario
 Location: Driveways at 301 Rockefeller Avenue
 Date: Wednesday, January 10, 2024
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	1	0	0	0	1
1:00	0	0	0	0	0
1:15	2	0	0	0	2
1:30	2	0	0	0	2
1:45	2	0	0	0	2
2:00	1	0	0	1	2
2:15	4	0	0	0	4
2:30	0	0	0	1	1
2:45	0	0	0	0	0
3:00	0	0	0	1	1
3:15	0	0	0	1	1
3:30	1	0	0	1	2
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	2	2
4:30	0	0	0	1	1
4:45	0	0	0	1	1
5:00	1	0	0	0	1
5:15	2	0	0	0	2
5:30	0	1	0	5	6
5:45	0	0	0	0	0
6:00	1	1	0	2	4
6:15	2	0	0	1	3
6:30	1	0	0	0	1
6:45	1	0	0	0	1
7:00	1	1	0	3	5
7:15	0	0	0	2	2
7:30	1	0	0	2	3
7:45	3	0	0	0	3
8:00	0	0	0	1	1
8:15	2	0	0	0	2
8:30	1	0	0	0	1
8:45	2	0	0	0	2
9:00	1	0	0	2	3
9:15	2	0	0	1	3
9:30	1	0	0	1	2
9:45	0	0	0	2	2
10:00	0	1	0	1	2
10:15	0	0	0	0	0
10:30	0	0	0	4	4
10:45	5	0	0	0	5
11:00	3	0	0	0	3
11:15	0	0	0	1	1
11:30	2	0	0	2	4
11:45	2	1	0	0	3

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	2	0	0	0	2
0:45	2	0	0	0	2
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	2	0	0	0	2
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	1	0	0	0	1
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	2	0	0	0	2
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	1	0	0	1
6:15	2	0	0	0	2
6:30	0	0	0	0	0
6:45	1	0	0	0	1
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	2	0	0	0	2
8:00	1	0	0	0	1
8:15	3	0	0	0	3
8:30	1	0	0	0	1
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	2	0	0	0	2
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	1	1	0	0	2
10:30	0	0	0	0	0
10:45	1	0	0	0	1
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	1	0	0	0	1
11:45	2	1	0	0	3



City: Ontario
 Location: Driveways at 301 Rockefeller Avenue
 Date: Wednesday, January 10, 2024
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	1	2
12:15	0	1	0	0	1
12:30	3	0	0	0	3
12:45	1	0	0	1	2
13:00	1	0	0	1	2
13:15	0	1	0	0	1
13:30	1	0	0	0	1
13:45	0	0	0	1	1
14:00	0	0	0	1	1
14:15	0	0	0	0	0
14:30	1	0	0	1	2
14:45	1	0	1	0	2
15:00	1	0	0	1	2
15:15	1	0	0	2	3
15:30	0	1	1	1	3
15:45	1	0	0	0	1
16:00	1	0	0	1	2
16:15	0	0	0	0	0
16:30	3	0	0	0	3
16:45	0	0	0	0	0
17:00	1	0	0	1	2
17:15	1	0	0	1	2
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	1	1
18:15	0	0	0	0	0
18:30	0	1	0	1	2
18:45	1	0	0	0	1
19:00	0	0	0	0	0
19:15	1	0	0	0	1
19:30	2	0	0	0	2
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	1	0	0	0	1
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	1	1
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	70	9	2	55	136

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	0	1
12:15	1	0	0	0	1
12:30	7	1	0	0	8
12:45	3	0	0	0	3
13:00	1	0	0	0	1
13:15	0	1	0	0	1
13:30	0	0	0	0	0
13:45	1	0	0	0	1
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	3	0	0	0	3
14:45	1	0	0	0	1
15:00	1	0	0	0	1
15:15	2	0	1	0	3
15:30	0	1	0	0	1
15:45	2	0	0	0	2
16:00	4	0	0	0	4
16:15	2	0	0	0	2
16:30	0	0	0	0	0
16:45	2	0	0	0	2
17:00	0	0	0	0	0
17:15	2	0	0	0	2
17:30	0	0	0	0	0
17:45	1	0	0	0	1
18:00	1	0	0	0	1
18:15	1	0	0	0	1
18:30	2	0	0	1	3
18:45	0	0	1	0	1
19:00	1	0	0	0	1
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	2	0	0	0	2
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	1	0	0	0	1
21:30	2	0	0	0	2
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	4	0	0	0	4
23:00	0	0	0	0	0
23:15	1	0	0	0	1
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	75	6	2	1	84



City: Ontario
 Location: Driveways at 301 Rockefeller Avenue
 Date: Thursday, January 11, 2024
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	1	0	0	0	1
1:00	1	0	1	0	2
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	2	0	0	0	2
2:00	0	0	0	0	0
2:15	3	0	0	0	3
2:30	2	0	0	1	3
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	2	2
3:45	1	1	0	0	2
4:00	0	1	0	0	1
4:15	1	0	0	0	1
4:30	0	0	0	1	1
4:45	0	0	0	0	0
5:00	1	0	0	1	2
5:15	1	0	0	1	2
5:30	0	0	0	0	0
5:45	0	0	0	1	1
6:00	0	0	0	4	4
6:15	2	0	0	1	3
6:30	1	0	0	0	1
6:45	1	0	0	3	4
7:00	1	0	0	1	2
7:15	2	0	0	1	3
7:30	0	0	0	0	0
7:45	1	1	0	0	2
8:00	0	0	0	2	2
8:15	0	1	0	0	1
8:30	0	0	0	1	1
8:45	3	0	0	2	5
9:00	1	0	0	1	2
9:15	1	0	0	2	3
9:30	1	0	0	1	2
9:45	1	1	0	0	2
10:00	0	0	0	2	2
10:15	0	0	0	2	2
10:30	1	0	0	3	4
10:45	2	2	0	0	4
11:00	2	0	0	0	2
11:15	1	0	0	2	3
11:30	2	0	0	1	3
11:45	2	1	0	1	4

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	1	0	0	0	1
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	1	0	0	0	1
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	2	0	0	0	2
7:45	0	1	0	0	1
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	1	0	0	0	1
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	1	0	0	1
9:45	0	0	0	0	0
10:00	1	0	0	0	1
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	1	1	0	0	2
11:00	1	0	0	0	1
11:15	0	0	0	0	0
11:30	2	0	0	0	2
11:45	0	1	0	0	1



City: Ontario
 Location: Driveways at 301 Rockefeller Avenue
 Date: Thursday, January 11, 2024
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	2	0	0	1	3
12:15	2	1	0	0	3
12:30	2	0	0	1	3
12:45	2	0	0	1	3
13:00	0	1	0	1	2
13:15	1	0	0	1	2
13:30	1	0	0	0	1
13:45	1	1	0	0	2
14:00	0	0	0	1	1
14:15	1	0	0	2	3
14:30	0	0	1	0	1
14:45	0	0	0	1	1
15:00	1	0	0	1	2
15:15	1	0	0	0	1
15:30	1	0	0	0	1
15:45	0	0	0	0	0
16:00	0	0	1	0	1
16:15	0	0	0	0	0
16:30	0	0	0	1	1
16:45	1	0	0	1	2
17:00	0	0	0	0	0
17:15	0	0	0	1	1
17:30	0	0	0	0	0
17:45	1	0	0	1	2
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	1	1
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	1	1
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	1	1	0	0	2
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	1	0	0	0	1
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	57	12	3	53	125

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	0	1
12:15	2	0	0	0	2
12:30	2	1	0	0	3
12:45	0	0	0	0	0
13:00	4	0	0	0	4
13:15	2	0	0	0	2
13:30	1	0	0	0	1
13:45	1	2	0	0	3
14:00	0	0	0	0	0
14:15	1	1	0	0	2
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	1	0	0	0	1
15:15	1	0	0	0	1
15:30	0	0	0	0	0
15:45	1	0	0	0	1
16:00	3	0	0	0	3
16:15	0	0	1	0	1
16:30	0	0	0	1	1
16:45	1	0	0	0	1
17:00	1	0	0	0	1
17:15	0	0	0	1	1
17:30	1	0	0	0	1
17:45	2	0	0	0	2
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	1	0	0	0	1
18:45	0	0	0	0	0
19:00	1	0	0	0	1
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	1	0	0	0	1
20:00	1	0	0	0	1
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	1	0	0	0	1
21:00	3	0	0	0	3
21:15	0	0	0	0	0
21:30	1	0	0	0	1
21:45	0	0	0	0	0
22:00	1	0	0	0	1
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	2	0	0	0	2
23:15	1	0	0	0	1
23:30	1	0	0	0	1
23:45	0	0	0	0	0
TOTAL	50	8	1	2	61

ATTACHMENT D
4452 & 4462 E. AIRPORT DRIVE
DRIVEWAY COUNTS JANUARY 9 - 11, 2024

TABLE D-1: 4452 & 4462 E. AIRPORT DRIVE TRIP GENERATION BY DAY

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Day 1: January 9, 2024							
Passenger Cars:	12	10	22	8	20	28	307
2-axle Trucks:	0	1	1	3	2	5	30
3-axle Trucks:	0	0	0	0	0	0	8
4+-axle Trucks:	1	3	4	3	4	7	86
Total Truck Trips:	1	4	5	6	6	12	124
Total Trips ¹	13	14	27	14	26	40	431
Day 2: January 10, 2024							
Passenger Cars:	9	3	12	6	16	22	319
2-axle Trucks:	0	3	3	2	1	3	24
3-axle Trucks:	1	1	2	0	0	0	14
4+-axle Trucks:	2	1	3	1	2	3	84
Total Truck Trips:	3	5	8	3	3	6	122
Total Trips ¹	12	8	20	9	19	28	441
Day 3: January 11, 2024							
Passenger Cars:	8	2	10	3	12	15	293
2-axle Trucks:	1	2	3	1	2	3	35
3-axle Trucks:	0	0	0	1	2	3	8
4+-axle Trucks:	0	4	4	0	1	1	66
Total Truck Trips:	1	6	7	2	5	7	109
Total Trips ¹	9	8	17	5	17	22	402

* Note: data collected on January 9 - 10, 2024.

¹ Total Trips = Passenger Cars + Total Truck Trips.



City: Ontario
 Location: 4452 & 4462 Airport Drive Driveways
 Date: Tuesday, January 9, 2024
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	1	0	0	0	1
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	1	0	0	0	1
1:45	0	0	0	0	0
2:00	2	0	0	0	2
2:15	1	0	0	0	1
2:30	1	0	0	0	1
2:45	3	0	0	0	3
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	1	0	0	0	1
4:15	1	0	0	0	1
4:30	1	0	0	0	1
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	2	0	0	0	2
5:30	4	0	0	0	4
5:45	4	0	0	0	4
6:00	2	0	0	0	2
6:15	2	0	0	0	2
6:30	0	0	0	0	0
6:45	4	0	0	0	4
7:00	1	0	0	0	1
7:15	0	0	0	0	0
7:30	3	0	0	0	3
7:45	3	0	0	0	3
8:00	1	0	0	1	2
8:15	4	0	0	0	4
8:30	4	0	0	0	4
8:45	3	0	0	0	3
9:00	3	0	0	0	3
9:15	0	0	0	0	0
9:30	1	0	0	0	1
9:45	8	0	0	0	8
10:00	0	0	0	0	0
10:15	1	0	0	0	1
10:30	2	1	0	1	4
10:45	0	0	0	0	0
11:00	2	0	0	0	2
11:15	1	0	0	0	1
11:30	1	1	0	0	2
11:45	2	1	0	1	4

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	2	3
0:15	0	0	0	1	1
0:30	0	0	0	0	0
0:45	2	0	0	0	2
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	1	1
1:45	2	0	0	1	3
2:00	2	0	0	0	2
2:15	2	0	0	0	2
2:30	0	0	0	0	0
2:45	0	0	0	2	2
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	1	0	0	0	1
4:15	0	0	0	1	1
4:30	0	0	0	1	1
4:45	0	0	0	0	0
5:00	1	0	0	1	2
5:15	0	0	0	0	0
5:30	4	0	0	0	4
5:45	0	0	0	0	0
6:00	1	0	0	0	1
6:15	2	0	0	1	3
6:30	0	0	0	1	1
6:45	0	0	0	0	0
7:00	1	0	0	0	1
7:15	1	0	0	0	1
7:30	4	0	0	0	4
7:45	3	0	0	1	4
8:00	0	0	0	1	1
8:15	4	1	0	0	5
8:30	3	0	0	1	4
8:45	0	0	0	2	2
9:00	3	0	0	1	4
9:15	1	0	0	0	1
9:30	4	0	0	1	5
9:45	0	0	0	2	2
10:00	2	0	0	0	2
10:15	1	0	0	1	2
10:30	2	0	0	1	3
10:45	1	1	0	1	3
11:00	1	0	0	0	1
11:15	1	1	0	1	3
11:30	3	0	0	1	4
11:45	6	0	0	2	8



City: Ontario
 Location: 4452 & 4462 Airport Drive Driveways
 Date: Tuesday, January 9, 2024
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	3	1	0	0	4
12:15	0	0	0	1	1
12:30	4	0	0	1	5
12:45	4	1	0	1	6
13:00	2	0	0	1	3
13:15	6	0	0	1	7
13:30	3	0	0	0	3
13:45	4	2	0	0	6
14:00	3	0	0	0	3
14:15	2	0	0	0	2
14:30	1	0	0	0	1
14:45	2	0	0	1	3
15:00	2	0	0	0	2
15:15	1	1	0	0	2
15:30	3	1	0	0	4
15:45	6	0	0	0	6
16:00	2	0	0	0	2
16:15	3	1	0	1	5
16:30	1	2	0	0	3
16:45	2	1	0	0	3
17:00	2	0	0	1	3
17:15	3	0	0	2	5
17:30	1	0	0	1	2
17:45	0	0	0	0	0
18:00	1	0	0	0	1
18:15	2	0	0	0	2
18:30	3	0	0	0	3
18:45	2	0	0	0	2
19:00	1	0	0	1	2
19:15	3	1	0	0	4
19:30	3	0	0	0	3
19:45	0	0	0	0	0
20:00	2	0	0	0	2
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	2	0	0	0	2
21:00	2	0	0	0	2
21:15	2	0	0	0	2
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	1	0	0	0	1
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	2	0	0	0	2
23:00	1	0	0	0	1
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	157	14	0	15	186

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	1	0	0	1
12:15	0	0	0	1	1
12:30	1	0	1	1	3
12:45	1	0	0	1	2
13:00	0	0	0	1	1
13:15	5	0	0	3	8
13:30	3	0	1	2	6
13:45	1	0	0	1	2
14:00	5	2	0	1	8
14:15	3	0	1	0	4
14:30	7	0	0	0	7
14:45	3	0	0	0	3
15:00	2	0	0	3	5
15:15	2	0	0	1	3
15:30	6	1	0	1	8
15:45	0	0	0	1	1
16:00	2	0	0	0	2
16:15	1	3	0	0	4
16:30	3	2	0	0	5
16:45	3	0	0	0	3
17:00	10	0	0	3	13
17:15	4	0	0	1	5
17:30	4	0	0	1	5
17:45	0	0	0	0	0
18:00	2	0	0	0	2
18:15	1	0	0	1	2
18:30	1	0	1	2	4
18:45	1	0	2	0	3
19:00	4	0	2	2	8
19:15	0	1	0	0	1
19:30	4	1	0	3	8
19:45	3	0	0	2	5
20:00	0	0	0	2	2
20:15	0	1	0	2	3
20:30	1	0	0	0	1
20:45	0	0	0	0	0
21:00	1	1	0	0	2
21:15	2	0	0	0	2
21:30	0	0	0	1	1
21:45	0	0	0	2	2
22:00	3	0	0	0	3
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	1	1
23:00	2	0	0	1	3
23:15	0	0	0	2	2
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	150	16	8	71	245



City: Ontario
 Location: 4452 & 4462 Airport Drive Driveways
 Date: Wednesday, January 10, 2024
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	1	0	0	0	1
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	1	0	0	0	1
1:30	0	0	0	0	0
1:45	1	0	0	0	1
2:00	3	0	0	0	3
2:15	1	0	0	0	1
2:30	0	0	0	0	0
2:45	3	0	0	0	3
3:00	0	0	0	1	1
3:15	0	0	0	0	0
3:30	1	0	0	0	1
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	2	0	0	0	2
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	1	0	0	0	1
5:15	1	0	0	0	1
5:30	6	0	0	0	6
5:45	3	0	0	0	3
6:00	3	0	0	0	3
6:15	1	1	0	1	3
6:30	1	0	0	0	1
6:45	3	0	0	0	3
7:00	2	0	0	0	2
7:15	3	0	0	0	3
7:30	1	0	0	0	1
7:45	4	0	0	0	4
8:00	1	0	0	0	1
8:15	1	0	0	0	1
8:30	4	0	0	1	5
8:45	3	0	1	1	5
9:00	0	0	0	0	0
9:15	3	0	1	0	4
9:30	2	0	0	0	2
9:45	5	0	0	0	5
10:00	1	0	0	1	2
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	3	0	0	0	3
11:00	0	0	0	0	0
11:15	1	0	0	0	1
11:30	1	2	0	0	3
11:45	5	0	0	0	5

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	0	0	0	1	1
0:30	4	0	0	0	4
0:45	2	0	0	0	2
1:00	1	0	0	0	1
1:15	2	0	0	0	2
1:30	3	0	0	0	3
1:45	0	0	0	0	0
2:00	1	0	0	2	3
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	1	0	0	3	4
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	2	0	0	2	4
4:45	0	0	0	0	0
5:00	3	0	0	0	3
5:15	0	0	0	1	1
5:30	1	0	0	0	1
5:45	3	0	0	0	3
6:00	2	0	0	1	3
6:15	1	0	0	1	2
6:30	2	1	0	0	3
6:45	0	0	0	0	0
7:00	1	1	0	3	5
7:15	0	0	0	1	1
7:30	1	0	0	1	2
7:45	1	0	0	0	1
8:00	1	1	0	1	3
8:15	1	1	0	0	2
8:30	1	1	0	0	2
8:45	0	0	1	0	1
9:00	1	0	0	2	3
9:15	1	1	0	2	4
9:30	0	0	0	1	1
9:45	2	0	0	1	3
10:00	0	0	0	1	1
10:15	1	0	0	0	1
10:30	1	0	0	3	4
10:45	1	0	0	1	2
11:00	3	0	0	0	3
11:15	2	0	0	0	2
11:30	2	0	0	1	3
11:45	4	0	0	0	4



City: Ontario
 Location: 4452 & 4462 Airport Drive Driveways
 Date: Wednesday, January 10, 2024
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	2	0	0	0	2
12:15	2	0	0	1	3
12:30	2	0	0	1	3
12:45	3	0	0	2	5
13:00	2	0	1	0	3
13:15	2	1	0	2	5
13:30	2	0	0	0	2
13:45	4	1	0	0	5
14:00	2	0	0	0	2
14:15	3	1	1	0	5
14:30	2	1	0	0	3
14:45	3	0	0	0	3
15:00	2	0	0	0	2
15:15	2	0	1	0	3
15:30	3	0	0	0	3
15:45	4	1	0	0	5
16:00	4	1	0	0	5
16:15	1	1	0	0	2
16:30	0	0	0	0	0
16:45	1	0	0	1	2
17:00	1	0	0	0	1
17:15	4	0	0	1	5
17:30	1	0	0	0	1
17:45	1	1	0	0	2
18:00	3	0	0	0	3
18:15	3	0	0	0	3
18:30	2	0	0	1	3
18:45	0	0	1	1	2
19:00	1	0	0	0	1
19:15	2	0	0	1	3
19:30	1	0	0	0	1
19:45	0	0	0	1	1
20:00	0	0	0	0	0
20:15	5	0	0	0	5
20:30	1	0	0	0	1
20:45	3	0	0	0	3
21:00	2	0	0	0	2
21:15	1	0	0	0	1
21:30	1	0	0	0	1
21:45	0	0	0	0	0
22:00	2	0	0	0	2
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	1	0	0	0	1
23:00	1	0	0	0	1
23:15	1	0	0	0	1
23:30	0	0	0	0	0
23:45	2	0	0	0	2
TOTAL	157	11	6	17	191

