Appendix B2 NOP SEIR Comments

Appendices

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From: Lorrie Gregory <LGregory@cahuilla-nsn.gov>
Sent: Friday, September 15, 2023 2:25 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Cc: BobbyRay Esparza <besparza@cahuilla-nsn.gov>
Subject: Ontario Sports Complex Project

Good Afternoon Mr. Grahn,

I am reaching out today on behalf of the Cahuilla Band of Indians, I have also CC the Cultural Director BobbyRay Esparza. Due to the large ground disturbance and project vicinity being within traditional Cahuilla land use, we wish to consult on this project. We request that you send any cultural material reports associated with the project for review. Thank you for reaching out in regards to the project, have a good weekend.

Respectfully,

Lorrie Gregory
Cultural Resource Coordinator
Cahuilla Band of Indians
Phone: 1 (760) 315-6839
Email: lgregory@cahuilla-nsn.gov

Cahuilla Band of Indians
Cultural Department

52701 CA-Highway 371 Anza, California 92539

September 15, 2023

Mr. Thomas Grahn
City of Ontario

RE: Ontario Regional Sports Complex

To Whom It May Concern:

Thank you for contacting the Cahuilla Band of Indians concerning the above referenced project.

On behalf of the Cahuilla Band of Indians the Cahuilla Cultural Department would like express the concern that the proposed project area may be sensitive for cultural resources, based on the maps provided and location, the proposed project is located in the Tribes Traditional Land Use Area. The Cahuilla Cultural Department believes that in order to mitigate the disturbance of known cultural resources and possible undiscovered resources that may be found during ground disturbances it would be best practice to have Cahuilla Tribal Monitor(s) on site for all ground disturbances. However, the heavy disturbances of the Project Area may have displaced cultural resources on the surface, it is possible that intact cultural resources exist at depth. Incorporation of Cahuilla Tribal Monitors would reduce impacts to known and unknown cultural resources to a level of less than significant. The Cahuilla Band of Indians would like to be consulted on this project. We request to setup a meeting to discuss the project at your earliest convenience. Please let us know a date and time that best fits your schedule.

Sincerely,

BobbyRay Esparza
Cultural Director
Cahuilla Band of Indians

Phone (951) 763-5549 Fax (951) 763-2808
Email: besparza@cahuilla-nsn.gov

-----Original Message-----
From: Gabrieleno Administration <admin@gabrielenoindians.org>
Sent: Friday, September 15, 2023 12:18 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: Notice of Preparation for the Ontario Regional Sports Complex Subsequent Environmental Impact Report

Hello Thomas

We would like to consult on the above project.

Thank you

Brandy Salas
Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation PO Box 393 Covina, CA 91723
Office: 844-390-0787
website:
https://urldefense.com/v3/__http://www.gabrielenoindians.org__;!!NvlOg7bCjmerYEY!R3bapGqIMmvH7XMFRoG2Ks-LdtzIAl2vbM2FrOQmgjb5ch7uC9z-2hZUNYFDBly-x9n17ZJc7KRC3MbwRzQZXxNN$

The region where Gabrieleño culture thrived for more than eight centuries encompassed most of Los Angeles County, more than half of Orange County and portions of Riverside and San Bernardino counties.
It was the labor of the Gabrieleño who built the missions, ranchos and the pueblos of Los Angeles. They were trained in the trades, and they did the construction and maintenance, as well as the farming and managing of herds of livestock.
“The Gabrieleño are the ones who did all this work, and they really are the foundation of the early economy of the Los Angeles area “ . “That’s a contribution that Los Angeles has not recognized--the fact that in its early decades, without the Gabrieleño, the community simply would not have survived.”

NATIVE AMERICAN HERITAGE COMMISSION

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

September 15, 2023

Thomas Grahn
City of Ontario
303 E B Street
Ontario, CA 91764

Re: 2006111009, Ontario Regional Sports Complex Subsequent EIR Project, San Bernardino County

Dear Mr. Grahn:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
- **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (https://ohp.parks.ca.gov/?page_id=30331) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
   a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
   b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
   a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
   b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
   c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Cameron.Vela@nahc.ca.gov.

Sincerely,

Cameron Vela

Cameron Vela
Cultural Resources Analyst

cc: State Clearinghouse

Hi Thomas,

Thanks for sharing the plans for the regional sports complex. Omnitrans has two bus stops adjacent to this project which are noncompliant with ADA:

- Riverside @ Whispering Lakes EB NS
- Riverside @ Ontario EB NS

So we'd like to request that the project bring these two bus stops up to compliance with ADA, with a curb-connected sidewalk boarding area (at least 5'x8' to meet ADA, but it would be preferable to make it 10' wide x 25' long so we could fit a future bus shelter). It would also be great to get a concrete bus pad in the pavement of the street where the buses stop as well. The bus stop locations could also be shifted a little to where they best fit with the project plans. Our design guidance is attached, please let me know if you would like me to review plans or have any questions.

Thanks so much!