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	4	0	0	1	5
12:15	2	0	0	1	3
12:30	1	1	0	1	3
12:45	3	0	0	3	6
13:00	1	0	1	1	3
13:15	1	1	0	1	3
13:30	4	0	0	0	4
13:45	4	0	0	0	4
14:00	0	0	0	1	1
14:15	3	0	0	0	3
14:30	8	1	1	0	10
14:45	5	0	1	0	6
15:00	3	1	0	1	5
15:15	1	0	1	2	4
15:30	4	0	2	2	8
15:45	3	1	0	0	4
16:00	4	1	0	1	6
16:15	4	0	0	0	4
16:30	4	0	0	0	4
16:45	4	0	0	1	5
17:00	5	0	0	1	6
17:15	4	0	0	1	5
17:30	1	0	0	0	1
17:45	3	0	0	1	4
18:00	2	0	0	1	3
18:15	0	0	0	0	0
18:30	3	0	0	1	4
18:45	3	0	0	1	4
19:00	5	0	1	0	6
19:15	0	0	0	2	2
19:30	3	0	0	1	4
19:45	1	0	0	2	3
20:00	1	0	0	0	1
20:15	1	0	0	0	1
20:30	4	0	0	2	6
20:45	0	0	0	1	1
21:00	1	1	0	0	2
21:15	1	0	0	3	4
21:30	0	0	0	0	0
21:45	0	0	0	1	1
22:00	1	0	0	0	1
22:15	0	0	0	1	1
22:30	0	0	0	1	1
22:45	2	0	0	1	3
23:00	4	0	0	0	4
23:15	0	0	0	0	0
23:30	1	0	0	1	2
23:45	0	0	0	0	0
TOTAL	162	13	8	67	250



City: Ontario
 Location: 4452 & 4462 Airport Drive Driveways
 Date: Thursday, January 11, 2024
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	1	0	0	0	1
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	2	0	0	0	2
2:00	0	0	0	0	0
2:15	2	0	0	0	2
2:30	2	0	0	0	2
2:45	2	0	0	0	2
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	3	0	0	0	3
4:15	0	0	0	0	0
4:30	1	0	0	0	1
4:45	0	0	0	0	0
5:00	1	0	0	0	1
5:15	2	0	0	0	2
5:30	2	0	0	0	2
5:45	4	0	0	0	4
6:00	1	0	0	0	1
6:15	1	0	0	0	1
6:30	2	0	0	0	2
6:45	2	0	0	0	2
7:00	2	0	0	0	2
7:15	3	0	0	0	3
7:30	2	0	0	0	2
7:45	3	0	0	0	3
8:00	2	0	0	0	2
8:15	0	1	0	0	1
8:30	3	0	0	0	3
8:45	3	0	0	0	3
9:00	3	0	0	0	3
9:15	2	1	0	0	3
9:30	5	1	0	0	6
9:45	3	0	1	0	4
10:00	0	0	0	0	0
10:15	1	0	0	0	1
10:30	1	0	1	0	2
10:45	4	0	0	0	4
11:00	1	2	0	0	3
11:15	0	0	0	0	0
11:30	4	0	0	0	4
11:45	2	1	0	0	3

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	1	1
0:15	5	0	0	0	5
0:30	0	0	0	1	1
0:45	0	0	0	0	0
1:00	0	0	1	0	1
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	1	1
2:00	0	0	0	0	0
2:15	0	0	0	1	1
2:30	1	0	0	0	1
2:45	0	0	0	1	1
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	2	0	0	1	3
4:00	1	0	0	0	1
4:15	0	1	0	0	1
4:30	0	0	0	1	1
4:45	0	1	0	1	2
5:00	0	0	0	0	0
5:15	1	0	0	0	1
5:30	3	0	0	0	3
5:45	0	0	0	1	1
6:00	1	0	0	0	1
6:15	3	0	0	0	3
6:30	2	0	0	0	2
6:45	1	0	0	0	1
7:00	2	0	0	1	3
7:15	0	0	0	1	1
7:30	0	0	0	0	0
7:45	1	1	0	0	2
8:00	0	0	0	2	2
8:15	1	1	0	0	2
8:30	0	0	0	1	1
8:45	1	1	0	1	3
9:00	3	0	0	1	4
9:15	1	0	0	0	1
9:30	2	2	0	0	4
9:45	2	1	1	1	5
10:00	2	0	0	2	4
10:15	0	0	0	1	1
10:30	2	0	1	0	3
10:45	2	0	0	1	3
11:00	5	1	0	0	6
11:15	0	0	0	2	2
11:30	5	1	0	1	7
11:45	1	1	0	0	2



City: Ontario
 Location: 4452 & 4462 Airport Drive Driveways
 Date: Thursday, January 11, 2024
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	0	1
12:15	2	0	0	0	2
12:30	2	2	0	0	4
12:45	5	1	0	1	7
13:00	2	0	0	0	2
13:15	3	0	0	1	4
13:30	3	0	0	1	4
13:45	0	1	0	0	1
14:00	2	0	0	0	2
14:15	4	0	0	0	4
14:30	2	1	0	0	3
14:45	0	0	0	1	1
15:00	1	0	0	0	1
15:15	4	0	0	0	4
15:30	6	0	0	0	6
15:45	4	3	0	0	7
16:00	1	1	0	0	2
16:15	0	0	1	0	1
16:30	1	0	0	0	1
16:45	1	0	0	0	1
17:00	1	0	0	0	1
17:15	0	0	0	0	0
17:30	1	0	0	0	1
17:45	2	0	0	0	2
18:00	0	0	0	0	0
18:15	3	0	0	0	3
18:30	1	0	0	0	1
18:45	1	0	0	0	1
19:00	1	0	0	0	1
19:15	3	0	0	0	3
19:30	2	0	0	0	2
19:45	3	0	0	1	4
20:00	1	0	0	1	2
20:15	1	0	0	0	1
20:30	1	0	0	0	1
20:45	1	0	0	0	1
21:00	4	0	0	0	4
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	1	0	0	0	1
22:00	1	0	0	0	1
22:15	1	0	0	0	1
22:30	1	0	0	0	1
22:45	2	0	0	0	2
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	148	15	3	6	172

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	2	1	0	1	4
12:15	2	0	0	0	2
12:30	2	0	0	1	3
12:45	3	1	0	2	6
13:00	4	1	0	1	6
13:15	4	0	0	3	7
13:30	2	0	0	0	2
13:45	2	1	0	1	4
14:00	1	0	0	1	2
14:15	4	0	0	1	5
14:30	6	1	0	0	7
14:45	1	0	0	0	1
15:00	2	0	0	1	3
15:15	4	0	0	0	4
15:30	3	0	0	0	3
15:45	3	1	0	0	4
16:00	3	2	1	0	6
16:15	3	0	0	0	3
16:30	5	0	1	1	7
16:45	1	0	0	0	1
17:00	5	0	0	0	5
17:15	1	0	0	0	1
17:30	2	0	0	0	2
17:45	2	0	0	1	3
18:00	2	0	0	0	2
18:15	2	0	0	0	2
18:30	1	0	0	0	1
18:45	2	0	0	2	4
19:00	4	0	0	0	4
19:15	0	0	0	0	0
19:30	0	0	0	2	2
19:45	0	0	0	3	3
20:00	1	0	0	3	4
20:15	0	0	0	2	2
20:30	1	0	0	1	2
20:45	5	0	0	1	6
21:00	1	1	0	0	2
21:15	1	0	0	1	2
21:30	1	0	0	0	1
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	2	0	0	0	2
22:30	0	0	0	1	1
22:45	0	0	0	2	2
23:00	4	0	0	1	5
23:15	1	0	0	1	2
23:30	0	0	0	2	2
23:45	0	0	0	0	0
TOTAL	145	20	5	60	230



Engineering Department

Preliminary Water Quality Management Plan (PWQMP)

For compliance with Santa Ana Regional Water Quality Control Board
Order Number R8-2010-0036 (NPDES Permit No. CAS618036)

Project Name:	ARCO Domino's Expansion
Ontario Project #:	PDEV23-034
Applicant Name:	ARCO National Construction
Applicant Address:	2 Park Plaza, Suite 1120, Irvine, CA 92614
Project Address:	301 S. Rockefeller Ave, Ontario, CA 91761
Project Size (acres):	4.37 Acres
Project Description:	Expansion of existing industrial use building

Submittal Date: June 25, 2024

Preliminary Water Quality Management Plan (PWQMP)

1. Introduction

The Preliminary Water Quality Management Plan (PWQMP) is a planning tool to improve integration of required water quality elements, stormwater management, water conservation, rainwater harvesting and re-use, and flood management in land use planning and the City’s development process. The Preliminary WQMP will assist project applicants and planners in properly designing and laying out project sites so that water quality may be incorporated in the most effective manner and at the lowest cost for the developer.

The San Bernardino County Municipal Separate Storm Sewer System Permit (MS4 Permit) requires project-specific Water Quality Management plans (WQMP) to be prepared for all priority new development and significant redevelopment projects listed in Section 2 of this document. The MS4 Permit stipulates that the City of Ontario require priority project applicants to submit a Preliminary project-specific WQMP, as early as possible, during the environmental review or planning phase of a development project and that the Preliminary WQMP be approved prior to the issuance of land use entitlement.

2. Priority Projects (requiring a Preliminary WQMP)

Land Use entitlement shall not be issued for any of the listed projects, below, until a Preliminary WQMP has been approved by the City’s Engineering Department. For construction projects not going through entitlement, a Preliminary and Final project specific WQMP shall be approved, prior to the issuance of construction permits:

Check the appropriate project category below, for this project:

Check below	Project Categories
✓	1. All significant re-development projects. Significant re-development is defined as the addition or replacement of 5,000 or more square feet of impervious surface on an already developed site subject to discretionary approval of the Permittee. Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of the facility, or emergency redevelopment activity required to protect public health and safety. Where redevelopment results in an increase of less than fifty percent of the impervious surfaces of a previously existing developed site, and the existing development was not subject to WQMP requirements, the numeric sizing criteria discussed below applies only to the addition or replacement, and not to the entire developed site. Where redevelopment results in an increase of fifty percent or more of the impervious surfaces of a previously existing developed site, the numeric sizing criteria applies to the entire development (new and existing).
	2. New development projects that create 10,000 square feet or more of impervious surface (collectively over the entire project site) including commercial, industrial, residential housing subdivisions (i.e., detached single family home subdivisions, multi-family attached subdivisions or townhomes, condominiums, apartments, etc.), mixed-use, and public projects. This category includes development projects on public and private land, which fall under the planning and building authority of the permitting agency.

**Check
below**

Project Categories

	3. Automotive repair shops (with SIC codes 5013, 5014, 5541, 7532- 7534, 7536-7539).
	4. Restaurants and Food Service Establishments where the land area of development is 5,000 square feet or more.
	5. Developments of 2,500 square feet of impervious surface or more adjacent to (within 200 feet) or discharging directly into environmentally sensitive areas (ESA's) such as areas designated in the Ocean Plan as areas of special biological significance or waterbodies listed on the CWA Section 303(d) list of impaired waters.
	6. Parking lots of 5,000 square feet or more exposed to storm water. Parking lot is defined as land area or facility for the temporary storage of motor vehicles.
	7. Retail Gasoline Outlets (RGOs) that are either 5,000 sq ft or more or have a projected average daily traffic of 100 or more vehicles per day.
	8. *This project is not covered under any of the categories listed above.

* If the development is not covered under any of the project categories listed in Section 2, the project is not required to design and install Site Design/LID BMPs or Treatment Control BMPs to treat the design storm event (Design Capture Volume) described in Section 4.

3. Preliminary WQMP Objectives

Through a combination of Site Design/LID BMPs (where feasible), Source Control, and/or Treatment Control BMPs, project-specific WQMPs shall address all identified pollutants and hydrologic conditions of concern from new development and significant re-development projects for the categories of projects (priority projects) listed in Section 2. Under each type of BMP, listed below, please indicate which BMPs are planned to be implemented and included in the Final WQMP for the project:

A. Site Design/LID (Low Impact Design) for Reducing Stormwater Runoff:

The MS4 Permit requires each priority development project to infiltrate, harvest and use, evapotranspire, or bio-treat the runoff from a 2-yr, 24-hour storm event (Design Capture Volume). If site conditions do not permit infiltration, harvest and use, evapotranspiration, and/or bio-treatment of the entire Design Capture Volume, at the project site, Site Design/LID techniques are required to be implemented to the Maximum Extent Practicable, at the project site, and the remainder of the DCV shall be infiltrated, harvested, bio-treated or treated by alternative measures. Project applicants shall submit a Preliminary WQMP that documents the LID/Site Design BMPs, proposed for the project. Please indicate, in the table below, which Site Design/LID BMPs will be utilized on this project to accomplish this requirement:

Site Design/LID Practice	Planned	Not Planned
Provide at least the minimum effective area required for LID BMPs, to comply with the WQMP (see Table 3-1 below).	✓	
Grade parking lot areas/drive aisles/roof drains to sheet flow runoff into landscaped swales, via curb cuts or zero-face curbs or otherwise disconnect direct drainage from MS4.		✓
Design landscaped areas as swales and grade to accept runoff from building roofs, parking lots and project roadways.		✓
Install surface retention basins or infiltration trenches to receive impervious area runoff.		✓
Install pervious pavement in parking stalls, alleys, driveways, gutters, walkways, trails or patios.		✓
Install underground stormwater retention chambers where downstream landscaped areas are limited.	✓	
Install approved Stormwater Drywells in detention areas.		✓
Construct streets, sidewalks, and parking lot stalls to the minimum widths necessary.	✓	
Install on-site Biotreatment basins/trenches with underdrains, where soil type is poorly draining.		✓
Install "Engineered Soil" to increase uptake/soil storage capacity and/or evapotranspiration.		✓
Install Rainwater Harvesting/Use Equipment.		✓
Regional LID BMP facilities are installed, off-site, with the capacity and conveyances to accept post-development storm water runoff from this project and reserved capacity allocation credits have been assigned to the project, in a Certificate or other legally binding document, attached herein		✓

Table 3-1 Minimum Effective Area¹ Required for LID BMPs (surface + subsurface facilities) for Project WQMP to Demonstrate Infeasibility² (% of site)

Project Type	New Development	Re-Development
SF/MF Residential < 7 du/ac	10%	5%
SF/MF Residential < 7 - 18 du/ac	7%	3.5%
SF/MF Residential > 18 du/ac	5%	2.5%
Mixed Use, Commercial/Industrial w/FAR< 1.0	10%	5%
Mixed Use, Commercial/Industrial w/FAR 1.0-2.0	7%	3.5%
Mixed Use, Commercial/Industrial w/FAR> 2.0	5%	2.5%
Podium (parking under > 75% of project)	3%	1.5%
Zoning allowing development to property lines	2%	1%
Transit Oriented Development ³	5%	2.5%
Parking	5%	2.5%

¹ “Effective area” is defined as land area which 1) is suitable for a retention/infiltration BMP (based on infeasibility criteria) and 2) is located down-gradient from building roof or paved areas, so that it may receive gravity flow runoff.

² Criteria only required if the project WQMP seeks to demonstrate that the full DCV cannot be feasibly managed on-site.

³ Transit oriented development is defined as a project with development center within one half mile of a mass transit center.

Key: du/ac = dwelling units/acre, FAR = Floor Area Ratio = ratio of gross floor area of building to gross lot area, MF = Multi Family, SF = Single Family

B. Source Control BMPs – The following BMPs are designed to control stormwater pollutants and runoff water at the location where it is generated. Please indicate which of the listed BMPs are planned to be implemented for the project:

Source Control BMPs	Planned	Not Planned
Minimize non-stormwater site runoff through efficient irrigation system design and controllers.	✓	
Minimize trash and debris in storm runoff through a regular parking lot, storage yard and roadway sweeping program.	✓	
Provide proper covers/roofs and secondary containment for outside material storage & work areas.	✓	
Provide solid roofs over all trash enclosures.	✓	
Site Owner(s)/Property Manager/HOA or POA will be familiar with the project WQMP and stormwater BMPs.	✓	
Owner or HOA or POA to provide Education/Training of site occupants and employees on stormwater BMPs.	✓	
Install stormwater placards/stenciled messages with a “No Dumping” message on all on-site/off-site storm drain inlets.	✓	
Provide contained equipment/vehicle wash rack areas that discharge to sanitary sewer.	✓	

C. Treatment Control BMPs – The following BMPs are designed to control stormwater pollutants where it is not feasible to install on-site or off-site Site Design/LID BMPs, with the requisite capacity to treat the Design Capture Volume for identified Pollutants of Concern or where pretreatment of stormwater runoff is required, ahead of infiltration BMPs. Please indicate which of the listed BMPs are planned to be implemented for the project:

Treatment Control BMP	Planned	Not Planned
Gravity Separator devices for pretreatment of sediment, trash/litter or Oil & Grease	✓	
Proprietary Biofiltration vaults/devices		✓
Media Cartridge Filtration Vaults		✓
Proprietary Filter Inserts for on-site storm drain inlets or retention basin/trench overflow drains		✓

4. Volume-based calculation (approximate) for sizing on-site or off-site Stormwater Retention/Infiltration, Harvest & Re-Use or Biotreatment facilities

- 1) After calculating the “Watershed Imperviousness Ratio”, i , which is equal to the percent of impervious area in each Drainage Management Area, divided by 100, calculate the composite runoff coefficient C_{BMP} for the Drainage Area above using the following equation:

$$C_{BMP} = 0.858i^3 - 0.78i^2 + 0.774i + 0.04$$

where: C_{BMP} = composite runoff coefficient; and,
 i = watershed imperviousness ratio.

- 3) Determine the area-averaged “6-hour Mean Storm Rainfall”, P_6 , for the Drainage Area. This is calculated by multiplying the area averaged 2-year 1-hour value (0.5”-0.6”) by the appropriate regression coefficient (1.4807). The 2-yr, 1-hr value for southern Ontario is approximately to 0.5” ($P_6 = 0.5 \cdot 1.4807 = 0.74$ and northern Ontario is approximately 0.6” in/hr ($P_6 = 0.6 \cdot 1.4807 = 0.89$).
- 4) Determine the appropriate drawdown time. Use the regression constant $a = 1.582$ for 24 hours and $a = 1.963$ for 48 hours. *Note: Regression constants are provided for both 24 hour and 48-hour drawdown times; however, 48-hour drawdown times should be used in most areas of California. Drawdown times in excess of 48 hours should be used with caution as vector breeding can be a problem after water has stood in excess of 72 hours. (Use of the 24-hour drawdown time should be limited to drainage areas with coarse soils (Class ‘A’ soils that readily drain.)*
- 5) Calculate the “Maximized Detention Volume”, P_0 , using the following equation:

$$P_0 = a \cdot C_{BMP} \cdot P_6$$

where: P_0 = Maximized Detention Volume, in inches
 $a = 1.582$ for 24 hour and $a = 1.963$ for 48-hour drawdown,
 C_{BMP} = composite runoff coefficient; and,
 P_6 = 6-hour Mean Storm Rainfall, in inches

- 6) Calculate the “Target Capture Volume”, V_0 , using the following equation:

$$V_0 = (P_0 \cdot A) / 12$$

where: V_0 = Target Capture Volume, in acre-feet
 P_0 = Maximized Detention Volume, in inches; and,
 A = BMP Drainage Area, in acres

Project Volume-based calculation (approximate) for planned on-site or off-site Stormwater Retention/Infiltration, Harvest & Re-Use or Biotreatment facilities:

Variable	Factor/Formula	DA1, DMA A	DA1 DMA B	DA2 DMA A	DA2 DMA B
Impervious surface/total surface, ratio	(i)	0.90			
C _{BMP} = runoff coefficient	$0.858i^3 - 0.78i^2 + 0.774i + 0.04$	0.73			
P ₆	**P ₆ = 2-yr, 1-hr depth*1.4807 =	0.806			
Detention Volume (acre inches)	$P_0 = a * C_{BMP} * P_6 =$	1.15			
Drawdown rate of basin/trench (a)	1.963 for 48-hr drawdown =	1.963			
Project Total Area (acre)	(A)	4.37			
Design Capture Volume in cu. ft.	$V_0 = [(P_0 * A)/12]$ *43560 =	18,243			
Retention Volume provided in cubic feet.	Retention capacity of basins, trenches, underground storage or biotreatment basin	20,200			

**For P₆ value, use site coordinates and NOAA website to determine project's average 2-yr, 1-hr rainfall depth, at: http://hdsc.nws.noaa.gov/hdsc/pfds/sa/sca_pfds.html .

5. Flow-Based calculation (approximate) for sizing on-site or off-site Biotreatment facilities and proprietary treatment technology BMPs:

- 1) After calculating the "Watershed Imperviousness Ratio", i, which is equal to the percent of impervious area in each Drainage Management Area divided by 100, calculate the composite runoff coefficient C_{BMP} for the Drainage Area above using the following equation:

$$C_{BMP} = 0.858i^3 - 0.78i^2 + 0.774i + 0.04$$

where: C_{BMP} = composite runoff coefficient; and,
i = watershed imperviousness ratio.

- 2) Determine BMP design rainfall intensity, **I_{BMP}**, using the project site geo-coordinates and the NOAA website to determine project’s average 2-yr, 1-hr rainfall intensity, at: http://hdsc.nws.noaa.gov/hdsc/pfds/sa/sca_pfds.html .Multiply this value by 0.2787 (regression coefficient for Ontario) and a minimum safety factor of 2.
- 4) Calculate the target BMP flowrate, Q, using the following formula (for each DMA <50 acres*):

$$Q = C_{BMP} \cdot I_{BMP} \cdot A$$

Where: **Q** = flow in cfs (Cubic feet per second)
I_{BMP} = BMP design rainfall intensity, in/hr
A = Drainage Area in acres

*For DMAs >50 acres, with C_{BMP} <0.5, the project applicant shall use the unit hydrograph method specified in the San Bernardino County Hydrology Manual, using the design storm pattern with rainfall return frequency such that the peak 1-hr rainfall intensity equals the 85th percentile 1-hr rainfall, multiplied by 2.

Project Flow-based calculation (approximate) for planned on-site or off-site flow-based Biotreatment facilities or Stormwater Treatment BMPs:

Variable	Factor/Formula	DA1 DMA A	DA1 DMA B	DA2 DMA A	DA2 DMA B
Impervious surface/ total surface, ratio	(i)				
C _{BMP} = composite runoff coefficient	$0.858i^3 + 0.78i^2 + 0.774i + 0.04$				
I _{BMP}	I _{BMP} = 2-yr, 1-hr storm intensity*0.2787*safety factor				
Drainage area (ac)	A = DMA sq ft/43,560				
Target BMP flowrate	Q = C _{BMP} * I _{BMP} * A				

6. Hydrologic Conditions of Concern (HCOC) and use of the on-line San Bernardino County HCOC Map for determining necessary mitigation steps necessary if there are HCOCs downstream of a project:

Project applicants may access the on-line HCOC Map at: <http://permitrack.sbcounty.gov/WAP/>. The map will indicate any hydrology concerns with downstream waterways that are hydraulically connected to the project and will indicate if there are any approved regional projects downstream that could be utilized for off-site mitigation of HCOCs. Please indicate here if the project will or will not be able to retain/infiltrate, harvest and use or biotreat and detain the DCV, on-site, as calculated in Section 4 and if there are HCOCs identified downstream of the project:

Retain or Harvest/Use the DCV on site?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Biotreat the DCV but not infiltrate the runoff?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
HCOCs identified downstream of site?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

If the entire DCV will not be retained on site, the DCV is biotreated but not infiltrated or additional detention capacity is needed to address identified HCOCs, downstream of the site, please list here, what additional mitigation measures will be utilized (on-site or off-site) to address HCOCs (see Section 4.2.1-4.2.3 of the SB County WQMP Technical Guidance):

7. Site Plan and Conceptual Grading/Drainage Plan requirements for submission with the Preliminary WQMP:

Provide a Site Plan and Conceptual Grading/Drainage Plan along with this Preliminary WQMP, which conceptually shows the proposed locations of buildings, homes, parking lots, parks, new paved roadways, landscaped areas, drainage patterns and drainage sub-areas, methods of conveyance, proposed retention/infiltration, harvest & use or biotreatment facilities that are planned for installation. Where it is determined to be infeasible to capture and detain design storm runoff volumes, on-site, please include other design features, as described in Section 3, above. Include numbered or lettered notes on the Site Plan with a legend detailing other BMPs, as described in Section 3.

8. BMP Maintenance and Funding Mechanism & Description:

Maintenance by property owner

9. Acknowledgment:

As the property owner or developer, I understand that this project is required to install and implement permanent LID Storm Water Best Management Practices pursuant to the requirements of the San Bernardino County MS4 Permit and to document those BMPs in the submittal of a Water Quality Management Plan, which is binding on any current or successive owners of this property.

Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
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10. Exemption Signature:

As the property owner or developer, I understand that this project is not required by the San Bernardino County MS4 Permit to install and implement permanent LID Storm Water Best Management Practices and will not be required to submit a Water Quality Management Plan.

Signature of Owner or Developer

Date

NOAA Atlas 14 Precipitation



NOAA Atlas 14, Volume 6, Version 2
Location name: Ontario, California, USA*
Latitude: 34.062°, Longitude: -117.5537°
Elevation: 966 ft**



* source: ESRI Maps
 ** source: USGS

POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Sarah Dietz, Sarah Heim, Lillian Hiner, Kazungu Maitaria, Deborah Martin, Sandra Pavlovic, Ishani Roy, Carl Trypaluk, Dale Unruh, Fenglin Yan, Michael Yekta, Tan Zhao, Geoffrey Bonnin, Daniel Brewer, Li-Chuan Chen, Tye Parzybok, John Yarchoan

NOAA, National Weather Service, Silver Spring, Maryland

[PF tabular](#) | [PF graphical](#) | [Maps & aerals](#)

PF tabular

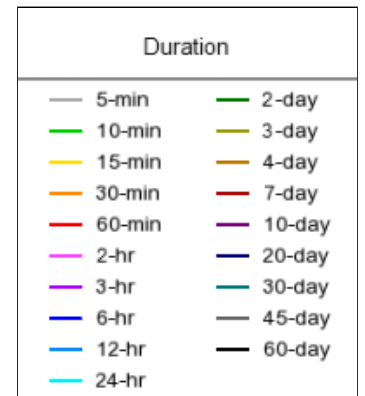
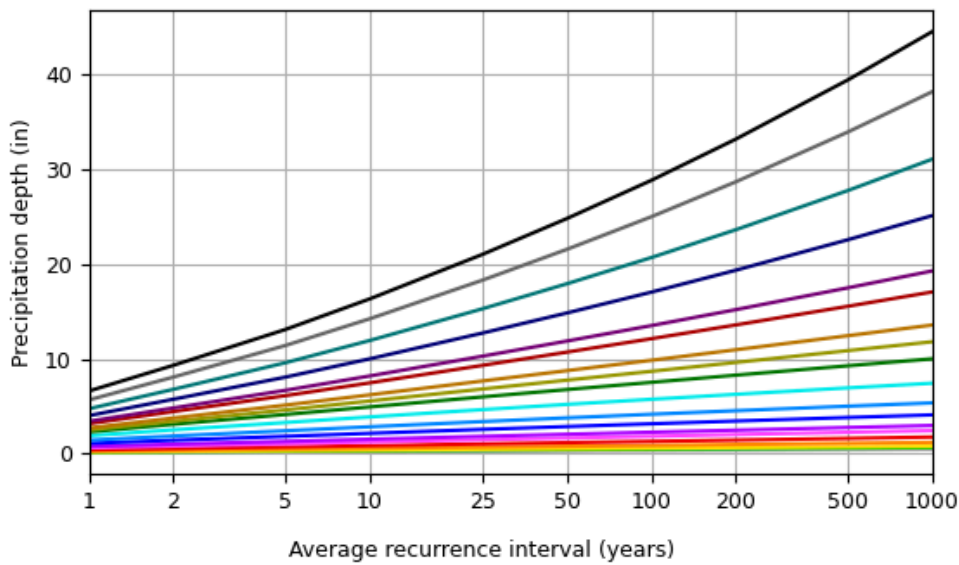
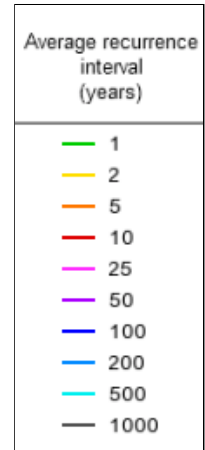
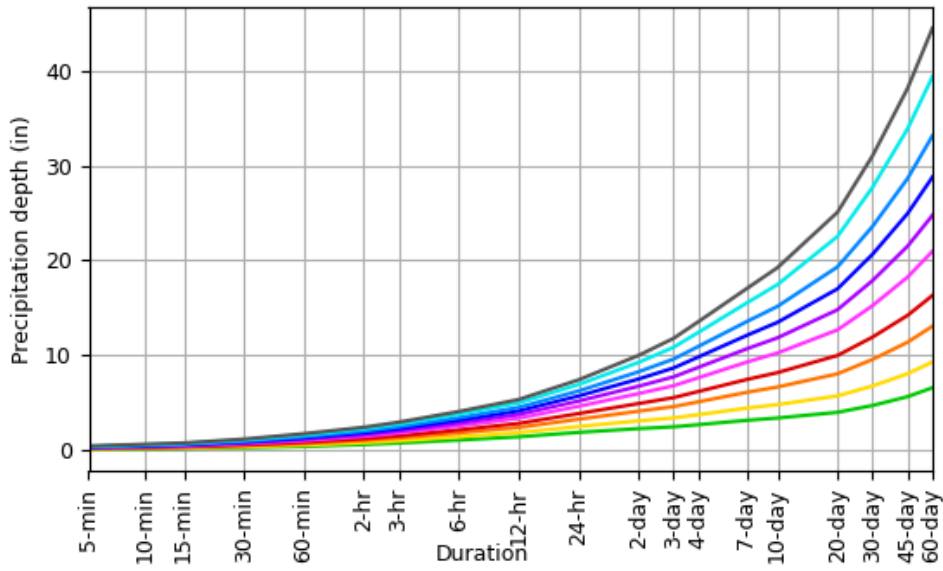
PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches)¹										
Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	0.106 (0.088-0.128)	0.140 (0.117-0.170)	0.184 (0.153-0.224)	0.219 (0.180-0.268)	0.265 (0.211-0.336)	0.299 (0.233-0.389)	0.334 (0.253-0.445)	0.369 (0.272-0.506)	0.416 (0.294-0.595)	0.452 (0.308-0.670)
10-min	0.151 (0.126-0.183)	0.201 (0.167-0.243)	0.263 (0.219-0.320)	0.313 (0.258-0.384)	0.379 (0.302-0.482)	0.429 (0.334-0.557)	0.479 (0.363-0.638)	0.529 (0.390-0.725)	0.596 (0.421-0.853)	0.647 (0.441-0.960)
15-min	0.183 (0.153-0.222)	0.243 (0.202-0.294)	0.319 (0.265-0.387)	0.379 (0.312-0.465)	0.459 (0.365-0.583)	0.519 (0.404-0.674)	0.579 (0.439-0.771)	0.640 (0.472-0.877)	0.721 (0.509-1.03)	0.783 (0.533-1.16)
30-min	0.277 (0.231-0.336)	0.368 (0.306-0.446)	0.483 (0.401-0.587)	0.574 (0.473-0.705)	0.696 (0.553-0.883)	0.787 (0.612-1.02)	0.878 (0.666-1.17)	0.970 (0.715-1.33)	1.09 (0.772-1.56)	1.19 (0.808-1.76)
60-min	0.410 (0.342-0.497)	0.544 (0.453-0.660)	0.714 (0.593-0.869)	0.849 (0.699-1.04)	1.03 (0.818-1.31)	1.16 (0.906-1.51)	1.30 (0.985-1.73)	1.44 (1.06-1.97)	1.62 (1.14-2.31)	1.76 (1.20-2.60)
2-hr	0.610 (0.509-0.739)	0.801 (0.667-0.971)	1.04 (0.864-1.26)	1.23 (1.01-1.51)	1.47 (1.17-1.87)	1.66 (1.29-2.15)	1.84 (1.39-2.44)	2.02 (1.49-2.76)	2.25 (1.59-3.23)	2.43 (1.66-3.61)
3-hr	0.768 (0.640-0.930)	1.00 (0.836-1.22)	1.30 (1.08-1.58)	1.53 (1.26-1.87)	1.83 (1.45-2.32)	2.05 (1.59-2.66)	2.26 (1.72-3.01)	2.48 (1.83-3.40)	2.76 (1.95-3.95)	2.97 (2.02-4.41)
6-hr	1.09 (0.907-1.32)	1.42 (1.18-1.72)	1.83 (1.52-2.22)	2.15 (1.77-2.64)	2.56 (2.04-3.25)	2.86 (2.22-3.71)	3.15 (2.39-4.20)	3.44 (2.54-4.72)	3.81 (2.69-5.46)	4.09 (2.78-6.06)
12-hr	1.42 (1.19-1.72)	1.87 (1.56-2.26)	2.42 (2.01-2.94)	2.84 (2.34-3.48)	3.38 (2.69-4.29)	3.77 (2.94-4.90)	4.16 (3.15-5.53)	4.53 (3.34-6.21)	5.00 (3.53-7.16)	5.35 (3.65-7.94)
24-hr	1.89 (1.68-2.18)	2.51 (2.22-2.90)	3.28 (2.89-3.80)	3.88 (3.39-4.52)	4.64 (3.93-5.59)	5.19 (4.31-6.39)	5.73 (4.64-7.22)	6.26 (4.93-8.10)	6.93 (5.24-9.35)	7.42 (5.43-10.4)
2-day	2.29 (2.03-2.64)	3.10 (2.74-3.58)	4.12 (3.64-4.77)	4.93 (4.31-5.75)	5.98 (5.06-7.20)	6.75 (5.60-8.31)	7.52 (6.09-9.47)	8.27 (6.52-10.7)	9.26 (7.01-12.5)	10.0 (7.31-13.9)
3-day	2.48 (2.20-2.86)	3.42 (3.02-3.94)	4.61 (4.06-5.33)	5.55 (4.86-6.48)	6.81 (5.76-8.20)	7.74 (6.42-9.53)	8.68 (7.03-10.9)	9.62 (7.58-12.5)	10.9 (8.21-14.6)	11.8 (8.63-16.5)
4-day	2.70 (2.39-3.12)	3.76 (3.32-4.34)	5.12 (4.51-5.92)	6.20 (5.43-7.24)	7.65 (6.48-9.22)	8.74 (7.25-10.8)	9.84 (7.97-12.4)	10.9 (8.63-14.2)	12.4 (9.40-16.8)	13.6 (9.92-18.9)
7-day	3.16 (2.80-3.65)	4.44 (3.93-5.13)	6.11 (5.39-7.07)	7.46 (6.53-8.71)	9.29 (7.87-11.2)	10.7 (8.87-13.2)	12.1 (9.81-15.3)	13.6 (10.7-17.6)	15.5 (11.7-20.9)	17.0 (12.5-23.8)
10-day	3.41 (3.02-3.93)	4.82 (4.26-5.56)	6.68 (5.89-7.72)	8.19 (7.17-9.56)	10.3 (8.69-12.4)	11.9 (9.84-14.6)	13.5 (10.9-17.0)	15.2 (12.0-19.6)	17.5 (13.2-23.6)	19.3 (14.1-26.9)
20-day	4.01 (3.55-4.62)	5.74 (5.07-6.62)	8.06 (7.11-9.33)	10.0 (8.74-11.7)	12.7 (10.7-15.3)	14.8 (12.3-18.2)	17.0 (13.8-21.4)	19.3 (15.2-25.0)	22.5 (17.0-30.4)	25.1 (18.3-35.0)
30-day	4.73 (4.19-5.45)	6.78 (6.00-7.83)	9.58 (8.44-11.1)	11.9 (10.4-13.9)	15.2 (12.9-18.4)	17.9 (14.8-22.0)	20.7 (16.7-26.0)	23.6 (18.6-30.6)	27.7 (21.0-37.4)	31.0 (22.7-43.3)
45-day	5.66 (5.01-6.52)	8.07 (7.14-9.32)	11.4 (10.0-13.2)	14.2 (12.4-16.6)	18.3 (15.5-22.0)	21.5 (17.8-26.5)	25.0 (20.2-31.4)	28.6 (22.6-37.1)	33.9 (25.6-45.7)	38.1 (27.9-53.2)
60-day	6.60 (5.84-7.60)	9.31 (8.23-10.7)	13.1 (11.5-15.1)	16.3 (14.3-19.0)	21.0 (17.8-25.3)	24.8 (20.5-30.5)	28.8 (23.3-36.3)	33.1 (26.1-42.9)	39.4 (29.8-53.1)	44.5 (32.5-62.0)

¹ Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS). Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values. Please refer to NOAA Atlas 14 document for more information.

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PF graphical

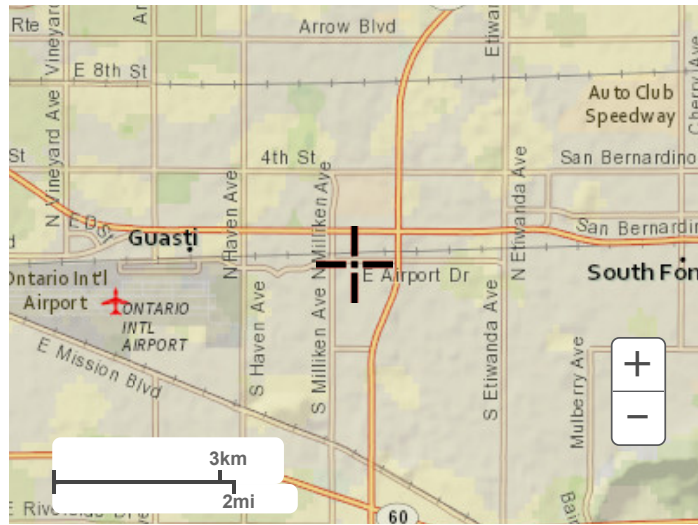
PDS-based depth-duration-frequency (DDF) curves
Latitude: 34.0620°, Longitude: -117.5537°



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Maps & aerials

Small scale terrain



Large scale terrain



Large scale map



Large scale aerial



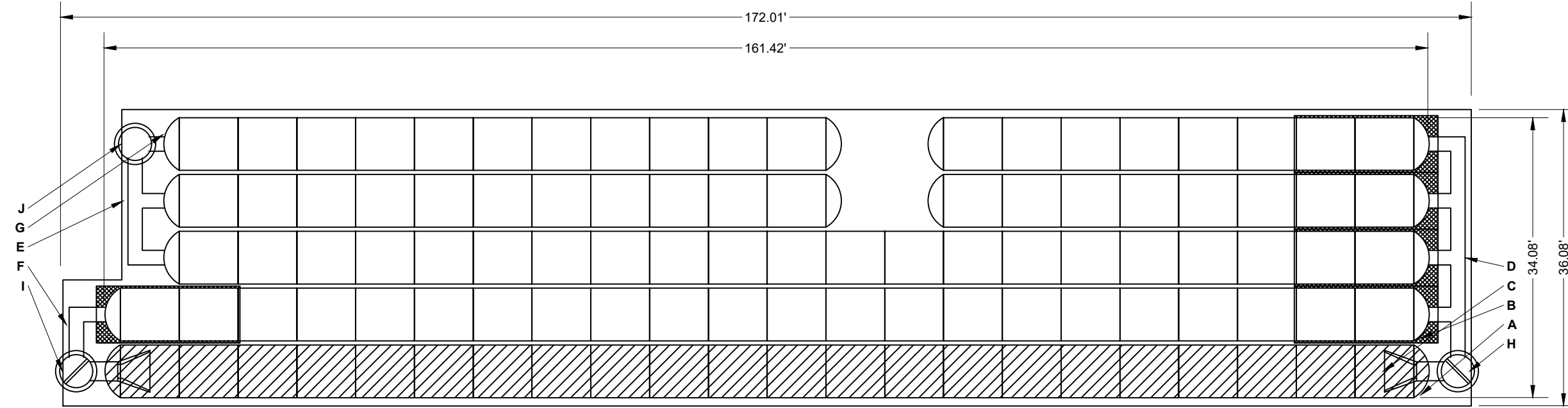
[Back to Top](#)

[US Department of Commerce](#)
[National Oceanic and Atmospheric Administration](#)
[National Weather Service](#)
[National Water Center](#)
1325 East West Highway
Silver Spring, MD 20910
Questions?: HDSC.Questions@noaa.gov

[Disclaimer](#)