Anna Jaiswal
Development Planning Manager
1700 West Fifth Street
San Bernardino, CA 92411
www.omnitrans.org
Work: 909-379-7256
Email: anna.jaiswal@omnitrans.org

Follow @Omnitrans:

From: Erin Rogers <Erin.Rogers@omnitrans.org>
Sent: Sunday, September 17, 2023 12:15 PM
To: Jeremiah P. Bryant <Jeremiah.Bryant@omnitrans.org>; Anna Jaiswal <Anna.Jaiswal@omnitrans.org>
Subject: FW: Notice of Preparation for the Ontario Regional Sports Complex Subsequent Environmental Impact Report

FYI

TRANSIT DESIGN

GUIDELINES

OmniTrans

September
2023

Contents

SECTION 1 - INTRODUCTION

GOALS OF THE GUIDE

Design stops and stations as introductions to the transit system

- National Association of Transportation Officials (NACTO) Transit Street Design Guide[3]

The primary goal of a transit agency is to provide customers with transportation to their destination in a safe, convenient, efficient, and reliable manner.[1] Stops and stations are the introduction to the transit system, and thus their design, safety, and accessibility are crucial for any community.

The purpose of this manual is to provide design criteria guidelines (developed by Omnitrans and working with local jurisdictions) for use by planners, designers, traffic engineers, and property developers when designing and placing bus stops and transit facilities. This information is not to be used as a set of standard details on which to base a final design, but rather as recommended criteria and general guidelines for the placement and safe design of transit facilities.

It cannot be overemphasized that these guidelines must be used in conjunction with the full evaluation of the facts and local conditions, as well as the application of sound planning / engineering judgment. Each site must be thoroughly examined, and each project must be evaluated from the aspect of safety, operational requirements, and cost-effectiveness. Design solutions may need to be adjusted accordingly to satisfy site specific constraints and applicable local ordinances. It is also important to note that the preferred dimensions should be planned for, and minimum dimensions are applicable only in specific constrained circumstances.

The goals of the guidelines are to:

- Promote consistency in local bus stop and transit facility placement and design throughout Omnitrans' service area.
- Provide guidance for cities, property owners, real estate developers, and other partners to incorporate bus stops and other facilities within new development that meet Omnitrans' operational needs.
- Help communities meet their mobility needs by providing safe, comfortable, and convenient transit facilities that encourage public transportation use.

GUIDING VALUES

Omnitrans is the transit agency serving the San Bernardino Valley and, as part of the agency's strategic plan, strives to provide innovative mobility solutions that connect the region and strengthen the economy. Omnitrans is committed to the values of safety, a focus on customer needs, performance, integrity, innovation, diversity, collaboration, and leadership. Towards the

mission of connecting the community with coordinated and sustainable transit service, the following values undergird these design guidelines for bus stops so that Omnitrans can best serve the needs of its riders. For more information about Omnitrans' strategic plan, please visit: https://omnitrans.org/about/strategicplan/

- Safety

Safety First

  - The physical safety of customers is vital to the success of any transit system to not only retain existing ridership but also encourage new riders.[1] Ultimately, it is important that bus stops are easily identifiable, safe, accessible, and a comfortable place to wait for the bus.[2]

- Equity

Universal Design is Equitable Design

  - It is vital to design streets so that people of all ages and abilities can safely reach transit stops and board comfortably. The elements that make transit more smoothly accessible can benefit all transit riders, regardless of physical or sensory ability. Thoughtful, human-centered design of transit infrastructure elevates the experience of riding transit and can save both time and money.[3]

- Community

More than Transit Infrastructure

  - Bus stops are integral parts of a local community connecting riders with transit often at important local destinations. Valuing and responding to the community's voiced needs and desires not only can provide safe and equitable bus stops but can also create a sense of place and local identity.

OMNITRANS SERVICES

As of June 2023, Omnitrans operates fixed bus route services, one bus rapid transit (BRT) line (sbX), paratransit services (OmniAccess) for individuals with disabilities and microtransit service (OmniRide) in three local communities. For the most up-to-date information on routes, schedules, and other services, please visit: https://omnitrans.org/services/overview/

These guidelines focus on bus stop design, requirements and amenities for fixed routes and BRT stops. OmniRide service uses virtual stops rather than established stops on fixed routes, and OmniAccess operates curb-to-curb.

SECTION 2 – COORDINATING AND WORKING WITH OMNITRANS AND LOCAL JURISDICTIONS

When a development is constructed adjacent to an existing or proposed bus stop location, the developer should be responsible for providing the minimum requirements and preferred amenities as described in the sections below. Jurisdictions are encouraged to require the placement of shelters that conform to local standards for customer recognition and ease of maintenance. Cities should submit a copy of all street improvement and development plans to Omnitrans to ensure proper coordination and placement of transit amenities. (See Appendix B for more details).

In most cases, transit agencies are limited in their ability to improve sidewalks and curb ramps around bus stops.[1] Thus, coordination between local jurisdiction, Omnitrans and developers is vital. It should be noted that Omnitrans currently coordinates and partners with all 16 member jurisdictions.