Preliminary WQMP Exhibit

PROPOSED LAYOUT		CONCEPTUAL ELEVATIONS:		PART TYPE		ITEM ON LAYOUT		DESCRIPTION		*INVERT ABOVE BASE OF CHAMBER	
NO.	DESCRIPTION	MINIMUM ALLOWABLE GRADE (UNPAVED WITH TRAFFIC)	MINIMUM ALLOWABLE GRADE (UNPAVED WITH TRAFFIC)								MAX FLOW
103	STORMTECH MC-3500 CHAMBERS	2.50	2.50	A	24" BOTTOM CORED END CAP, PART# MC3500EPP24BC / TYP OF ALL 24" BOTTOM CONNECTIONS AND ISOLATOR PLUS ROWS	2.06'					
14	STORMTECH MC-3500 END CAPS	6.50	6.50	B	18" TOP CORED END CAP, PART# MC3500EPP18TC / TYP OF ALL 18" TOP CONNECTIONS	20.03'					
12	STONE ABOVE (IN)	6.00	6.00	C	INSTALL FLAMP ON 24" ACCESS PIPE / PART# MCFLAMP (TYP 2 PLACES)	20.03'					
9	STONE BELOW (IN)	6.00	6.00	D	18" x 18" TOP MANIFOLD, ADS N-12	20.03'					
40	STONE VOID	6.00	6.00	E	24" x 24" BOTTOM MANIFOLD, ADS N-12	20.03'					
20264	INSTALLED SYSTEM VOLUME (CF)	5.50	5.50	F	18" x 18" TOP MANIFOLD, ADS N-12	20.03'					
	(PERIMETER STONE INCLUDED)	2.42	2.42	G	24" BOTTOM CONNECTION	2.06'					
	(COVER STONE INCLUDED)	0.92	0.92	H	30" DIAMETER (24.00" SUMP MIN)	16.2 CFS IN					
6065	SYSTEM AREA (SF)	0.92	0.92	I	30" DIAMETER (24.00" SUMP MIN)	5.5 CFS IN					
416.2	SYSTEM PERIMETER (ft)	0.78	0.78	J	30" DIAMETER (DESIGN BY ENGINEER)	14.0 CFS OUT					



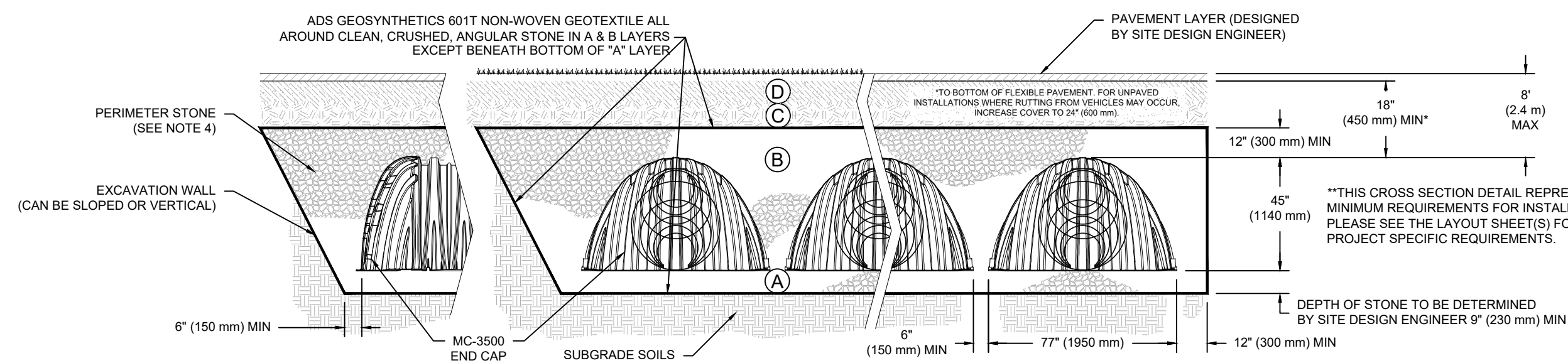
- ISOLATOR ROW PLUS (SEE DETAIL)
- PLACE MINIMUM 17.50' OF ADSPLUS125 WOVEN GEOTEXTILE OVER BEDDING STONE AND UNDERNEATH CHAMBER FEET FOR SCOUR PROTECTION AT ALL CHAMBER INLET ROWS
- Perimeter

INFILTRATION CHAMBER DETAIL
N.T.S.

ACCEPTABLE FILL MATERIALS: STORMTECH MC-3500 CHAMBER SYSTEMS

MATERIAL LOCATION	DESCRIPTION	AASHTO MATERIAL CLASSIFICATIONS	COMPACTION / DENSITY REQUIREMENT
D	FINAL FILL: FILL MATERIAL FOR LAYER 'D' STARTS FROM THE TOP OF THE 'C' LAYER TO THE BOTTOM OF FLEXIBLE PAVEMENT OR UNPAVED FINISHED GRADE ABOVE. NOTE THAT PAVEMENT SUBBASE MAY BE PART OF THE 'D' LAYER.	N/A	PREPARE PER SITE DESIGN ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
C	INITIAL FILL: FILL MATERIAL FOR LAYER 'C' STARTS FROM THE TOP OF THE EMBEDMENT STONE ('B' LAYER) TO 24" (600 mm) ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THE 'C' LAYER.	AASHTO M145 ¹ A-1, A-2, A-4, A-3 OR AASHTO M43 ² 3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	BEGIN COMPACTIONS AFTER 24" (600 mm) OF MATERIAL OVER THE CHAMBERS IS REACHED. COMPACT ADDITIONAL LAYERS IN 12" (300 mm) MAX LIFTS TO A MIN. 95% PROCTOR DENSITY FOR WELL GRADED MATERIAL AND 95% RELATIVE DENSITY FOR PROCESSED AGGREGATE MATERIALS.
B	EMBEDMENT STONE: FILL SURROUNDING THE CHAMBERS FROM THE FOUNDATION STONE ('A' LAYER) TO THE 'C' LAYER ABOVE.	AASHTO M43 ² 3, 357, 4, 467, 5, 56, 57	NO COMPACTION REQUIRED.
A	FOUNDATION STONE: FILL BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER.	AASHTO M43 ² 3, 357, 4, 467, 5, 56, 57	PLATE COMPACT OR ROLL TO ACHIEVE A FLAT SURFACE. ^{2,3}

- PLEASE NOTE:
- THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR. FOR EXAMPLE, A SPECIFICATION FOR #4 STONE WOULD STATE: "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE".
 - STORMTECH COMPACTION REQUIREMENTS ARE MET FOR 'A' LOCATION MATERIALS WHEN PLACED AND COMPACTED IN 9" (230 mm) (MAX) LIFTS USING TWO FULL COVERAGES WITH A VIBRATORY COMPACTOR.
 - WHERE INFILTRATION SURFACES MAY BE COMPROMISED BY COMPACTION, FOR STANDARD DESIGN LOAD CONDITIONS, A FLAT SURFACE MAY BE ACHIEVED BY RAKING OR DRAGGING WITHOUT COMPACTION EQUIPMENT. FOR SPECIAL LOAD DESIGNS, CONTACT STORMTECH FOR COMPACTION REQUIREMENTS.
 - ONCE LAYER 'C' IS PLACED, ANY SOIL/MATERIAL CAN BE PLACED IN LAYER 'D' UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL REQUIREMENTS OF LAYER 'C' OR 'D' AT THE SITE DESIGN ENGINEER'S DISCRETION.
 - WHERE RECYCLED CONCRETE AGGREGATE IS USED IN LAYERS 'A' OR 'B' THE MATERIAL SHOULD ALSO MEET THE ACCEPTABILITY CRITERIA OUTLINED IN TECHNICAL NOTE 6.20 "RECYCLED CONCRETE STRUCTURAL BACKFILL".



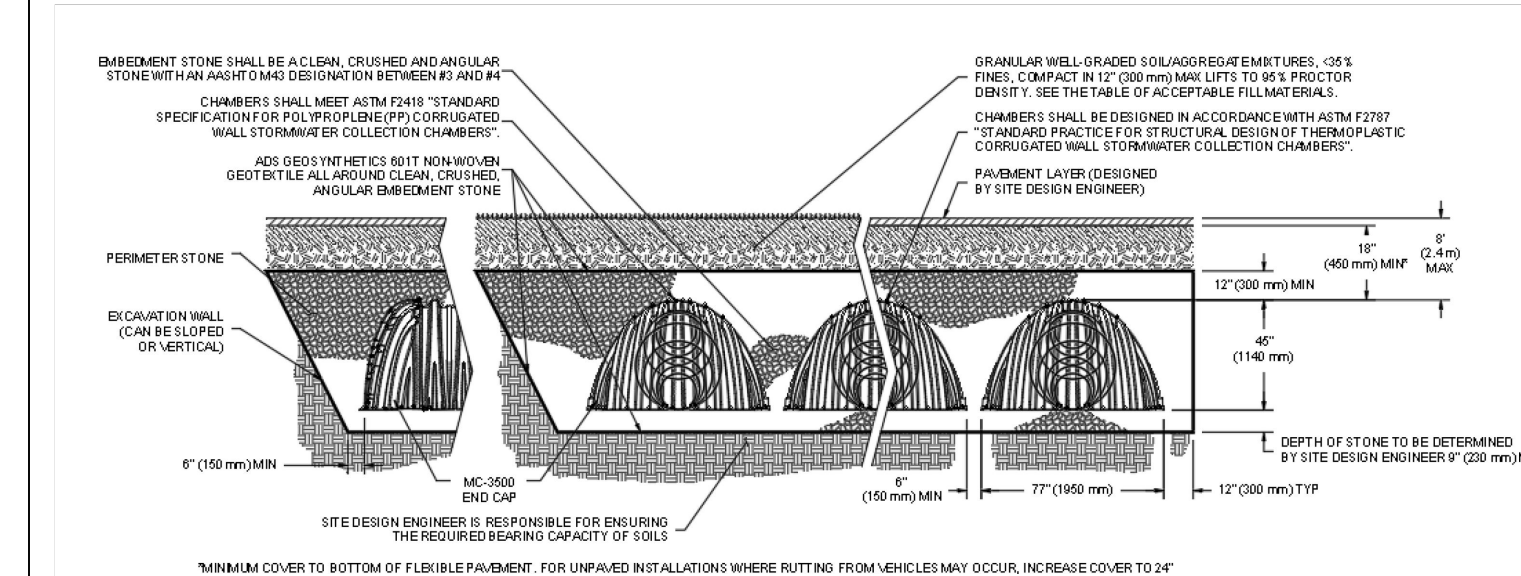
NOTES:

- CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS" CHAMBER CLASSIFICATION 45x76 DESIGNATION SS.
- MC-3500 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
- THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS.
- PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
- REQUIREMENTS FOR HANDLING AND INSTALLATION:
 - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
 - TO MAINTAIN A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 3".
 - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, THE ARCH STIFFNESS CONSTANT SHALL BE GREATER THAN OR EQUAL TO 450 LBS/FT². THE ASC IS DEFINED IN SECTION 6.2.8 OF ASTM F2418. AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.

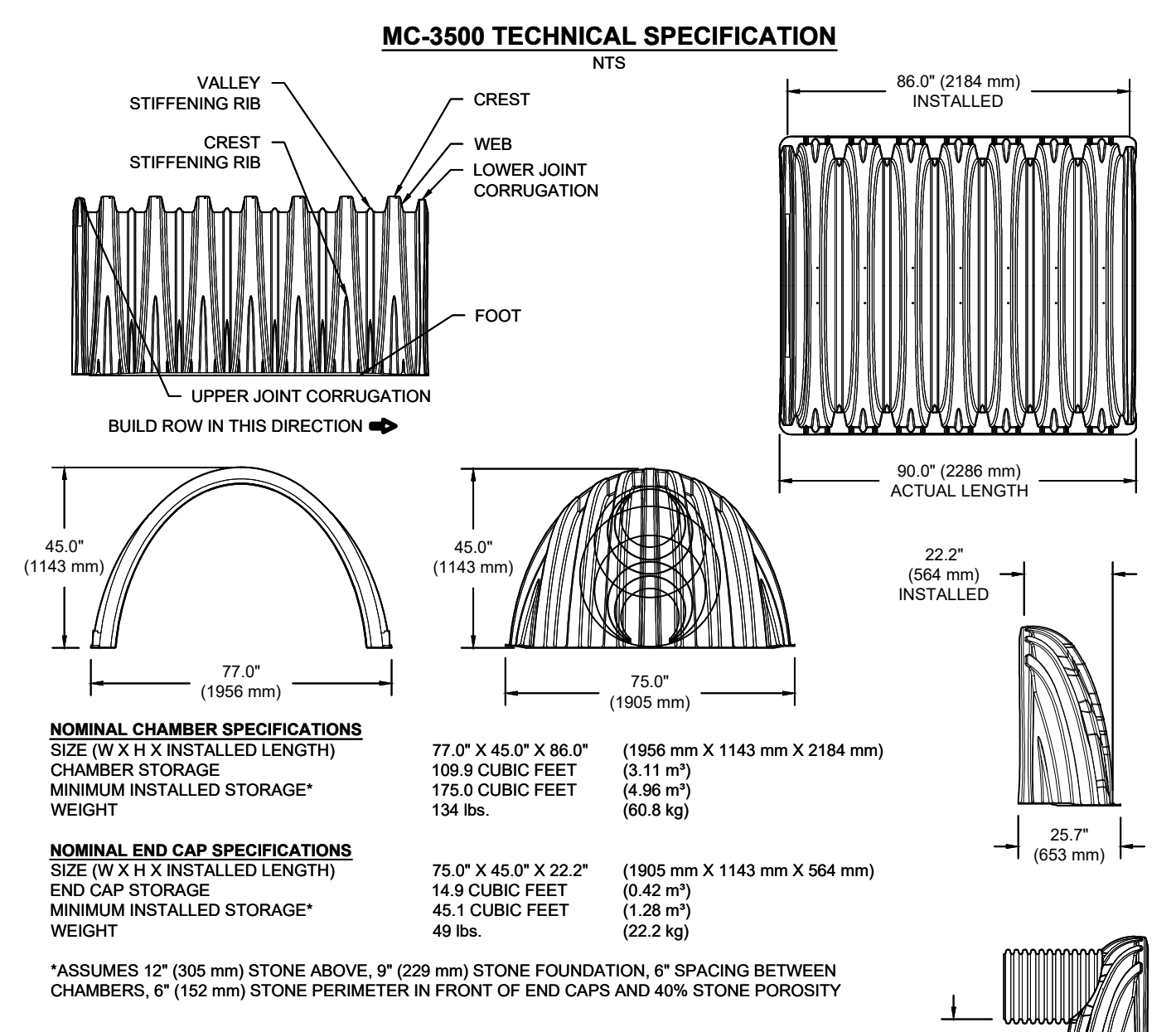
MC-3500 CROSS SECTION DETAIL
N.T.S.



Use Inputs	Results
Chamber Model: MC-3500	System Volume and Bed Size
Outlet Control Structure: Yes	Installed Storage Volume: 20260.46 cubic ft.
Project Name: ARCO Domino's Expansion	Storage Volume Per Chamber: 109.90 cubic ft.
Engineer: Lester Rodriguez	Number Of Chambers Required: 103
Project Location: California	Number Of End Caps Required: 14
Measurement Type: Imperial	Chamber Rows: 5
Required Storage Volume: 19870 cubic ft.	Maximum Length: 172.01 ft.
Stone Porosity: 40%	Maximum Width: 36.08 ft.
Stone Foundation Depth: 9 in.	Approx. Bed Size Required: 6065.22 square ft.
Stone Above Chambers: 12 in.	Average Cover Over Chambers: N/A.
Design Constraint Dimensions: (40 ft. x 190 ft.)	System Components
	Amount Of Stone Required: 809 cubic yards
	Volume Of Excavation (Not Including Chamber Storage Fill): 1236 cubic yards
	Total Non-woven Geotextile Required: 1923 square yards
	Woven Geotextile Required (excluding Isolator Row): 146 square yards
	Woven Geotextile Required (Isolator Row): 189 square yards
	Total Woven Geotextile Required: 335 square yards
	Impervious Liner Required: 0 square yards

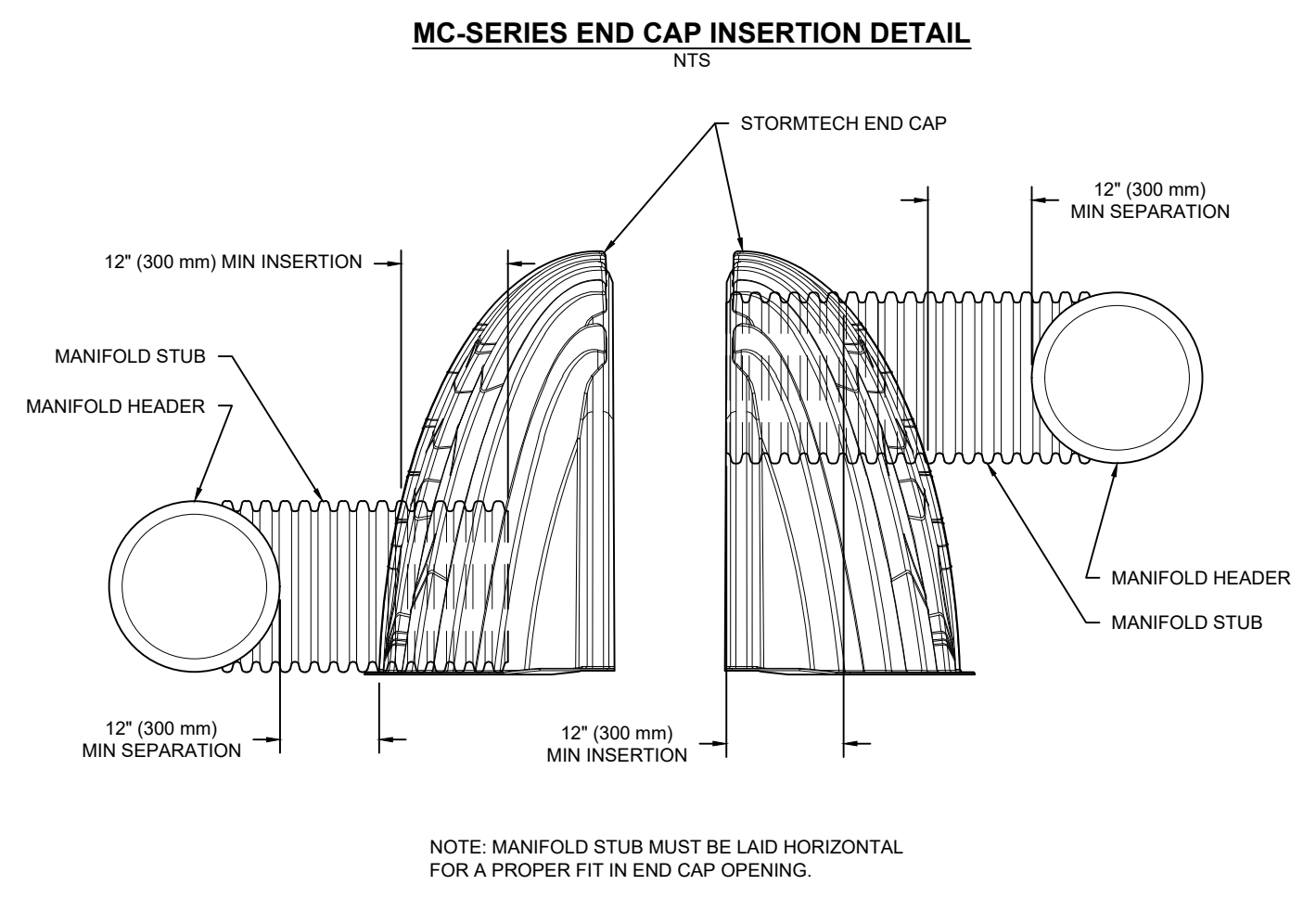


INFILTRATION CHAMBER SPECIFICATION
N.T.S.



PART #	STUB	B	C
MC3500EPP06T	6" (150 mm)	33.21" (844 mm)	0.66" (17 mm)
MC3500EPP06B	6" (150 mm)	33.21" (844 mm)	0.66" (17 mm)
MC3500EPP08T	8" (200 mm)	31.16" (791 mm)	0.81" (21 mm)
MC3500EPP08B	8" (200 mm)	31.16" (791 mm)	0.81" (21 mm)
MC3500EPP10T	10" (250 mm)	29.04" (738 mm)	0.93" (24 mm)
MC3500EPP10B	10" (250 mm)	29.04" (738 mm)	0.93" (24 mm)
MC3500EPP12T	12" (300 mm)	26.36" (670 mm)	1.35" (34 mm)
MC3500EPP12B	12" (300 mm)	26.36" (670 mm)	1.35" (34 mm)
MC3500EPP15T	15" (375 mm)	23.39" (594 mm)	1.50" (38 mm)
MC3500EPP15B	15" (375 mm)	23.39" (594 mm)	1.50" (38 mm)
MC3500EPP18T	18" (450 mm)	20.03" (509 mm)	1.77" (45 mm)
MC3500EPP18TW	18" (450 mm)	20.03" (509 mm)	1.77" (45 mm)
MC3500EPP18BC	18" (450 mm)	20.03" (509 mm)	1.77" (45 mm)
MC3500EPP18BW	18" (450 mm)	20.03" (509 mm)	1.77" (45 mm)
MC3500EPP24T	24" (600 mm)	14.48" (368 mm)	2.08" (53 mm)
MC3500EPP24BC	24" (600 mm)	14.48" (368 mm)	2.08" (53 mm)
MC3500EPP24BW	24" (600 mm)	14.48" (368 mm)	2.08" (53 mm)
MC3500EPP30B	30" (750 mm)	11.81" (300 mm)	2.75" (70 mm)

MC-3500 TECHNICAL SPECIFICATION
N.T.S.



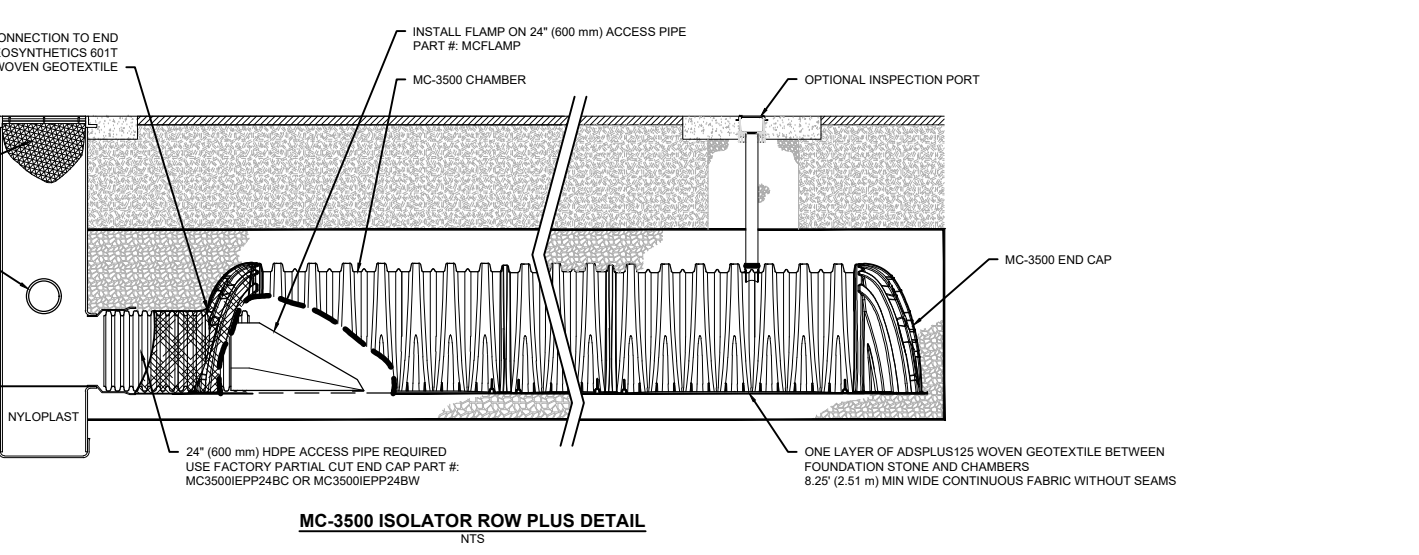
MC-SERIES END CAP INSERTION DETAIL
N.T.S.

INSPECTION & MAINTENANCE

- STEP 1) INSPECT ISOLATOR ROW PLUS FOR SEDIMENT INSPECTION PORTS (IF PRESENT)
- REMOVE/OPEN LID ON NYLOPLAST INLINE DRAIN
 - REMOVE AND CLEAN FLEXTORM FILTER IF INSTALLED
 - USING A FLASHLIGHT AND STADIA ROD, MEASURE DEPTH OF SEDIMENT AND RECORD ON MAINTENANCE LOG
 - LOWER A CAMERA INTO ISOLATOR ROW PLUS FOR VISUAL INSPECTION OF SEDIMENT LEVELS (OPTIONAL)
 - IF SEDIMENT IS AT OR ABOVE 3" (80 mm) PROCEED TO STEP 2; IF NOT, PROCEED TO STEP 3.
- B. ALL ISOLATOR PLUS ROWS
- REMOVE COVER FROM STRUCTURE AT UPSTREAM END OF ISOLATOR ROW PLUS
 - USING A FLASHLIGHT, INSPECT DOWN THE ISOLATOR ROW PLUS THROUGH OUTLET PIPE
 - MIRRORS ON POLES OR CAMERAS MAY BE USED TO AVOID A CONFINED SPACE ENTRY
 - FOLLOW OSHA REGULATIONS FOR CONFINED SPACE ENTRY IF ENTERING MANHOLE
 - IF SEDIMENT IS AT OR ABOVE 3" (80 mm) PROCEED TO STEP 2; IF NOT, PROCEED TO STEP 3.
- STEP 2) CLEAN OUT ISOLATOR ROW PLUS USING THE JETVAC PROCESS
- A FIXED CULVERT CLEANING NOZZLE WITH REAR FACING SPREAD OF 45° (1.1 m) OR MORE IS PREFERRED
 - APPLY MULTIPLE PASSES OF JETVAC UNTIL BACKFLUSH WATER IS CLEAN
 - VACUUM STRUCTURE SUMP AS REQUIRED
- STEP 3) REPLACE ALL COVERS, GRATES, FILTERS, AND LIDS; RECORD OBSERVATIONS AND ACTIONS.
- STEP 4) INSPECT AND CLEAN BASINS AND MANHOLES UPSTREAM OF THE STORMTECH SYSTEM.

NOTES

- INSPECT EVERY 6 MONTHS DURING THE FIRST YEAR OF OPERATION. ADJUST THE INSPECTION INTERVAL BASED ON PREVIOUS OBSERVATIONS OF SEDIMENT ACCUMULATION AND HIGH WATER ELEVATIONS.
- CONDUCT JETTING AND VACTORING ANNUALLY OR WHEN INSPECTION SHOWS THAT MAINTENANCE IS NECESSARY.



MC-3500 ISOLATOR ROW PLUS DETAIL
N.T.S.

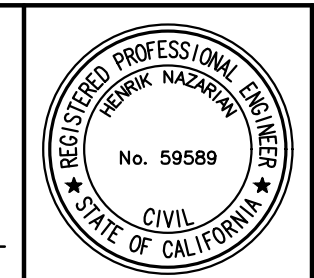
REVISIONS	DESIGNED BY:
MARK DATE BY APPROVED BY/RCE NO.	DATE:
	DRAWN BY:
	DATE:
	CHECKED BY:
	DATE:

CITY OF ONTARIO	
RECOMMENDED BY:	DATE
ACCEPTED BY: (NAME) P.E., ASSISTANT CITY ENGINEER	DATE
(NAME) P.E., CITY ENGINEER	DATE

BENCH MARK NO.	ELEV.
LOCATION:	

D & D ENGINEERING, INC.
119 WEST HYDE PARK BOULEVARD
INGLEWOOD, CA 90302
Phone: 424-351-6800

HENRIK NAZARIAN, PE C.E. NO. DATE



PRELIMINARY WQMP BMP EXHIBIT

SCALE: AS SHOWN

DATE: 6/25/2024

SHEET 2 OF 2



DEVELOPMENT ADVISORY BOARD AGENDA REPORT

August 19, 2024

303 East B Street, Ontario, California 91764 / Phone: 909.395.2036 / Email: PlanningDirector@OntarioCA.gov

FILE NO: PDEV24-006

SUBJECT: A hearing to consider a Development Plan to construct 120 multiple-family residential units on 9.61 gross acres of land located on the northeast corner of Eames Street and Twinkle Avenue, within Planning Area 2B (Medium Density Residential) of the Rich Haven Specific Plan. (APN: 0218-161-14). **Submitted by Tri Pointe Homes**

PROPERTY OWNER: KL LB BUY 1 LLC

RECOMMENDED ACTION: That the Development Advisory Board (DAB) consider and recommend the Planning Commission adopt a Resolution approving File No. PDEV24-006, pursuant to the facts and reasons contained in the staff report and attached Decision, and subject to the conditions of approval appended to the attached Decision as "Attachment A."

BACKGROUND: On December 4, 2007, the City Council certified the Rich Haven Specific Plan Environmental Impact Report in conjunction with File No. PGPA07-001. The related Rich Haven Specific Plan, File No. PSP05-004, was approved by the City Council on December 18, 2007. The Specific Plan established the land use designations, development standards, and design guidelines for approximately 512 acres of land, which included the potential development of 4,256 residential units and 889,200 square feet of commercial/office land uses.

On June 20, 2023, the City Council certified the Rich Haven Specific Plan Amendment and Environmental Impact Report (State Clearinghouse No. 2022100425) in conjunction with File No. PSPA22-001. The amendment included land use changes to bring the Rich Haven Specific Plan into compliance with The Ontario Plan Policy Plan (General Plan) that also included updates to the residential, commercial, and industrial development standards, exhibits, and text changes.

On October 25, 2022, the Planning Commission approved Tentative Tract Map No. 20529 (File No. PMTT22-010) to subdivide the Project site into 3 numbered lots and 15 lettered lots for residential uses, drive aisles, and common open space purposes.

On March 15, 2024, the applicant submitted a Development Plan (File No. PDEV24-006) to construct 120 multiple-family residential units on the Project site.

PROJECT SETTING: The Project site is comprised of 9.61 gross acres of land located on the northeast corner of Eames Street and Twinkle Avenue, within Planning Area 2B (Medium Density Residential) of the Rich Haven Specific Plan (see Exhibit A – Project Location,

attached). The Project site is surrounded by an industrial development to the east that is currently under construction, vacant land to the west, a 300-foot wide Southern California Edison utility corridor to the north, and multiple-family residential to the south that is also currently under construction (Neuhouse). The existing surrounding land uses, zoning, and Policy Plan (general plan) and specific plan land use designations are summarized in Table 1: Surrounding Zoning & Land Uses (see Technical Appendix).

PROJECT ANALYSIS:

(1) Site Design/Building Layout — The proposed multiple-family Rowtown product proposes twenty 6-unit complexes, for a total 120 units. The site is generally rectangular in shape, oriented in a north/south direction along Twinkle Avenue. The project site is somewhat narrow in width, which is factored into the proposed product type and placement throughout the site. The residential structures at the northern portion of the site will be oriented with front and rear elevations facing east and/or west. The remainder of the site moving south will include buildings oriented with front and rear elevations facing north and/or south. Each building will have access from either “Private Drive B” (east/west direction) or “Private Drive A” (north/south direction bisecting the site).

The proposed multiple-family Rowtown products have garage access from a private alley, with the main entrances of the units fronting the street or paseo. The paseos and street will be improved with accent trees, landscape planters, and entry arbor structures where appropriate. Residential units will also include private patios with 3.5-foot-high walls along the paseo or street to create the feeling and appearance of a “front porch”. The building orientation will minimize the visual impact of garages, creating opportunity for greater visual interest along the street and paseos, while promoting pedestrian mobility.

(2) Site Access/Circulation — The previously approved related Tentative Tract Map No. 20529, facilitated the construction of the backbone streets, internal public/private streets, and primary access points into the Project site, from Twinkle Avenue (see Exhibit B—Site Plan, attached). Twinkle Avenue runs north/south along the western frontage of the site and continues south through the New Haven – Canvas Park residential community.

(3) Parking — The Project has provided 366 parking spaces pursuant to the multiple family parking standards specified in the Rich Haven Specific Plan. The number of parking spaces provided exceeds the minimum 330 parking spaces required for the Project. The parking calculations for the Project are summarized in Table 3: Parking Summary.

(4) Architecture — The project proposes a transitional architectural style that combines elements of both traditional and modern architecture. The Transitional style modern materials are strategically merged with traditional form, massing and other design elements, to create a unique aesthetic throughout the community. The proposed project will incorporate a Transitional style using American Traditional and Farmhouse

architectural styles as the foundation (See Exhibit D – Elevations, attached). Each style will incorporate the following features:

American Traditional: Varying low pitched gable roofs with flat tile; first and second story pop-out features; horizontal siding, stucco exterior; shed front entries; and multi-paned windows with decorative windowsills and shutters, among others. The American Traditional will be finished using two building color schemes.

Farmhouse: Varying gable roofs with flat tile; first and second story pop-out features; vertical and horizontal siding with stucco exterior; gable and shed front entries; multi-paned windows, among others. The Farmhouse will be finished using two building color schemes.

The proposed project will also incorporate four floor plans with the two architectural styles. The proposed floor plans are further described below:

- Plan 1: 1,710 square feet, 3 bedroom, 2.5 baths, and a two-car garage;
- Plan 2: 1,714 square feet, 3 bedrooms, 2.5 baths, loft, and a two-car garage;
- Plan 3: 1,824 square feet, 3 bedrooms, 2.5 baths, loft, and a two-car garage;
- Plan 4: 2,144 square feet, 3 bedrooms, 3 baths, loft, and a two-car garage.

(5) Landscaping – The proposed project will provide a variety of ornamental shade trees, shrubs, ground cover, and turf where appropriate throughout the site (See Exhibit C – Landscape Plan, attached). Landscape improvements are generally focused within the pedestrian paseos between the residential structures, within the parkways along the private drives, around the perimeter of the buildings, and along Twinkle Avenue. The proposed landscape palette will create a welcoming environment for residents, while providing visual appeal throughout the site.

(6) Open Space/Amenities — The approval of Tentative Tract Map No. 20529 included the construction of a neighborhood park, sidewalks, parkways, and open space areas. TOP Policy PR1-1 requires new developments to provide a minimum of 2 acres of Private Park per 1,000 residents. In this case, the tentative map was required to provide 0.49 acres of parkland to meet the minimum TOP private park requirement. To satisfy the park requirement, the applicant is constructing a 1/2-acre community park located along the southern portion of the Tract (See Exhibit C – Landscape Plan, attached). The park is divided by a private street that runs north-south. The eastern half of the park will include major amenities such as a pool, spa, along with other elements like shade cabanas, picnic tables, restroom structure, etc. that are typical park features. The western half of the park will be developed with an open turf area, play structure, picnic tables, enhanced paving, meandering walkways, and more to create a more passive environment.

(7) CC&R's — The previously approved related Tentative Tract Map required CC&R's to be prepared and recorded with the final map. The CC&R's outline the maintenance responsibilities for the open space areas, recreation amenities, drive aisles,

utilities, and upkeep of the entire site, to ensure on-going maintenance of the common areas and facilities. These CC&R's will be applicable to the proposed project.

(8) Utilities (drainage, sewer) — All major backbone improvements and interior site improvements will be constructed consistent with the proposed Tentative Tract Map and related Development Agreement (File No. PDA22-001). 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.

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 Agenda Report, the Planning Department staff has not received any written or verbal communications from the owners or occupants 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 Agenda Report preparation, recommended conditions of approval were provided and are appended to the attached Decision as "Attachment A."

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

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

therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ONT ALUCP.

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

(1) City Council Goals.

- Maintain the Current High Level of Public Safety
- Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in the New Model Colony

(2) Vision.

Distinctive Development:

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

(3) Governance.

Decision Making:

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

(4) Policy Plan (General Plan)

Land Use Element:

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

Housing Element:

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

- H2-4 New Model Colony. We support a premier lifestyle community in the New Model Colony distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.

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

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

Community Economics Element:

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

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

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

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

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

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

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

Safety Element:

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

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

Community Design Element:

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

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

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

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

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

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

- CD2-9 Landscape Design. We encourage durable landscaping materials and designs that enhance the aesthetics of structures, create, and define public and private spaces, and provide shade and environmental benefits.
- CD2-10 Surface Parking Areas. We require parking areas visible to or used by the public to be landscaped in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field.
- CD2-11 Entry Statements. We encourage the inclusion of amenities, signage, and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.
- CD2-13 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.
- CD5-1 Maintenance of Buildings and Property. We require all public and privately owned buildings and property (including trails and easements) to be properly and consistently maintained.
- CD5-2 Maintenance of Infrastructure. We require the continual maintenance of infrastructure.

HOUSING ELEMENT COMPLIANCE: The project is consistent with the Housing Element of the Policy Plan (general plan) component of The Ontario Plan, 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.

ENVIRONMENTAL REVIEW: The environmental impacts of this Project were previously reviewed in conjunction with File No. PSPA22-001, the Rich Haven Specific Plan Amendment for which an Environmental Impact Report (State Clearinghouse No. 2022100425) was adopted by the City Council on June 20, 2023. This Application introduces no new significant environmental impacts, and all previously adopted mitigation measures are a condition of project approval and are incorporated herein by this reference.

TECHNICAL APPENDIX:

Table 1: Surrounding Zoning and Land Uses

	<i>Existing Land Use</i>	<i>Policy Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
Site	Vacant	(MDR) Medium Density Residential (11.1 – 25 du/ac)	Rich Haven Specific Plan	Planning Area 2B (Medium Density Residential)
North	SCE Easement	(OS-NR) Open Space - Non-Recreation	Rich Haven Specific Plan	Planning Area 2A – Open Space – Non Recreation
South	Multiple Family Residential (Under Construction)	(MDR) Medium Density Residential (11.1 – 25 du/ac)	Rich Haven Specific Plan	Planning Area 3B (Medium Density Residential)
East	Warehouse (Under construction)	Industrial (0.55 FAR)	Rich Haven Specific Plan	Planning Area 2C (Light Industrial)
West	Vacant	(OS-R) Open Space - Parkland	Rich Haven Specific Plan	Planning Area 2A – Public Park

Table 2: General Site & Building Statistics

<i>Item</i>	<i>Required Min./Max.</i>	<i>Provided (Ranges)</i>	<i>Meets Y/N</i>
<i>Front yard setback (in FT):</i>	Street: 10' Private Drive: 5'	Street: 10' - 16' Private Drive: 5' - 10'	Y
<i>Building Separation Front to Front (in FT):</i>	25'	25' - 27'	Y
<i>Garage to Garage setback (in FT):</i>	30'	30'	Y
<i>Maximum height (in FT):</i>	35'	30'	Y

Table 3: Parking Summary

<i>Product Type (No. of Units)</i>	<i>Req. Parking Per Unit</i>	<i>Total Req. Parking</i>	<i>Garage Space Provided</i>	<i>On-Street/ Drive Aisle/ Driveway Parking Spaces</i>	<i>Total Provided</i>
Courtyard Townhome -3 Bedrooms (120 Units)	2.5 – Including two-car garage	300	240 spaces	48 Driveway 41 Drive-aisle	329
Guest Parking	<ul style="list-style-type: none"> • Portion of dwellings < 50: 0.25 spaces per dwelling; • Portion of 50 to 100 dwellings: 0.20 spaces per dwelling; • Portion of dwellings > 100: 0.17 spaces per dwelling 	30		37 On-street (Twinkle Avenue)	37
Totals (120 units)		330	240	126	366
					3.05 spaces per unit

Exhibit A: PROJECT LOCATION MAP



Exhibit B: SITE PLAN



Exhibit C: LANDSCAPE PLAN



Exhibit D: ELEVATIONS



Note: Artist's conception; colors, materials and application may vary.

RIGHT



LEFT



REAR



FRONT

American Traditional

Exhibit D: ELEVATIONS



RIGHT
ENHANCED ELEVATION - OCCURS ALONG
SOUTH TWINKLE AVE.
REFER TO SHEET SP-2 FOR LOCATIONS



REAR



LEFT
ENHANCED ELEVATION - OCCURS ALONG

American Traditional



FRONT

Exhibit D: ELEVATIONS



RIGHT

Note: Artist's conception; colors, materials and application may vary.



LEFT ENHANCED
(OCCURS ALONG SOUTH TWINKLE)
REFER TO SHEET SP-2 FOR LOCATIONS



REAR



Farmhouse

Exhibit D: ELEVATIONS



Farmhouse

DECISION NO.:

FILE NO.: PDEV24-006

DAB Hearing Date: August 19, 2024

SUBJECT: A hearing to consider a Development Plan to construct 120 multiple-family residential units on 9.61 gross acres of land located on the northeast corner of Eames Street and Twinkle Avenue, within Planning Area 2B (Medium Density Residential) of the Rich Haven Specific Plan. (APN: 0218-161-14).