See Appendix A for Omnitrans Development Review flow chart. Omnitrans uses the flow chart for steps to take when considering bus stop design and placement in development plans. Developers can contact Omnitrans with questions about bus stops at or around their development at BusStops@Omnitrans.org.

REQUESTS TO CHANGE A BUS STOP

Placement of potential bus stops or concerns regarding existing stops may originate from city staff, Omnitrans staff, riders, developers, or the public. These requests include issues such as requests to add, move, or remove bus stops or bus service; add, move, or remove amenities at existing bus stops; and operational or safety/security concerns related to the stop location.

Requests for information or changes in bus stops should be sent to:

BusStops@Omnitrans.org

The process below will be followed:

- Both Omnitrans and local jurisdiction (city or county) staff will review the request and will jointly determine if a stop should be changed, relocated, or removed; if amenities should be removed or added; or if the stop in question raises any safety or operational challenges.
- If the issue affects the safety and security of Omnitrans riders, both Omnitrans and the local jurisdiction will perform an analysis of the site to identify options to reduce the dangerous condition. Careful consideration should be taken to determine how removal of the stop will affect persons who utilize the stop regularly.
- Omnitrans and the local jurisdiction will confirm, in writing, the work to be completed by each agency.
- The jurisdiction will notify adjacent property owners if necessary.

City officials should see Appendix B, when a local jurisdiction (city or county) begins the process of creating or updating a general plan, specific plan, or roadway project for coordinating and incorporating transit in the process.

Also see Appendix C, for informing Omnitrans when construction could impact bus stops or bus operations.

RESOLUTION OF CONFLICTS BETWEEN OMNITRANS AND JURISDICTIONS

While the local jurisdiction will consider Omnitrans' recommendations prior to making a final determination, ultimately the decision on the location of bus stops is the responsibility of the local jurisdiction. Jurisdictions have the authority to remove bus stops in cases where safety and security issues exist. When jurisdictions remove stops for such concerns, they shall notify and work in conjunction with Omnitrans to solve the safety and security problem with the goal to reopen or relocate the stop in a timely manner.

If situations occur where the staff of Omnitrans and that of the jurisdiction are unable to agree on a proposed plan, bus stop locations, or other concerns, the issue is to be raised to higher levels. Normally, a meeting will be held at the director level in an attempt to resolve disagreements. If the issue remains unresolved, an additional meeting will be held at the CEO/General Manager and City Manager level. If the issue is still unresolved, the jurisdiction's representative may present the disagreement to the Omnitrans Board of Directors at the next regular meeting.

SECTION 3 – VEHICLE TYPES

The dimensions of Omnitrans' vehicles impact the design criteria for bus stops and roadways.

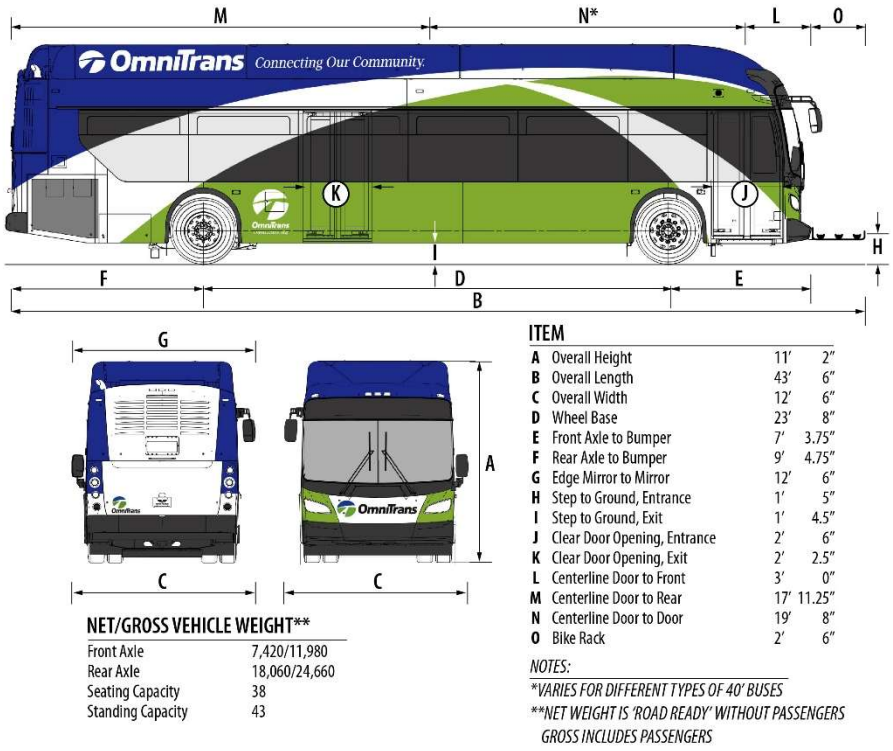
25' Cutaway Vehicles

Access vehicles, some fixed routes and some of Omniride's micotransit fleet are 25' long, 16-seat cutaway vehicles, as shown in Figure 3-1. The smaller size of these vehicles allows for navigation through narrow residential streets more cost-effectively than standard 40' coaches.