PART 1: RECITALS

WHEREAS, TRI POINTE HOMES (hereinafter referred to as "Applicant") has filed an Application for the approval of File No. PDEV24-006, as described in the title of this Decision (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to on 9.61 gross acres of land located on the northeast corner of Eames Street and Twinkle Avenue, within Planning Area 2B (Medium Density Residential) of the Rich Haven Specific Plan; and

WHEREAS, the property to the north of the Project site is within an Open Space – Non-Recreation district of the Rich Haven Specific Plan and is developed with SCE transmission towers and power lines. The property to the east is within Planning Areas 2C (Light Industrial) land use of the Rich Haven Specific Plan and is presently under construction with a warehouse. The property to the south is within Planning Area 3B (Medium Density Residential) of the Rich Haven Specific Plan and is presently under construction with multiple family residential. The property to the west is within Planning Area 2A (Public Park) of the Rich Haven Specific Plan and is presently vacant

WHEREAS, the proposed multiple-family Rowtown product proposes twenty 6-unit complexes, for a total 120 units that includes four floor plans and two architectural styles; and

WHEREAS, the previously approved Tentative Tract Map No. 20529, facilitated the construction of the backbone streets, internal public/private streets, and primary access points into the Project site, from Twinkle Avenue. Twinkle Avenue runs north/south along the western frontage of the site and continues south through the New Haven – Canvas Park residential community; and

WHEREAS, the Project has provided 366 parking spaces pursuant to the multiple family parking standards specified in the Rich Haven Specific Plan. The number of parking spaces provided exceeds the minimum 330 parking spaces required for the Project; and

WHEREAS, the project proposes a transitional architectural style that combines elements of both traditional and modern architectural styles. The two transitional architectural styles proposed for the Rowtown homes include American Traditional and Farmhouse; and

WHEREAS, all major backbone improvements and interior site improvements will be constructed consistent with the proposed Tentative Tract Map and related Development Agreement (File No. PDA22-001); and

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 environmental impacts of this project were previously reviewed in conjunction with File No. PSPA22-001, the Rich Haven Specific Plan Amendment for which an Environmental Impact Report (State Clearinghouse No. 2022100425) was adopted by the City Council on June 20, 2023, and this Application introduces no new significant environmental impacts; and

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

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

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

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

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan (hereinafter referred to as "ONT ALUCP"), which applies only to jurisdictions within San

Bernardino County, and addresses the noise, safety, airspace protection, and overflight impacts of current and future airport activity; and

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

WHEREAS, on August 19, 2024, 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 2: 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 this Project were previously reviewed in conjunction with File No. PSPA22-001, the Rich Haven Specific Plan Amendment for which an Environmental Impact Report (State Clearinghouse No. 2022100425) was adopted by the City Council on June 20, 2023; and
- (2) The previous Certified EIR contains a complete and accurate reporting of the environmental impacts associated with the Project; and
- (3) The previous Certified EIR was completed in compliance with CEQA and the Guidelines promulgated thereunder; and
- (4) The previous Certified EIR reflects the independent judgment of the Planning Commission; and
- (5) The proposed project will introduce no new significant environmental impacts beyond those previously analyzed in the previous Certified EIR, and all mitigation measures previously adopted with the Certified EIR, are incorporated herein by this reference.

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

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

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

(3) Does not 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 Ontario International Airport Land use Compatibility Plan, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the recommending body for the Project, the DAB has reviewed and considered the facts and information contained in the Application and supporting documentation against the ONT ALUCP compatibility factors, including [1] Safety Criteria (ONT ALUCP Table 2-2) and Safety Zones (ONT ALUCP Map 2-2), [2] Noise Criteria (ONT ALUCP Table 2-3) and Noise Impact Zones (ONT ALUCP Map 2-3), [3] Airspace protection Zones (ONT ALUCP Map 2-4), and [4] Overflight Notification Zones (ONT ALUCP Map 2-5). As a result, the DAB, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ONT ALUCP; and

SECTION 5: Concluding Facts and Reasons. Based upon the substantial evidence presented to the DAB during the above-referenced hearing and upon the facts and information set forth in Parts I (Background and Analysis) and II (Recitals), above, and the determinations set forth in Sections 1 through 4, above, the DAB hereby concludes as follows:

(1) ***The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.*** The proposed Project is located within the (MDR) Medium Density Residential (11.1 – 25 du/ac) land use district of the Policy Plan Land Use Map, and Planning Area 2B (Medium Density Residential) of the Rich Haven Specific Plan. The development standards and conditions under which the proposed Project will be constructed and maintained, is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan; and

(2) ***The proposed development is compatible with those on adjoining sites in relation to location of buildings, with particular attention to privacy, views, any physical constraint identified on the site and the characteristics of the area in which the site is located.*** The Project has been designed consistent with the requirements of the City of Ontario Development Code and Planning Area 2B (Medium Density Residential) of the Rich Haven Specific Plan, including standards relative to the particular land use proposed (multiple family residential), as-well-as building intensity, building and parking setbacks, building height, number of off-street parking and loading spaces, on-site and off-site landscaping, and fences, walls and obstructions; and

(3) ***The proposed development will complement and/or improve upon the quality of existing development in the vicinity of the Project and the minimum safeguards necessary to protect the public health, safety and general welfare have been required of the proposed Project.*** The Development Advisory Board has required certain safeguards, and imposed certain conditions of approval, which have been established to ensure that: [i] the purposes of the Rich Haven Specific Plan are maintained; [ii] the project will not endanger the public health, safety or general welfare; [iii] the project will not result in any significant environmental impacts; [iv] the project will be in harmony with the area in which it is located; and [v] the project will be in full conformity with the Vision, City Council Priorities and Policy Plan components of The Ontario Plan, and the Rich Haven Specific Plan; and

(4) ***The proposed development is consistent with the development standards and design guidelines set forth in the Development Code, or applicable specific plan or planned unit development.*** The proposed Project has been reviewed for consistency with the general development standards and guidelines of the Rich Haven Specific Plan that are applicable to the proposed Project, including building intensity, building and parking setbacks, building height, amount of off-street parking and loading spaces, design and landscaping, bicycle parking, on-site landscaping, and fences and walls, as-well-as those development standards and guidelines specifically related to the particular land use being proposed (multiple family residential). As a result of this review, the Development Advisory Board has determined that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the development standards and guidelines described in the Rich Haven Specific Plan.

SECTION 6: Development Advisory Board Action. Based on the findings and conclusions set forth in Sections 1 through 5, 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 7: Indemnification. The Applicant shall agree to defend, indemnify, and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 8: Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario. The records are available for inspection by any interested person, upon request.

Development Advisory Decision
File No. PDEV24-006
August 19, 2024

APPROVED AND ADOPTED this 19th day of August 2024.

Development Advisory Board Chairman

ATTACHMENT A:

**File No. PDEV24-006
Departmental Conditions of Approval**

(Departmental Conditions of Approval to follow this page)

Date Prepared: 8/19/2024

File No: PDEV24-006

Related Files: PMTT22-010

Project Description: A Development Plan to construct 120 multiple-family residential units on 9.61 gross acres of land located on the northeast corner of Eames Street and Twinkle Avenue, within Planning Area 2B (Medium Density Residential) of the Rich Haven Specific Plan. (APN: 0218-161-14). **Submitted by Tri Pointe Homes**

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

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

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

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

2.1 Time Limits.

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

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

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

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

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

2.3 Landscaping.

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

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

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

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

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

2.5 Parking, Circulation and Access.

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

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

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

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

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

2.6 Site Lighting.

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

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

2.7 Mechanical and Rooftop Equipment.

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

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

2.8 Signs.

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

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 Disclosure Statements.

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

(i) This tract is subject to noise from the Ontario International Airport and may be more severely impacted in the future.

(ii) Some of the property adjacent to this tract is zoned for agricultural uses and there could be fly, odor, or related problems due to the proximity of animals.

(iii) The area south of Riverside Drive lies within the San Bernardino County Agricultural Preserve. Dairies currently existing in that area are likely to remain for the foreseeable future.

(iv) This tract is part of a Landscape Maintenance District. The homeowner(s) will be assessed through their property taxes for the continuing maintenance of the district.

2.11 Environmental Requirements.

(a) 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.

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

2.13 Additional Fees.

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

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

2.14 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.

2.15 Additional Requirements.

(a) All applicable conditions of approval of Development Agreement (File No. PDA22-001) and Tentative Tract Map No. 20529 (File No. PMTT22-010) shall apply to this Development Plan.

(b) All applicable conditions of approval of the Rich Haven Specific Plan shall apply to this Development Plan.

(c) The eastern perimeter community block wall shall be 8 feet high and match the design of the adjacent development to the south. Coordinate with the property owner to the east and south of the Project site for the construction of the community wall. The north perimeter wall shall be 6 feet high and be designed to match the eastern perimeter wall.

(d) All windows, garage doors and entrances shall incorporate a decorative trim border for the American Traditional and Farmhouse architectural styles. The American Traditional plan shall incorporate shutters to the windows along the alley elevations, the final design placement to window locations shall require Planning Director approval.

(e) The City Council has authorized the Baldy View Chapter of the Building Industry Association to manage a standardized off-site directional sign program on a non-profit basis. The program uses uniform sign structures and individual identification and directional signs for residential development. **No other off-site signing is authorized.** (For additional information, contact the Baldy View Chapter BIA at (909) 945-1884.



CITY OF ONTARIO MEMORANDUM

ENGINEERING DEPARTMENT CONDITIONS OF APPROVAL

(Land Development Division, Environmental Section, Traffic & Transportation Division, Ontario Municipal Utilities Company, Broadband Department, and Financial Services Agency Conditions incorporated)

PROJECT ENGINEER: Angela Truong, Assistant Engineer (909) 395-2134



PROJECT PLANNER: Lorena Mejia, Senior Planner (909) 395-2276



DAB MEETING DATE: August 19th, 2024

PROJECT NAME/DESCRIPTION: PDEV24-006, a Development Plan approval to construct 120 multiple-family dwellings on approximately 7.56 acres of land within the Planning Area 2B land use district of the Rich Haven Specific Plan. Related File(s): PMTT22-010.

LOCATION: East Eames Street and South Twinkle Avenue (near Haven Avenue and Ontario Ranch Road)

APPLICANT: Tri Pointe Homes

REVIEWED BY: 
Raymond Lee, P.E.
Assistant City Engineer 
Date

APPROVED BY: 
Khoi Do, P.E.
City Engineer 
Date

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

1. This project shall comply with the Conditions of Approval for Tract Map No. 20529, approved at the PC meeting of October 25, 2022, attached as Exhibit 'A' herewith for reference, except for the following conditions to supersede previously issued COAs 1.02A and 2.44B:
 - a. Dedicate a 50' wide public utility easement along Private Drive 'A' (S. Eichler Paseo).
 - b. Install a 60-inch storm drain in Twinkle Avenue to Chino Avenue to point of connection at southerly tract boundary.
2. The project shall comply with the Rich Haven Specific Plan, File No. PSP05-004, adopted December 4, 2007, as amended.
3. The applicant/developer shall comply with the Development Agreement, File No. PDA22-001, by and between the City of Ontario and BrookCal Ontario, LLC, recorded with the San Bernardino County Recorder's Office on December 6, 2022, as Doc# 2022-0390316.

Project File No. PDEV24-006
Project Engineer: Angela Truong
DAB Date: 8/19/2024

4. The project shall comply with the additional Conditions of Approval from the Broadband Department, attached as Exhibit 'B'.
5. The project shall comply with the additional Conditions of Approval from OMUC, attached as Exhibit 'C'.



**ENGINEERING DEPARTMENT
CONDITIONS OF APPROVAL**

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

<input type="checkbox"/> DEVELOPMENT PLAN <input type="checkbox"/> OTHER	<input type="checkbox"/> PARCEL MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES	<input checked="" type="checkbox"/> TRACT MAP
PROJECT FILE NO. TM-20529 RELATED FILE NO(S). PMTT22-010		
<input type="checkbox"/> ORIGINAL <input checked="" type="checkbox"/> REVISED: 10/17/2022		

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

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

DAB MEETING DATE: October 17, 2022

PROJECT NAME / DESCRIPTION: TM-20529, a Tentative Tract Map for condominium purposes to subdivide 11.11 acres of land into three (3) numbered lots and 15 lettered lots, to facilitate the development of 120 multi-family dwellings, within PA-5 of the Rich Haven Specific Plan

LOCATION: Generally 400 feet southwest of Chino Avenue and Mill Creek Avenue

APPLICANT: Brookfield Residential

REVIEWED BY:  10/17/22
Raymond Lee, P.E. Date
Assistant City Engineer

APPROVED BY:  10-17-22
Khol 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 APPROVAL, ISSUANCE OF PERMITS AND/OR OCCUPANCY CLEARANCE, AS SPECIFIED IN THIS REPORT.

1. PRIOR TO FINAL MAP APPROVAL, APPLICANT SHALL:

Check When Complete

- 1.01 Dedicate to the City of Ontario, the right-of-way, described below:
 - A. An additional 14 feet from the ultimate right-of-way of Haven Ave along Lot 'M' for a 40 feet neighborhood edge
 - B. Twinkle Ave to the ultimate east half street right-of-way width of 30 feet from northerly tract boundary to Lot 'M'
 - C. An additional 9 feet (varies) for the west half street right-of-way of Twinkle Ave from approximately 145' n/o Lot 'M' to Lot 'M'
 - D. Twinkle Ave to the ultimate full street right-of-way width of 60 feet along Lot 'M' frontage

- 1.02 Dedicate to the City of Ontario, the following easement(s):
 - A. 48 feet wide easement for public utility purposes along Private Drive 'A'
 - B. 50 feet wide easement for public utility purposes along Private Drive 'B'

- 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:
- A. Record Lot Line Adjustments 22-004, 22-005 and 22-006. Additionally, record Conforming Deeds with the County of San Bernardino within six months of the recordation of the Lot Line Adjustments to conform the new LLA legal description. Submit a copy of the recorded Conforming Deeds to the Engineering Department.
- B. Legalize the remnant gore parcel that is contiguous to the property of APN 0218-161-13, including the ownership of the parcel, to the satisfaction of the City Engineer. **This condition shall be consistent with the timing and requirements of the Development Agreement.**
- C. The Tract Map shall comply with the approved Rich Haven Specific Plan, the Development Agreement and the Conditions of Approval for Tentative Tract Map No. 20529.
- D. Applicant/developer shall obtain all off-site right-of-way/easements necessary to construct the required public improvements identified within Section 2 of these Conditions of Approval. **This condition shall be consistent with the timing and requirements of the Development Agreement.**



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

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

- 2.01 Record Tract Map No. 20529 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)
 - Federal Emergency Management Agency (FEMA)
 - Cucamonga Valley Water District (CVWD) for sewer/water service
 - United States Army Corps of Engineers (USACE)
 - California Department of Fish & Game
 - Inland Empire Utilities Agency (IEUA)
 - Other: Southern California Edison (SCE). This condition shall be consistent with the timing and requirements of the Development Agreement.



- 2.10 Dedicate to the City of Ontario the right-of-way described below:
- A. The applicant/developer shall acquire ultimate west half street right-of-way width of 22-30 feet varies for Twinkle Ave along project frontage from the adjacent westerly property (APN: 0218-161-13).
 - B. The applicant/developer shall acquire ultimate full street right-of-way width of 60 feet for Twinkle Ave from northerly tract boundary to Chino Ave from adjacent SCE property (APN: 0218-161-09). The applicant/developer shall pursue "grant out" process with SCE for said right-of-way. **This condition shall be consistent with the timing and requirements of the Development Agreement.**
 - C. The applicant/developer shall acquire the ultimate north half street right-of-way width of 44 feet for Chino Ave from Haven Ave to Twinkle Ave from the following property (APN: 0218-161-10).
 - D. The applicant/developer shall acquire ultimate south half street right-of-way width of 44 feet for Chino Ave from Haven Ave to Twinkle Ave from the following property owned by SCE (APN: 0218-161-09). The applicant/developer shall pursue "grant out" process with SCE for said right-of-way.
 - E. The applicant/developer shall **pursue** an additional 18' from the ultimate right-of-way of Chino Ave from Haven Ave to Twinkle Ave for a 30 feet neighborhood edge from the following property owned by SCE (APN: 0218-161-09). The applicant/developer shall pursue "grant out" process with SCE for said right-of-way. **This condition is considered to be non-developer frontage and DIF eligible.**

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

- F. Twinkle Ave & Chino Ave (north half) from the following property (APN: 0218-161-10)
- G. Twinkle Ave & Chino Ave (south half) from the following property owned by SCE (APN: 0218-161-09)
- H. Haven Ave & Chino Ave (northeast corner) from the following property (APN: 0218-161-10)
- I. Haven Ave & Chino Ave (southeast corner) from the following property owned by SCE (APN: 0218-161-09)

2.11 Dedicate to the City of Ontario the following easement(s): _____

2.12 Vacate the following street(s) and/or easement(s): _____

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

2.13 Ontario Ranch Developments:

1) Submit a copy of the permit from the San Bernardino County Health Department to the Engineering Department and the Ontario Municipal Utilities Company (OMUC) for the destruction/abandonment of the on-site water well. The well shall be destroyed/abandoned in accordance with the San Bernardino County Health Department guidelines.

2) Make a formal request to the City of Ontario Engineering Department for the proposed temporary use of an existing agricultural water well for purposes other than agriculture, such as grading, dust control, etc. Upon approval, the Applicant shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by said agreement.

3) Design proposed retaining walls to retain up to a maximum of three (3) feet of earth. In no case shall a wall exceed an overall height of nine (9) feet (i.e. maximum 6-foot high wall on top of a maximum 3-foot high retaining wall).

2.14 Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein valued at _____% of the approved construction cost estimate. Security deposit shall be in accordance with the City of Ontario Municipal Code. Security deposit will be eligible for release, in accordance with City procedure, upon completion and acceptance of said public improvements.



- 2.15 The applicant/developer shall submit all necessary survey documents prepared by a Licensed Surveyor registered in the State of California detailing all existing survey monuments in and around the project site. These documents are to be reviewed and approved by the City Survey Office.**
- 2.16 Pay all Development Impact Fees (DIF) to the Building Department. Final fee shall be determined based on the approved site plan and the DIF rate at the time of payment.**
- 2.17 Other conditions:** _____



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

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

Improvement	Twinkle Ave	Chino Ave	All Private Drives	
Curb and Gutter	<input checked="" type="checkbox"/> New; 18 ft. from C/L (A) <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New; 32 ft. from C/L (D) <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace
AC Pavement	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> New (A)	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> New (D, E)	<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 (B, C) <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New (D) <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
ADA Access Ramp	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Parkway	<input checked="" type="checkbox"/> Trees (B, C) <input checked="" type="checkbox"/> Landscaping (w/irrigation) (B, C)	<input checked="" type="checkbox"/> Trees (D) <input checked="" type="checkbox"/> Landscaping (w/irrigation) (D) <input checked="" type="checkbox"/> Neighborhood edge (D)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)
Raised Landscaped Median	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace



Fire Hydrant	<input checked="" type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New <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 checked="" 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
Water (see Sec. 2.D)	<input checked="" type="checkbox"/> Main <input 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 checked="" type="checkbox"/> Main <input checked="" 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 checked="" type="checkbox"/> New, at Haven Ave <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 (A) <input type="checkbox"/> Modify existing	<input checked="" type="checkbox"/> New (F) <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 (B, C) <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New (D) <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 checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral	<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
Fiber Optics (see Sec. 2K)	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input checked="" 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"/> Bike Lane (D)	_____	_____

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

- A. Both west and east sides from Chino Ave to southerly tract boundary
- B. East side along project frontage
- C. Both west and east sides from Chino Ave to northerly tract boundary



- D. South side from Haven Ave to Twinkle Ave
- E. A 14' circulation lane and a 5' paved shoulder are required on the north side from Haven Ave to Twinkle Ave
- F. Both north and south sides from Haven Ave to Twinkle Ave
- G. All utilities and infrastructure shall be designed and installed to the ultimate condition

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

C. SEWER

- 2.24 A 8 inch sewer main is available for connection by this project in Twinkle Ave. (Ref: Sewer plan bar code: S16445)
- 2.25 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.26 Submit documentation that shows expected peak loading values for modeling the impact of the subject project to the existing sewer system. The project site is within a deficient public sewer system area. Applicant shall be responsible for all costs associated with the preparation of the model. Based on the results of the analysis, Applicant may be required to mitigate the project impact to the deficient public sewer system, including, but not limited to, upgrading of existing sewer main(s), construction of new sewer main(s) or diversion of sewer discharge to another sewer.
- 2.27 Other conditions:
 See OMUC Conditions of Approval attached.