Figure 3-1

Standard 40' Vehicle

The majority of Omnitrans' fleet is the standard 40' coach, whose dimensions are shown in Figure 3-2. These are the primary vehicles used for most fixed routes. See Figure 3-3 for an example of a 40' vehicle design for future use as part of the Bus Rapid Transit (BRT) sbX fleet.



ITEM		
A	Overall Height	11′ 2″
B	Overall Length	43′ 6″
C	Overall Width	12′ 6″
D	Wheel Base	23′ 8″
E	Front Axle to Bumper	7′ 3.75″
F	Rear Axle to Bumper	9′ 4.75″
G	Edge Mirror to Mirror	12′ 6″
H	Step to Ground, Entrance	1′ 5″
I	Step to Ground, Exit	1′ 4.5″
J	Clear Door Opening, Entrance	2′ 6″
K	Clear Door Opening, Exit	2′ 2.5″
L	Centerline Door to Front	3′ 0″
M	Centerline Door to Rear	17′ 11.25″
N	Centerline Door to Door	19′ 8″
O	Bike Rack	2′ 6″

NET/GROSS VEHICLE WEIGHT**	
Front Axle	7,420/11,980
Rear Axle	18,060/24,660
Seating Capacity	38
Standing Capacity	43

NOTES:
**VARIES FOR DIFFERENT TYPES OF 40' BUSES*
***NET WEIGHT IS 'ROAD READY' WITHOUT PASSENGERS*
GROSS INCLUDES PASSENGERS

Figure 3-2: Dimensions for 40' vehicle

60′ Articulated Vehicle

The sbX system uses specialized 60′ articulated vehicles. While longer, the articulated design of the 60′ vehicles allows for a tighter turning radius than a 40′ vehicle. The 60′ buses used currently by Omnitrans are specially designed for the features of the Bus Rapid Transit (BRT) line. However, in the future, 60′ articulated vehicles may be used for local service, depending on ridership needs. All future Omnitrans BRT lines will have the sbX branding, with a color line designation for each line, and similar station architecture on all lines ("E" Street – Green Line; West Valley Connector – Purple Line).

Figure 3-3: Design for 40′ sbX vehicle

Figure 3-4: Design for 60′ sbX vehicle

ZERO-EMISSION FLEET

In 2018, the California Air Resources Board mandated that California transit agencies transition to a 100 percent zero-emission bus fleet by 2040. Under this mandate, Omnitrans has begun converting its fleet to battery electric buses as well as considering fuel cell buses. As part of this transition, charging infrastructure is needed, particularly on-route to charge buses during end-of-line layovers. This will require space for installing the chargers, as well as electrical infrastructure to power them.

As further guidelines and criteria are specified for charging stations on bus routes, Omnitrans will make these available for developers and city jurisdictions to incorporate for designs of transit centers and end-of-line layover stops.

SECTION 4 – BUS STOP TYPES AND PLACEMENT

BUS STOP TYPES

There are five types of bus stops – *minimum, basic, preferred, premium, and custom*. For a minimum stop, these are the essential requirements that are needed at any bus stop. The listed amenities for basic and preferred bus stops are recommended when space allows. Premium bus stops offer more amenities to riders for convenience and comfort. Finally, custom bus stops are generally for BRT stations (such as the sbX) or transit centers.

A summary for each of these requirements and recommendations is provided below for reference. Details for each of these types of bus stops are explained later in the document. (See pg. 23 and/or pg. 29)

Table 4-1: BUS STOP TYPES

FEATURE	Minimum	Basic	Preferred	Premium	Custom/ sbX	Transit Center
ADA Compliance	✓	✓	✓	✓	✓	✓
Bus pole & Signage	✓	✓	✓	✓	✓	✓
Trip System Info	✓	✓	✓	✓	✓	✓
Lighting	✓	✓	✓	✓	✓	✓
Bench* or Lean Bar		✓	✓	✓	✓	✓
Trash Receptacle*		✓	✓	✓	✓	✓
Shelter*			✓	✓	✓	✓
Standard Shelter			✓			
Premium Shelter				✓		
Bike parking					✓	✓
Landscaping					✓	✓
Local Art					✓	✓
Variable Message Sign (with real-time bus arrival)				✓	✓	✓
CCTV & public announcement Security System					✓	✓
Elevated platform with guardrails (BRT stop)					✓	✓
Restrooms for staff/public						✓
Charging for electric buses on layover						✓

* **Private / City Amenities:** Benches, trash receptacles, and shelters can be owned and maintained by Omnitrans, by the city, or by a private party. Check with the local jurisdiction for local requirements as some cities prefer to have amenities unique to their community versus the standard Omnitrans ones.

BUS STOP PLACEMENT

Bus stops are generally located at intersections as this maximizes pedestrian accessibility from both sides of the street and provides connection to intersecting bus routes. There are three possible locations to place a bus stop relative to an intersection, the far-side (after the intersection), near-side (before the intersection) and mid-block. See Figures 4-1 to 4-3 for these placements.