D. WATER

- 2.28 A 12 inch and 8 inch water main are available for connection by this project in Chino Ave and Twinkle Ave, respectively. (Ref: Water plan bar code: W16575, W16594)
- 2.29 Design and construct a water main extension. A water main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.30 Other conditions: _____
 See OMUC Conditions of Approval attached.

E. RECYCLED WATER

- 2.31 A 8 inch and 24 inch recycled water main are available for connection by this project in Haven Ave. (Ref: Recycled Water plan bar code: P11435)
- 2.32 Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project.



2.33 Design and construct an on-site recycled water ready system for this project. A recycled water main does not currently exist in the vicinity of this project, but is planned for the near future. If Applicant would like to connect to this recycled water main when it becomes available, the cost for the connection shall be borne solely by the Applicant.

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

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

2.35 Other conditions:
See OMUC Conditions of Approval attached.

F. TRAFFIC / TRANSPORTATION

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

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

2.38 Other conditions:

- A. If at the time of development of TM-20529 (PMTT22-010), Phase 2 improvements on Twinkle Ave have not been completed, the Applicant/Developer shall install a temporary dead end just north of the intersection of Twinkle Avenue and Private Drive 'B' per City Std. No. 1310 and 1311. Refer to phase limits per the Development Agreement.
- B. The roundabout at Chino Avenue and Twinkle Avenue shall be fully constructed and designed in accordance with the Traffic and Transportation Guidelines Figure 1: Roundabout Layout Detail and Figure 2: Roundabout Landscape Detail, other applicable standards, and to the satisfaction of the City Engineer. The following apply to the design:
 - i. Parking shall be restricted on Chino Avenue and Twinkle Avenue approaching the roundabout per the Traffic and Transportation Guidelines.
 - ii. Provide detailed roundabout exhibit to verify lane widths and ROW requirements.
- C. The Applicant/Developer shall be responsible to design and construct a traffic signal at the intersection of Haven Avenue and Chino Avenue. The new traffic signal shall include video detection, 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
- D. The Applicant/Developer shall be responsible to design and construct the necessary pavement and striping transitions on Haven Avenue at Chino Avenue necessary to accommodate the traffic signal installation.
- E. If at the time of development of TM-20529 (PMTT22-010), Twinkle Avenue has not been constructed south of this development to the roundabout south of Eames Street, the Applicant/Developer shall construct ultimate curb-to-curb width street improvements on Twinkle Avenue to the roundabout, including ultimate curb-to-curb width street improvements on Private Drive 'A' and the connection of Lot 'B' (TM-20530/PMTT22-009)/Eames Street to Twinkle Avenue to provide 2 points of access for the tract.
- F. The Applicant/Developer shall be responsible to install street chokers and ADA ramps for pedestrians at the north east and south east corners of the intersection of Twinkle Avenue and Eames Street/Lot 'B' (TM-20530/PMTT22-009). Street chokers along Twinkle



Avenue shall be designed and constructed in accordance with City Standard Drawing No. 1110.

- G. Parking shall be restricted with signs along chokers per City Standard Drawing No. 1110.
- H. All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.
- I. The Applicant/Developer's engineer-of-record shall meet with City Engineering staff prior to designing and submitting for plan check the traffic signal, signing/stripping and street lighting design plans to define limits of improvements.

G. DRAINAGE / HYDROLOGY

- 2.39 A 72 inch storm drain main is available to accept flows from this project in Twinkle Ave. (Ref: Storm Drain plan bar code: D14257, D14259)
- 2.40 Submit a hydrology study and drainage analysis, prepared and signed by a Civil Engineer registered in the State of California. The study shall be prepared in accordance with the San Bernardino County Hydrology Manual and City of Ontario standards and guidelines. Additional drainage facilities, including, but not limited to, improvements beyond the project frontage, may be required to be designed and constructed, by Applicant, as a result of the findings of this study.
- 2.41 An adequate drainage facility to accept additional runoff from the site does not currently exist downstream of the project. Design and construct a storm water detention facility on the project site. 100 year post-development peak flow shall be attenuated such that it does not exceed 80% of pre-development peak flows, in accordance with the approved hydrology study and improvement plans.
- 2.42 Submit a copy of a recorded private drainage easement or drainage acceptance agreement to the Engineering Department for the acceptance of any increase to volume and/or concentration of historical drainage flows onto adjacent property, prior to approval of the grading plan for the project.
- 2.43 Comply with the City of Ontario Flood Damage Prevention Ordinance (Ordinance No. 2409). The project site or a portion of the project site is within the Special Flood Hazard Area (SFHA) as indicated on the Flood Insurance Rate Map (FIRM) and is subject to flooding during a 100 year frequency storm. The site plan shall be subject to the provisions of the National Flood Insurance Program.
- 2.44 Other conditions:
 - A. Install a 48-inch storm drain main in Chino Ave from Haven Ave to Twinkle Ave.
 - B. Install a 72-inch storm drain main in Twinkle Ave from Chino Ave to point of connection at southerly tract boundary.
 - C. If at the time of development of TM-20529 (PMTT22-010), the private in-tract storm drain improvements in TM-20530 (PMTT22-009) have not been constructed south of this development, the Applicant/Developer shall construct the necessary improvements to connect to the nearest public storm drain main in Twinkle Ave.

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

- 2.45 401 Water Quality Certification/404 Permit – Submit a copy of any applicable 401 Certification or 404 Permit for the subject project to the City project engineer. Development that will affect any body of surface water (i.e. lake, creek, open drainage channel, etc.) may require a 401 Water Quality Certification from the California Regional Water Quality Control Board, Santa Ana Region (RWQCB) and a 404 Permit from the United States Army Corps of Engineers (USACE). The groups of water bodies classified in these requirements are perennial (flow year round) and ephemeral (flow during rain conditions, only) and include, but are not limited to, direct connections into San Bernardino County Flood Control District (SBCFCD) channels. If a 401 Certification and/or a 404 Permit are not required, a letter confirming this from Applicant's engineer shall be submitted. Contact information: USACE (Los Angeles District) (213) 452-3414; RWQCB (951) 782-4130.



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

2.47 **Design and construct a Connector Pipe Trash Screen or equivalent Trash Treatment Control Device, per catch basin located within or accepting flows tributary of a Priority Land Use (PLU) area that meets the Full Capture System definition and specifications, and is on the Certified List of the State Water Resources Control Board. The device shall be adequately sized per catch basin and include a deflector screen with vector control access for abatement application, vertical support bars, and removable component to facilitate maintenance and cleaning.**

2.48 **Other conditions:** _____

J. SPECIAL DISTRICTS

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

2.50 **Other conditions:** _____

K. FIBER OPTIC

2.51 **A fiber optic line is available for connection by this project in Haven Ave & Twinkle Ave. (Ref: Fiber Optic plan bar code: O10626, O10683)**

2.52 **Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole located at the southwest corner of Haven Ave & Chino Ave and the southeast corner of Twinkle Ave & Eames St. Limits of work are generally on Chino Ave from Haven Ave to Twinkle Ave, Twinkle Ave from Chino Ave to Eames St and along project frontage of all Private Drives.**

2.53 **Refer to the City's Fiber Optic Master Plan for design and layout guidelines. Contact the Broadband Operations Department at (909) 395-2000, regarding this requirement.**

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

3.01 **Set new monuments in place of any monuments that have been damaged or destroyed as a result of construction of the subject project. Monuments shall be set in accordance with City of Ontario standards and to the satisfaction of the City Engineer.**



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

4. PRIOR TO FINAL ACCEPTANCE, APPLICANT SHALL:

- 4.01 Complete all Conditions of Approval listed under Sections 1-3 above. If Phase 2 improvements (as delineated in the Development Agreement) are delayed, the remainder of the project (Phase 1) can be accepted by the City at the discretion of the City Engineer.**
- 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: PMTT22-010 and/or Tract Map No. 20529

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

1. **A copy of this check list**
2. **Payment of fee for Plan Checking**
3. **One (1) copy of Engineering Cost Estimate (on City form) with engineer's wet signature and stamp.**
4. **One (1) copy of project Conditions of Approval**
5. **Include a PDF (electronic submittal) of each required improvement plan at every submittal.**
6. **Two (2) sets of Potable and Recycled Water demand calculations (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size).**
7. **Three (3) sets of Public Street improvement plan with street cross-sections**
8. **Four (4) sets of Public Water Improvement plan (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size)**
9. **Four (4) sets of Recycled Water improvement plan (include recycled water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size and an exhibit showing the limits of areas being irrigated by each recycled water meter)**
10. **Four (4) sets of Public Sewer improvement plan**
11. **Five (5) sets of Public Storm Drain Improvement plan**
12. **Three (3) sets of Public Street Light improvement plan**
13. **Three (3) sets of Signing and Striping improvement plan**
14. **Three (3) sets of Fiber Optic plan (include Auto CAD electronic submittal)**
15. **Three (3) sets of Dry Utility plans within public right-of-way (at a minimum the plans must show existing and ultimate right-of-way, curb and gutter, proposed utility location including centerline dimensions, wall to wall clearances between proposed utility and adjacent public line, street work repaired per Standard Drawing No. 1306. Include Auto CAD electronic submittal)**
16. **Three (3) sets of Traffic Signal improvement plan and One (1) copy of Traffic Signal Specifications with modified Special Provisions. Please contact the Traffic Division at (909) 395-2154 to obtain Traffic Signal Specifications.**
17. **Two (2) copies of Water Quality Management Plan (WQMP), including one (1) copy of the approved Preliminary WQMP (PWQMP).**
18. **One (1) copy of Hydrology/Drainage study**
19. **One (1) copy of Soils/Geology report**
20. **Payment for Final Map/Parcel Map processing fee**



- 21. **Three (3) copies of Final Map**
- 22. **One (1) copy of approved Tentative Map**
- 23. **One (1) copy of Preliminary Title Report (current within 30 days)**
- 24. **One (1) copy of Traverse Closure Calculations**
- 25. **One (1) set of supporting documents and maps (legible copies): referenced improvement plans (full size), referenced record final maps/parcel maps (full size, 18"x26"), Assessor's Parcel map (full size, 11"x17"), recorded documents such as deeds, lot line adjustments, easements, etc.**
- 26. **Two (2) copies of Engineering Report and an electronic file (Include PDF format electronic submittal) for recycled water use**
- 27. **Two (2) copies of prepared legal description and plat. (Original signed & wet stamped copies are not needed until after the City has completed the plan checking of the documents.)**
- 28. **Two (2) copies of completely filled out "Easement Deed of Right-of-Way Dedication". (Original signed certificate and original acknowledgement(s) are not needed until after the City has completed the plan checking of the documents.)**



CITY OF ONTARIO MEMORANDUM



DATE: October 13, 2022
TO: Michael Bhatanawin, Engineering Department
CC: Lorena Mejia, Planning Department
 Charles Mercier, Planning Department
FROM: Heather Young, Utilities Engineering Division
 Eric Woosley, Utilities Engineering Division
SUBJECT: DPR#2 UPT#2 REV2 - Utilities Conditions of Approval (COA) (#8731)
PROJECT NO.: TM-20529 (PMTT22-010)
ATTACHMENT(S): Conceptual Utility Systems Map electronically received 10/04/2022

BRIEF DESCRIPTION:

A Tentative Tract Map (TT 20259) for condominium purposes, to subdivide 11.11 acres of land into 3 numbered lots and 15 lettered lots, to facilitate the development of 120 multi-family dwellings located generally 400 feet southwest of Chino Avenue and Mill Creek Avenue, within PA-5 of the Rich-Haven Specific Plan (APN(s): 0218-161-14).

OMUC UTILITIES ENGINEERING DIVISION CONDITIONS OF APPROVAL

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

General Conditions:

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

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

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

2. **Inherited Requirements and Conditions of Approval:** This project is subject to all the Requirements and Conditions of Approval of from PSP05-004 Rich-Haven Specific Plan and PDA_22-001, as amended. For any Conditions of Approval that conflict, these Conditions shall supersede those conflicting Conditions.
3. **Final Utilities Systems Map (USM):** Submit a Final Utilities Systems Map (USM) as part of the precise grading plan submittal that meets all the City's USM requirements. These requirements include to show and label all existing and proposed utilities (including all appurtenances such as backflow devices, DCDAs, etc.), sizes, points of connection, and any easements. The final utility design shall comply with all Division of Drinking Water (CCR §64572) Separation Requirements. See Utility Systems Map (USM) Requirements document for details.
4. **Note the following definitions and concepts for Public Utility Improvements and Private Utility Improvements:** Public Improvements shall be designed per City Public Design Guidelines and City Standards and constructed through a City Encroachment Permit; and, Private Onsite Improvements shall be designed per Building Code and Plumbing Code and constructed through a City Building Permit.

- a. Public Utility Improvements include the following: water main pipelines and sewer main pipelines; sewer laterals connecting to a Public Sewer Main up to the Cleanout (or Manhole) at PL/RoW; water services and connected appurtenances (Meters/Meter Boxes, Fire Hydrants, Airvacs, Blowoffs, etc.) connecting to a Public Water Main per City Standards; and, Fire Services connecting to a Public Water Main from the Main up to the DCDA. Public Water Improvements and Public Sewer Improvements are required to be designed and constructed through Public Improvement Plans with Plan View and Profile View per City Standards, Guidelines, and Requirements.
 - b. Private Utility Improvements include the following: onsite water plumbing lines after a Public Meter, or after the Fire DCDA and including the DCDA; Backflow Devices and other Cross-Connection Prevention; onsite sewer upstream of the Public Sewer Lateral, including the Cleanout (or Manhole) at PL/RoW/PUE Edge; Monitoring Manholes and other Wastewater Pretreatment Facilities. Private Onsite Utility Improvements are required to be designed and constructed per Building and Plumbing Plans with: the Backflows, DCDAs, Cleanout (or Manhole) at PL/RoW/PUE Edge, and Monitoring Manholes being designed and constructed through a Precise Grading Plan; and, the other Pretreatment Devices (Grease Interceptor, Sand, Oil Interceptors, etc.) and the connections to the buildings and structures through a building Plumbing Plan.
5. Public Utilities and Public Right-of-Way (PRoW) including Public Utility Easements (PUE): Public Utilities shall be subject to the Minimum PRoW Requirements and PRoW Restrictions:
- a. Minimum PRoW Area Requirements: Public Utilities shall be installed within in existing PRoW in alignments/locations that meet the following minimum PRoW areas surrounding the Public Utilities, and/or additional PRoW shall be dedicated/granted to the City to provide the following minimum PRoW areas surrounding the Public Utilities:
 - i. For each main, the PRoW shall be a minimum of 20 feet wide, centered on the utility main with a minimum of 10 feet of PRoW on each side of the main and this minimum area shall extend a minimum for 10 feet past the end of a main.
 - ii. For each Service/Lateral, the PRoW shall be a minimum of 10 feet wide, centered on the service/lateral with a minimum of 5 feet of PRoW on each side of each service/lateral;
 - iii. For each water meter box, the PRoW shall be a minimum of 5 feet behind and 5 feet on each side of a water meter box;
 - iv. For each water appurtenances (fire hydrants, blowoffs, airvacs, etc.), the PRoW shall be a minimum of 5 feet on each side surrounding the water appurtenances (fire hydrants, blowoffs, airvacs, etc.);
 - v. The PRoW minimum areas for separate Public Utilities may overlap, provide that all minimum separations and PRoW Restrictions are met.

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

- 6. Sanitary Sewer Infrastructure: Sanitary sewer infrastructure in TM20134 (PMTT17-013) is required to support this development. If the sanitary sewer infrastructure is not completed by TM20134, this development is subject to the improvements required.
 - a. Install Master Planned 15-inch sewer main (or approved size as determined by SSAMP) in Chino Avenue from point of connection in Haven Avenue to Twinkle Avenue.
 - b. Install 8-inch sewer mains (or approved size per Final SSAMP) in Private Drive 'B' and Private Drive 'A' throughout TTM20529 and TTM20530, with point of connection to the existing 8-inch sewer main in Twinkle Avenue. Public sewer mains installed in private drives shall be within a Public Utility Easement.
 - c. Onsite sewer installed in private alleys of TTM20529 shall be privately owned and maintained.
- 7. Sewer Sub-Area Master Plan (SSAMP): Submit a Final Sewer Sub-Area Master Plan (SSAMP) pursuant to Section 4-8 of the Sewer Master Plan (SMP) and submit it to OMUC for review and approval with the first submittal of the sewer plans and prior to issuance of any permits.
- 8. Unused Sewer Stub Abandonment: Unused existing sewer stub in Twinkle Avenue approximately 120 feet south of Pollock Street shall be abandoned back to the main connection.

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

- 9. Potable Water Infrastructure: Potable water infrastructure in TM20134 (PMTT17-013) is required to support this development. If the potable water infrastructure is not completed by TM20134, this development is subject to the improvements required.

- a. Install 8-inch potable water mains in Private Drive 'B' and Private Drive 'A' throughout TTM20529 and TTM20530, with two points of connection to the 8-inch water main at the intersection of Twinkle Avenue and Private Drive 'B' and at the intersection of Twinkle Avenue and approximately 120 feet south of Pollock Street. Public potable water mains installed in private drives shall be within a Public Utility Easement.
- b. Install 8-inch potable water main in Twinkle Avenue with two points of connection by connecting from the end stub of the potable water main in Twinkle Avenue and connecting to the 12-inch potable water main in Chino Avenue.

10. Potable Water Service:

- a. Domestic Service: Each Rowtown building shall have its own domestic potable water service and master meter connected to the Public Potable Water System.
- b. Backflow Prevention: Each meter connected to the Public Potable Water System that serves any use that is more than one (1) single family residential unit or any non-residential use requires a backflow prevention device.
- c. Fire Water Service: Each fire service shall have a Double Check Detector Assembly (DCDA) per current City Standards to serve the onsite private fire system. The onsite fire system and onsite domestic water plumbing system shall be separate.

11. Unused Potable Water Stub Abandonment: The unused existing potable water stub in Twinkle Avenue approximately 103 feet south of Pollock Street shall be abandoned back to the main connection.

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

12. Recycled Water Infrastructure:

- a. Install Master Planned 8-inch recycled water main (1050PZ) in Chino Avenue from point of connection in Haven Avenue to Twinkle Avenue.
- b. Install Master Planned 24-inch recycled water main (930PZ) in Chino Avenue from point of connection in Haven Avenue to Twinkle Avenue.
- c. Install 8-inch recycled water main (930PZ) in Twinkle Avenue from Chino Avenue to southern boundary of the Project.
 - i. Phase 1: Recycled water main installed per Phase 1 shall be temporarily charged with potable water until Phase 2 recycled water main is installed and connect the Phase 1 recycled water main. The temporary potable water connection shall have a backflow prevention device. (Refer to PDA_22-001 for the phasing limits.)
 - ii. Phase 2: Once the recycled water main per Phase 2 is installed, the temporary potable water connection and its appurtenances used to charge the Phase 1 recycled water main shall be removed. (Refer to PDA_22-001 for the phasing limits.)

13. City Ordinance 2689: This development shall comply with City Ordinance 2689 and make use of recycled water for all approved uses, including but not limited to landscape irrigation. Appropriately sized public and private mains shall be installed throughout the Project to meet this requirement, as approved by the City.

14. RW Program Requirements: In order to receive RW service, the applicant shall comply with each of the following:

- a. Prior to Precise Grading Plan Approval and Building Permits Issuance:
 - i. Provide two hard copies and the digital files (in PDF and AutoCAD format) for both on-site and off-site utility plans, including landscape and irrigation improvements.
 - ii. Submit an **Engineering Report (ER)** to the City detailing recycled water usage for review and approval by the City and the State. The review process for the ER is typically 3 months. City will coordinate the State's approval of the ER.
 - iii. For details, contact Cynthia Heredia-Torres at (909) 395-2647 or ctorres@ontarioca.gov.
- b. Prior to Occupancy Release/Finalizing:
 - i. Pass start-up and cross-connection test successfully.
 - ii. Provide evidence demonstrating the training of on-site supervisor or designee as determined in the ER.