Local fixed-route bus stops are generally placed about ¼ mile apart to accommodate average acceptable walking distance for transit riders. sbX bus rapid transit stations are generally placed further apart, such as ½ mile apart, to reduce travel times. sbX bus rapid transit lines are generally underlaid by a less frequent local route that provides access to the more closely spaced local bus stops.

The exact location of bus stops at intersections varies from site to site. However, general considerations for the placement of bus stops include:

- Mid-block stops are highly discouraged because they typically place transit riders far away from a safe (signalized) crossing and encourage unsafe street crossings.
- When a route requires a left turn or a right turn, the preferred location for the bus stop is on the far side of the intersection after the left or right turn is completed.
- If there is a high volume of right turns at an intersection, the preferred location for a stop is on the far side of the intersection away from the turning traffic.
- In circumstances where the accumulation of buses at a far side stop would spill over into the intersection and additional stacking length is not available, the stop should be placed on the near side of the intersection. This removes the potential for queuing buses to overflow into and block the intersection.
- At complex intersections with multi-phase signals or dual right or left turn lanes, far side stops are preferred because they remove the buses from the area of complicated traffic movements at that intersection.
- Finally, far side placement is preferred as the safest for pedestrians because they are more visible in the crosswalk to other drivers who are entering the intersection.

For a fuller comparison of advantages and disadvantages of each placement, see the table in Appendix D.

Rural areas may present challenges for bus stop design and placement because of limited sidewalk networks, high-speed roadways, and non-supporting transit land uses such as industrial buildings, vacant parcels, and open spaces. In these cases, efforts should be made by local jurisdictions (in coordination with Omnitrans) to find the most level and open area for the bus stop to ensure customer access and safety. Stops must include ADA accessible waiting pads, a landing area for the bus ramp, any necessary wheelchair ramps constructed of concrete or asphalt, and connections to existing intersections or developments. See Section 6 for further details about ADA compliance at bus stops.

Figure 4-1

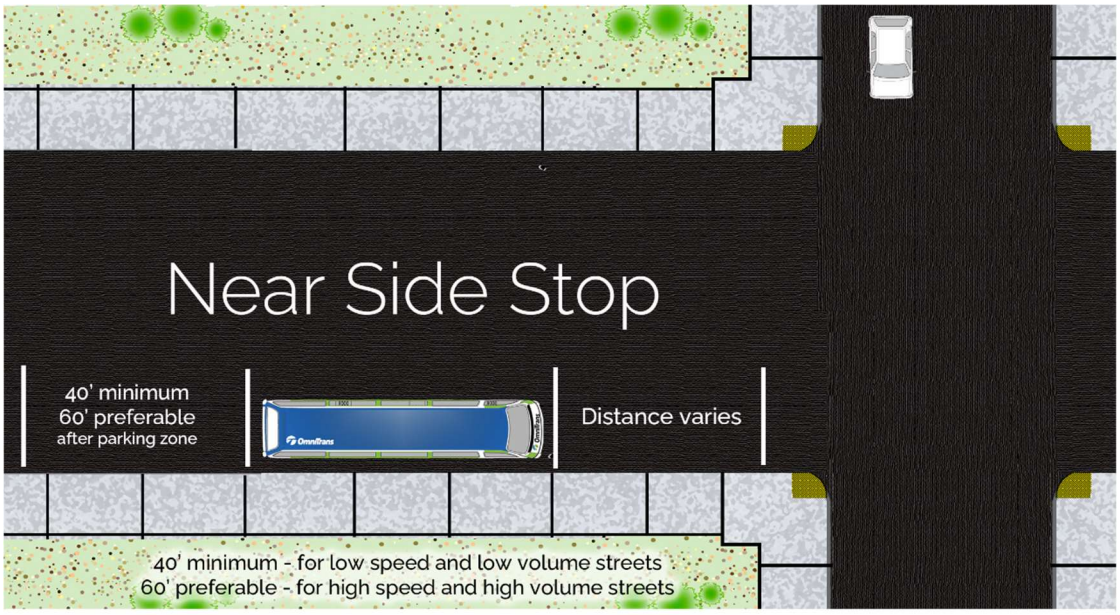


Figure 4-2

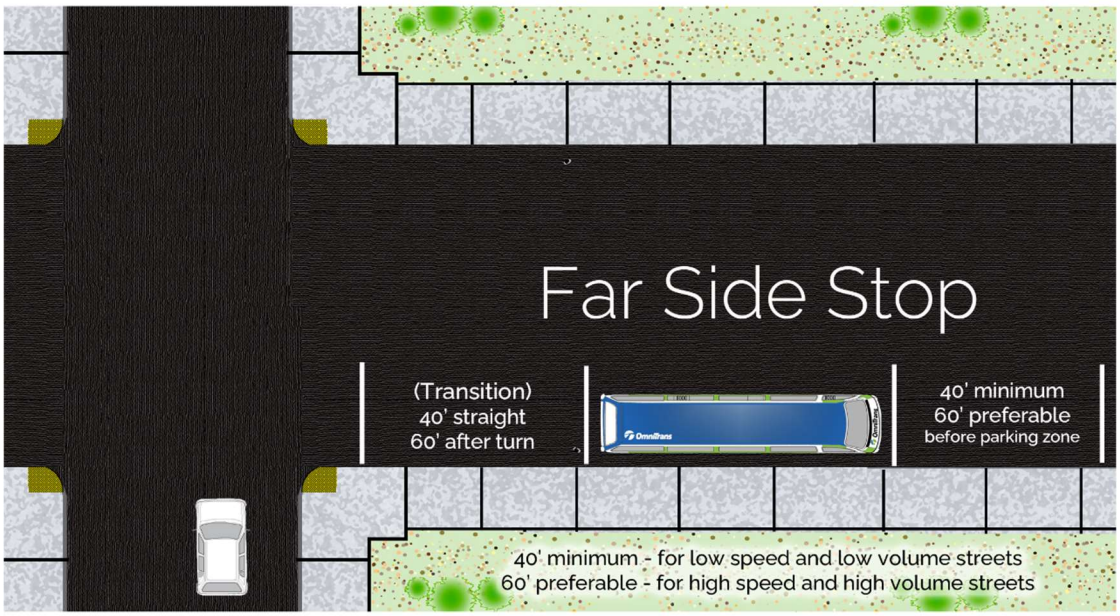
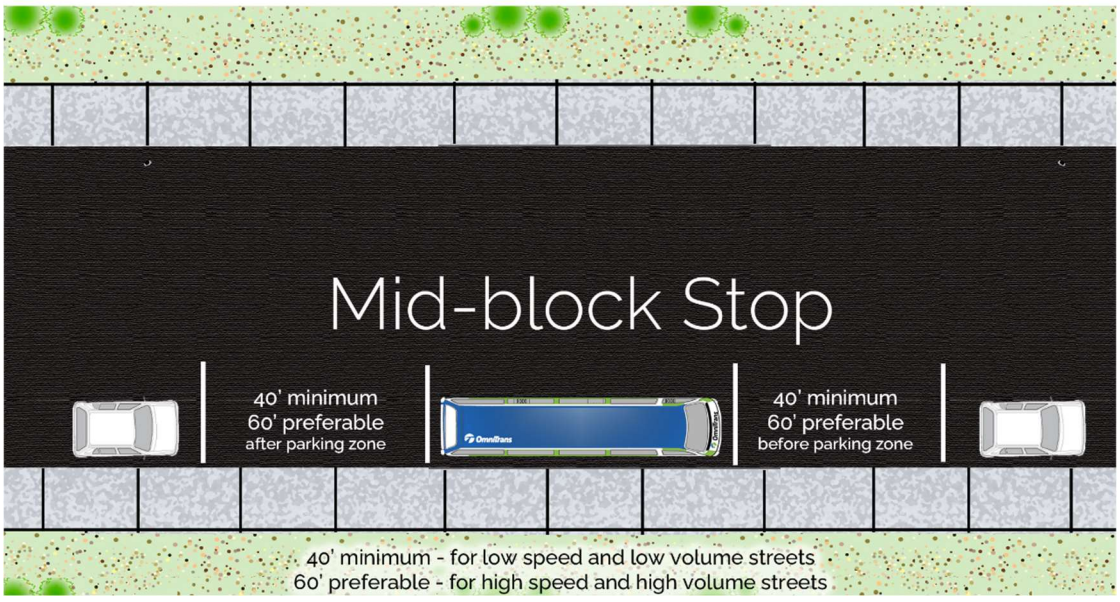


Figure 4-3



BUS RAPID TRANSIT (BRT)

Bus Rapid Transit (BRT) is a high-quality bus-based system that seeks to blend features similar to a light rail system with the flexibility and affordability of a bus route, thereby providing more reliable, convenient and faster service than regular bus services.[4] Planned future sbX BRT lines in Omnitrans' service area will have a portion of dedicated bus lane, transit signal priority system throughout the corridor, elevated platforms and premium station amenities with real-time customer information and security systems at stations. These features provide comfort and efficiency helping buses avoid the delays from being stuck in traffic and stopping frequently between major arteries.

Figure 4-4: center-running BRT station

Figure 4-5: side-running BRT station

Although developers and city officials generally will not build BRT stations, the information and dimensions are particularly useful for future BRT lines and corridors to ensure there is enough ROW to build potential stations (60' x 10-14') and dedicated bus lanes (12' wide lanes).