CITY OF ONTARIO MEMORANDUM

DEVELOPMENT PLAN REVIEW CONDITIONS OF APPROVAL **Broadband Operations Section**

DATE: 07-01-24

PROJECT: PDEV24-006

LOCATION: Chino and Twinkle

PROJECT ENGINEER: Anglea

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



DATE: August 8, 2024
TO: Angela Truong, Engineering Department
CC: Lorena Mejia, Planning Department
FROM: Heather Young, Utilities Engineering Division
Eric Woosley, Utilities Engineering Division
SUBJECT: DPR#3 - Utilities Conditions of Approval (COA) (#10457)
PROJECT NO.: PDEV24-006

BRIEF DESCRIPTION:

A Development Plan approval to construct 120 multiple-family dwellings on approximately 7.56 acres of land located at East Eames Street and South Twinkle Avenue (near Haven Avenue and Ontario Ranch Road), within the Planning Area 2B land use district of the Rich Haven Specific Plan (APN(s): 0218-161-14). Related File(s): PMTT22-010.

OMUC UTILITIES ENGINEERING DIVISION CONDITIONS OF APPROVAL

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

General Conditions:

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

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

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

2. **Inherited Requirements and Conditions of Approval:** This project is subject to all the Requirements and Conditions of Approval of from PSP05-004 Rich-Haven Specific Plan, PDA_22-001, and TM-20529 (PMTT22-010), as amended. For any Conditions of Approval that conflict, these Conditions shall supersede those conflicting Conditions.

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

3. **Potable Water Service:**
 - a. **Domestic Service:**
 - i. **Multifamily attached residential buildings:** The residences shall be privately sub-metered and share an onsite private domestic water system that connects to the Public Potable Water System through a shared domestic potable water service and public master meter connected to the Public Potable Water System with onsite private backflow prevention device. Maintenance of the shared onsite private domestic water system shall be established through Covenants, Conditions, and Restrictions (CC&Rs).

- ii. Any Non-Residential Uses needing a potable water service shall have its own potable water service and meter with backflow prevention device connected to the Public Potable Water System for indoor/domestic uses.
- b. Backflow Prevention:
- i. A Backflow Prevention Device is required for each Meter connected to the Public Potable Water System that: serves any residential use that is more than one (1) single family residential unit; or, any non-residential use; or, only irrigation use.
 - 1. A Meter connected to the Public Potable Water System that serves only one (1) single family residential unit (and an ADU and/or JADU) in most cases does not require a backflow device.
 - ii. Backflow Prevention Device Location: In order to reduce the risk of contamination to the Public Potable Water System, a Backflow Prevention Device location shall comply with the following requirements:
 - 1. As measured along the pipe connecting to the Backflow Prevention Device, the backflow concrete pad shall be located a minimum of 3 feet and a maximum of 5 feet from:
 - 1. The Right-Of-Way line for Publicly Dedicated Streets; or,
 - 2. The back of the sidewalk or the meter box (where there is no sidewalk), whichever is closer, for mains within PUEs and not within Right-Of-Way for Publicly Dedicated Streets.
 - 2. Only one single bend of up to 90 degrees maximum is allowed along the pipe to the Backflow and the single bend must be located at one of the following places: either the along the 90-degree riser connecting at the backflow assembly; or, at the end of the 12-inch stub at the back of the meter box.
 - 3. All the minimum Division of Drinking Water (CCR §64572) Separations also apply to the pipeline connecting between the Main/Meter-Box to a Backflow Device (or DCDA) and any Backflow Device (or DCDA). This also includes storm water quality improvements (infiltration, detention, retention, bioswale, etc). Also, no public or private non-potable water conveyances (private utilities, plumbing lines, sewer, private fire system, storm drain) shall cross the pipeline connecting between the Main/Meter-Box to a Backflow Device (or DCDA) or under any Backflow Device (or DCDA).
- c. Fire Water Service: For onsite private Fire System uses: Where the domestic water service and meters connected to the Public Potable Water System that serves any use that is more than one (1) single family detached residential unit, or any non-residential use: if an onsite private fire system is required, then a separate Fire Service with Double Check Detector Assembly (DCDA) per City Standard #4208 connected to the Public Potable Water System is required, to serve the onsite private fire system. The onsite fire system and onsite domestic water plumbing system shall be separate. The DCDA Location shall be the same as the Backflow Prevention Device above.
- i. In certain residential cases where a separate fire service with DCDA connected to the Public Potable Water System is not required by above the requirement, and approved by the City Fire Department and the City Building Department, then the California Residential Code must be followed for the residential buildings; if the California Residential Code is not followed for the residential buildings; then a separate fire service with DCDA is required.
- d. Irrigation Service: For landscape irrigation uses that are not served by Recycled Water, the landscape irrigation uses shall have a separate irrigation water service and meter with backflow prevention device connected to the Public Potable Water System separate from the domestic water uses and the onsite plumbing systems shall be also separate from each other.
- i. Community Service District (CFD) Maintained Irrigation Areas: Any irrigated areas that are to be maintained by a Community Service District (CFD) and not by the property owner or owners association require irrigation services and meters separate from those that are maintained by the property owner or owners association.

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

4. Recycled Water Infrastructure:

- a. Install Master Planned 8-inch recycled water main (1050PZ) in Chino Avenue from point of connection in Haven Avenue to Twinkle Avenue.
- b. Install Master Planned 16-inch recycled water main (930PZ) in Chino Avenue from point of connection in Haven Avenue to Twinkle Avenue.
- c. Install 8-inch recycled water main (930PZ) in Twinkle Avenue from Chino Avenue to southern boundary of the Project.
 - i. Phase 1: Recycled water main installed per Phase 1 shall be temporarily charged with potable water until Phase 2 recycled water main is installed and connect the Phase 1 recycled water main. The temporary potable water connection shall have a backflow prevention device. (Refer to PDA_22-001 for the phasing limits.)
 1. Only one temporary intertie between the potable water to the future recycled water main will be allowed. The current intertie located in Twinkle Avenue within the frontage of TM-20530 shall be removed by abandoning all associated and no longer needed appurtenances back to the main and the temporary intertie shall be relocated to be within the northerly frontage of TM-20529.
 - ii. Phase 2: Once the recycled water main per Phase 2 is installed, the temporary potable water connection and its appurtenances used to charge the Phase 1 recycled water main shall be removed. (Refer to PDA_22-001 for the phasing limits.)

5. RW Program Requirements: In order to receive RW service, the applicant shall comply with each of the following:

- a. Prior to Precise Grading Plan Approval and Building Permits Issuance:
 - i. 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.
 - ii. Submit one (1) electronic copy, in PDF format, of the Supplemental 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: The Division of Drinking Water review and approval process may take up to four (4) months. Contact the OMUC's Water Quality Programs at (909) 395-2678 or email OMUCWQPlanCheck@ontarioca.gov regarding this requirement. Failure to obtain an approval letter from the Division of Drinking Water authorizing the use of recycled water will delay meter installation and if applicable, occupancy release for new developments.
- b. Prior to Occupancy Release/Finalizing:
 - i. Procure from OMUC a copy of the letter of confirmation from the California State Water Board (Division of Drinking Water) that the Engineering Report (ER) has been reviewed and the subject site is approved for the use of recycled water.
 - ii. 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.
 - iii. Complete Site Supervisor training of on-site personnel in the use of recycled water, in accordance with the ER, upon availability/usage of recycled water.

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT



Project File No.: PMTT22-010 and PDEV24-006

Address: east side of Twinkle Avenue approximately 350 feet south of future Chino Avenue

APN: 0218-161-14

Existing Land Use: Vacant

Proposed Land Use: Tentative Tract Map to subdivide 11.11 gross acres of land into 3 numbered lots and 15 lettered lots for residential uses & Development Plan to construct 120 residential units

Site Acreage: 9.61 Proposed Structure Height: 30 FT

ONT-IAC Project Review: N/A

Airport Influence Area: ONT

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Lorena Mejia

Date: 8/1/2024

CD No.: 2022-036 REV. 1

PALU No.: n/a

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

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

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

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

Allowable Height: _____

CONSISTENCY DETERMINATION

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

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

Real Estate Transaction Disclosure required.

Airport Planner Signature: _____

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT

CD No.: 2022-036 Rev 1
PALU No.: _____

PROJECT CONDITIONS

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 Airport Land Use Compatibility Plan (ALUCP) for ONT. The applicant is required to meet the Real Estate Transaction Disclosure in accordance with California Codes (Business and Professions Code Section 11010-11024). New residential subdivisions within an Airport Influence Area are required to file an application for a Public Report consisting of a Notice of Intention (NOI) and a completed questionnaire with the Department of Real Estate and include the following language within the NOI:

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.



CITY OF ONTARIO

MEMORANDUM

TO: Lorena Mejia, Senior Planner
Planning Department

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

DATE: July 29, 2024

SUBJECT: PDEV24-006 - A Development Plan approval to construct 120 multiple-family dwellings on approximately 7.56 acres of land located at East Eames Street and South Twinkle Avenue (near Haven Avenue and Ontario Ranch Road), within the Planning Area 2B land use district of the Rich Haven Specific Plan (APN(s): 0218-161-14). Related File(s): PMTT22-010. (Sub. 3)

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

NOTE #1: Items have been rectified.

SITE AND BUILDING FEATURES:

- A. 2019 CBC Type of Construction: V-B
- B. Type of Roof Materials: Ordinary
- C. Ground Floor Area(s): Varies
- D. Number of Stories: 2
- E. Total Square Footage: Varies
- F. 2019 CBC Occupancy Classification(s): R3

CONDITIONS OF APPROVAL:

1.0 GENERAL

- ☒ 1.1 The following are the Ontario Fire Department (“Fire Department”) requirements for this development project, based on the current edition of the California Fire Code (CFC), and the current versions of the Fire Prevention Standards (“Standards.”) It is recommended that the applicant or developer transmit a copy of these requirements to the on-site contractor(s) and that all questions or concerns be directed to the Bureau of Fire Prevention, at (909) 395-2029. For copies of Ontario Fire Department Standards please access the City of Ontario web site at www.ontarioca.gov/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 one hundred and fifty feet (150’) 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. **See Note #2**
- ☒ 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 feet (24’) wide circulating all weather access roads shall be provided to within one hundred and fifty feet (150’) of all portions of the exterior walls of the first story of any building, unless specifically approved by fire department and other emergency services.

3.0 WATER SUPPLY

- ☒ 3.1 The required fire flow per Fire Department standards, based on the 2019 California Fire Code, Appendix B, is 1500 gallons per minute (g.p.m.) for 2 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.
- ☒ 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a maximum spacing of three hundred feet (300') apart, on alternating sides of the street. Streets with a center median shall require public hydrants spaced five hundred feet (500') apart, on the same side of the street.
- ☒ 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 final) before the building is enclosed.
- ☒ 4.7 Portable fire extinguishers are required to be installed prior to occupancy per Standard #C-001. Please contact the Fire Prevention Bureau to determine the exact number, type and placement required.

5.0 BUILDING CONSTRUCTION FEATURES

- ☒ 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.

- ☒ 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Address numbers shall contrast with their background. See Section 9-1 6.06 of the Ontario Municipal Code and Standards #H-003 and #H-002.
- ☒ 5.3 Single station smoke alarms and carbon monoxide alarms are required to be installed per the California Building Code and the California Fire Code.
- ☒ 5.4 Multiple unit building complexes shall have building directories provided at the main entrances. The directories shall be designed to the requirements of the Fire Department, see Section 9-1 6.06 of the Ontario Municipal Code and Standard #H-003.
- ☒ 5.5 All residential chimneys shall be equipped with an approved spark arrester meeting the requirements of the California Building Code.

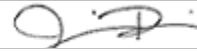
7.0 PROJECT SPECIFIC CONDITIONS

NOTE #2: The Fire Department will accept the proposed 163 ft. long alleys without a Fire Department turnaround.

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

CONDITIONS OF APPROVAL

Sign Off



Jamie Richardson, Sr. Landscape Architect

08/13/2024

Date

Reviewer's Name:

Jamie Richardson, Sr. Landscape Architect

Phone:

(909) 395-2615

D.A.B. File No.:

PDEV24-006

Case Planner:

Lorena Mejia

Project Name and Location:

Rich Haven – Regions South – TriPointe - Tilden
 TM 20529

Applicant/Representative:

Tri Pointe Homes jeff.malone@tripointehomes.com (949) 478-8657
 5 Peters Canyon Road, #100
 Irvine, CA 92606



Preliminary Plans (dated 07/23/2024) 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.

DIGITAL SUBMITTALS MUST BE 10MB OR LESS.

Civil/ Site Plans

1. Landscape areas within pool areas shall be irrigated with potable water.
2. Parkway tree locations shall be shown on plans where utilities are proposed. Parkway trees are 30' apart. Show and note a 10' total space, 5' clearance on each side of the tree from any utility or hardscape, including water, sewer, drain lines, and driveways, and 10' clear from street lights. Relocate utilities to minimum clearances to allow parkway trees.
3. Before permit issuance, stormwater infiltration devices located in landscape areas shall be reviewed and plans approved by the Landscape Planning Division. Any stormwater devices in parkway areas shall not displace street trees.
4. Show transformers set back 5' from paving on all sides. Coordinate with landscape plans. Remove bollards; they are not required if located 5' from vehicular paving. Add a note: If SCE requires bollards, they shall be permanent, decorative bollards reviewed and approved by the Planning Department.
5. Show backflow devices set back 4' from paving on all sides. Locate on level grade.
6. 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.
7. Finished grade shall be no more than 8" from the stucco/plaster face of the wall.
8. Dimension all planters to have a minimum 5' wide inside dimension.
9. 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

10. During plan check, submit an overall tree exhibit showing HOA parkways and common area trees and typical front yard tree locations to avoid conflicts.

11. Coordinate trees and landscaping off of Twinkle with the west side. Trees on the west side of Twinkle are Tipuana tipu and Kurapia in the parkway.
12. 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.
13. Locate light standards, fire hydrants, water, and sewer lines to not conflict with required tree locations. Coordinate civil plans with landscape plans.
14. Dimension all planters to have a minimum 5' wide inside dimension with 6" curbs and 12" wide curbs where parking spaces are adjacent to planters.
15. Replace Arbutus and Cistus (poor performer in Ontario Ranch), show Salvia leucantha in larger planter spaces at 2/3 mature diameter, limit use of Leymus and Selseria (difficult and costly to maintain).
16. Overhead spray systems shall be designed for plant material less than the height of the spray head.
17. Designer or developer to provide agronomical soil testing and include a report on landscape construction plans. A new report is required for phased projects for each phase or a minimum of every six homes in residential developments.
18. Call out all fences and walls, materials proposed, and heights.
19. Show concrete mowstrips to identify property lines along open areas or to separate ownership or between maintenance areas.
20. Show letter lots between the sidewalk and the side yard wall of a single-family residence to identify the HOA-maintained landscape and recycled water irrigation.
21. Typical lot drainage shall include a catch basin with a gravel sump below each before exiting the property if no other water quality infiltration is provided.
22. All multi-family residential patios shall include a hose bib, an anti-siphon valve, and a simple controller; consider battery operated such as Node.
23. Provide details for site amenities; play area, surfacing, site furniture, BBQ, etc.
24. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
25. Provide phasing map for multi-phase projects.
26. 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.



CITY OF ONTARIO

MEMORANDUM

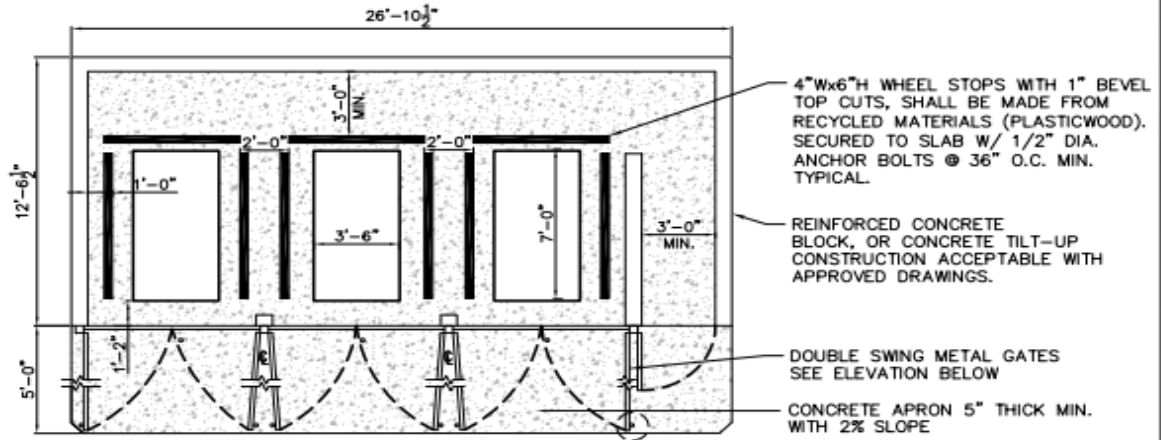
FROM: Heather Lugo, MA, Police Department

DATE: May 2, 2024

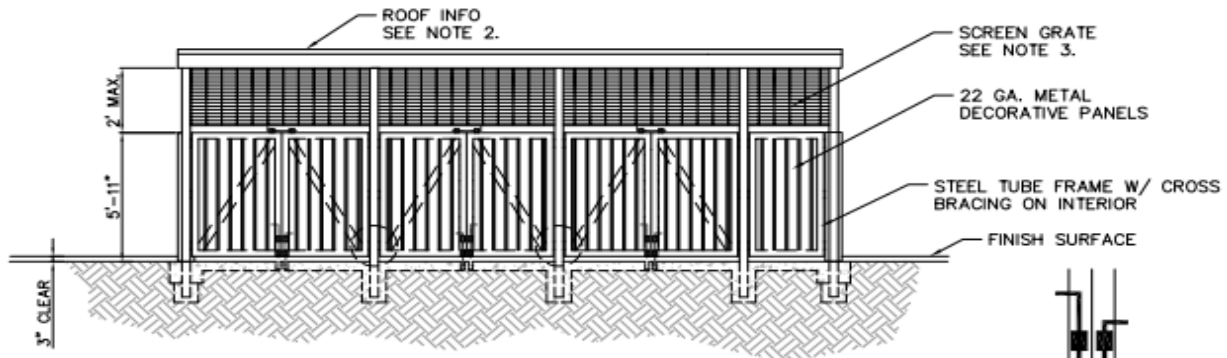
SUBJECT: PDEV-24-006 - A Development Plan approval to construct 120 multiple-family dwellings on approximately 7.56 acres of land located at East Eames Street and South Twinkle Avenue (near Haven Avenue and Ontario Ranch Road), within the Planning Area 2B land use district of the Rich Haven Specific Plan (APN(s): 0218-161-14). Related File(s): PMTT22-010.

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

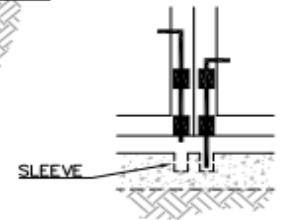
- Required lighting for all walkways, driveways, doorways, parking lots, hallways and other areas used by the public shall be provided. Lights shall operate via photosensor. Photometrics shall be provided to the Police Department and include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting.
- The Applicant shall comply with construction site security requirements as stated in the Standard Conditions.
- All exterior electrical outlets shall be secured and locked (if accessible to the public).
- All exterior water spigots / water supply sources shall be secured and locked (if accessible to the public) .
- Trash enclosure shall be fully secured/enclosed by locks, mesh, and screen grate to reduce crime and encampment opportunities for homeless persons.



PLAN VIEW



ELEVATION



SLEEVE DETAIL

NOTES:

- ① THIS DRAWING SERVES AS A GUIDELINE TO THE TRASH ENCLOSURE BIN LAYOUT. PLANS MUST BE SUBMITTED TO THE BUILDING DEPARTMENT FOR REVIEW AND APPROVAL TO MEET CURRENT BUILDING CODES.
- ② SOLID ROOF TO MEET ARCHITECTURAL AND STRUCTURAL DESIGN CRITERIA FROM PLANNING AND BUILDING DEPARTMENTS.
- ③ TRASH ENCLOSURE SHALL BE FULLY SECURED/ENCLOSED BY LOCKS, MESH, AND SCREEN GRATE.

CITY OF ONTARIO - INTEGRATED WASTE DEPARTMENT

EXAMPLE 1

REFUSE, RECYCLING AND ORGANICS
ENCLOSURE (THREE 4-6 CU. YD. BINS)