BRT Features on Omnitrans' sbX Lines

- Corridor: sbX lanes are 12' wide, separate lanes for each direction of bus traffic, and ideally run down the center of the street to avoid conflicts with other traffic. A concrete median or landscape median is needed in the center of the street to avoid other traffic turning left across bus lane; legal turns and u-turns for other traffic must be made available only at signalized intersections.
- Corridor: sbX lines have transit signal priority throughout the corridor and could use queue jump lanes to help buses avoid traffic at intersections where there are not dedicated lanes. (See Figure 4-6).
- Corridor: sbX BUS ONLY lane markings are needed, particularly at intersections to denote that other traffic cannot use bus lanes. Colored pavement, such as red pavement, is also ideal to denote bus lanes. Dedicated bus lanes also have separate vertical/horizontal line signals instead of the standard 3 color traffic light at intersections to avoid confusion for other traffic.

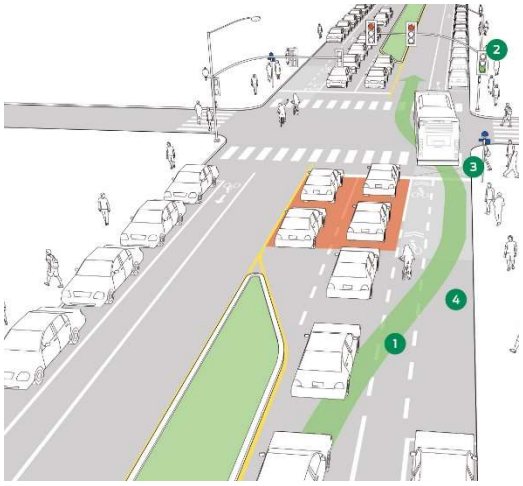


Figure 4-6: National Association of City Transportation Officials (NACTO) example of a queue jump where buses can use transit signal priority to skip ahead of traffic at an intersection.

*For more info see the resources page for the link to NACTO's website.

- Station: sbX stations should be designed for use by 40′ or 60′ vehicles (as shown in Figures 3-3 and 3-4). For 40′ vehicles, a bike-loading ramp is needed at 13″ platform height stations for riders to take the bike to street level for loading it onto the front of the bus. (See Figure 4-8).
- Station: Omnitrans uses left-side boarding stations for center-running lanes. These stations have level boarding with a 13″ platform height and truncated dome warning strips along the edge of the platform. Side running stations that are at standard curb height can be used by local buses.

Figure 4-7: side-running BRT station diagram.

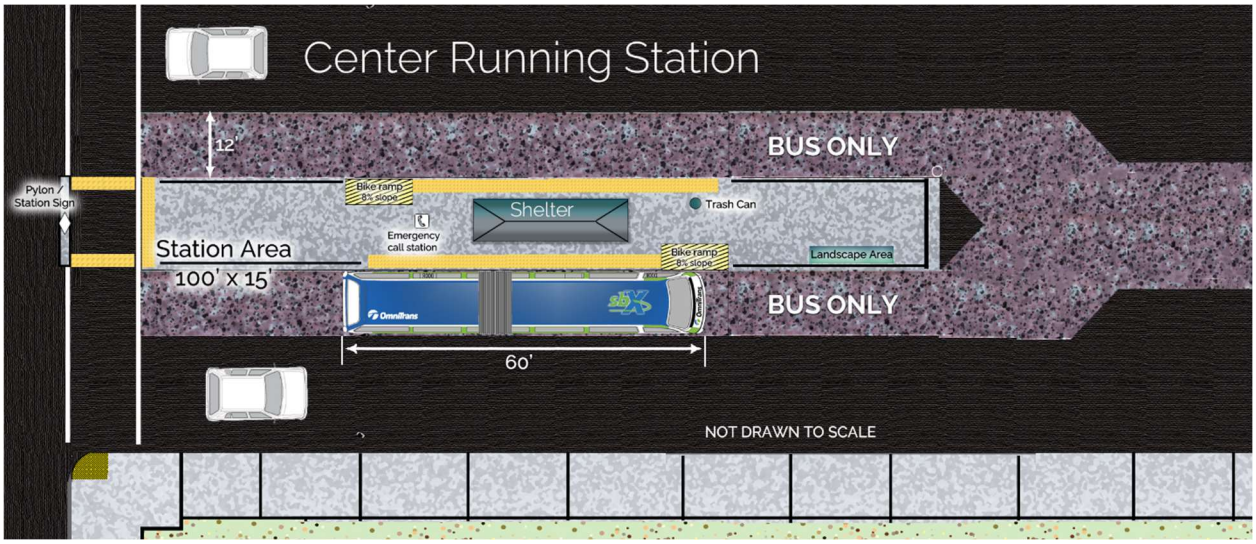


Figure 4-8: center-running BRT station diagram.

BUS STOP PLACEMENT AND BICYCLE SAFETY

As a part of Omnitrans' Bus Stop Safety Improvement Plan (BSSIP)[5], Omnitrans is building relationships with residents and local community groups to improve the safety of riders and gather essential information about pedestrian and bicycle access. Beyond simply putting in a bus stop, city planners, designers, developers, and other public officials should consider how greater pedestrian and bicycle access can encourage transit use and how such features can be integral to the development's design. For more information and ideas, see Omnitrans' document on Transit-Oriented Development.[6]

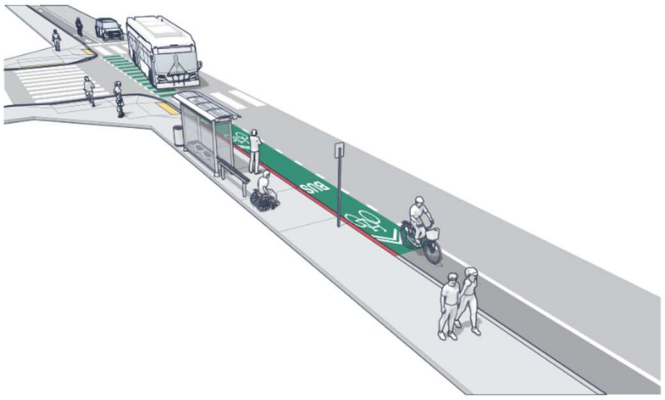


Fig 4-9: Bus stop with Class II bike lane

Source: AC Transit[6]

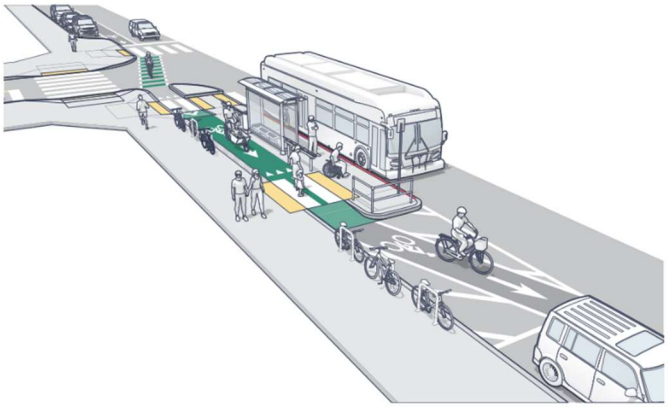
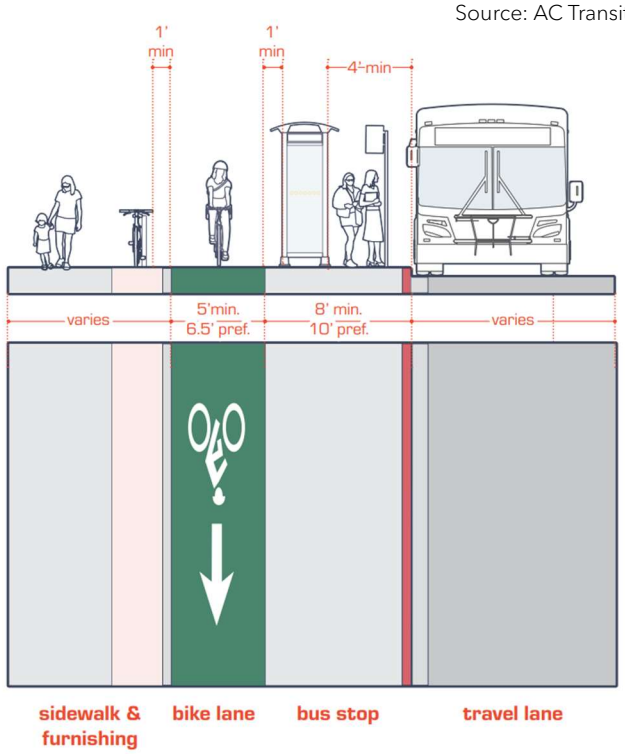


Fig 4-10: Class 2 bike lane with floating bus stop.

Source: AC Transit[6]



Designing bus stops that limit the potential for conflict between buses and bike riders, particularly when there is a bike lane next to a bus stop, can promote safety for all. Figure 4-9 from AC Transit's Multimodal Corridor Guidelines shows a typical bus stop at the curb with a Class II bike lane. When a bus is stopped for boarding/alighting riders, cyclists are likely to move out of the bike lane and are at great risk of an accident with a car in the traffic lane or with a pedestrian on the sidewalk.

Figures 4-10 and 4-11 show a different option for a floating bus stop where the bike lane is routed behind the stop. This allows for riders to board or alight a bus without causing an obstruction and potential accident with cyclists.

Considerations for floating bus stops and the effect on traffic flow need to be considered, particularly if the flow of traffic is stopped for boarding / alighting riders. Typically, floating bus stops should not be installed on high-speed roads where the average travel speed is 35 miles per hour or greater, as stopping in the travel lane in such conditions may be unsafe.[7] For further details on how infrastructure that supports both transit and cyclists, please see the link for AC Transit Multimodal Corridor Guidelines in the references section.

Fig 4-11: Floating bus stop and bike lane spacing.

Source: AC Transit[6]

SECTION 5 – BUS INFRASTRUCTURE RECOMMENDATIONS / OPTIONS

This section provides details of infrastructure design guidelines for bus facilities.

BUS PADS (*Highly recommended for street longevity*)

Roadway pavements (or shoulders, if that is where the buses stop) need to be of sufficient strength to accommodate repetitive bus axle loads of up to 25,000 pounds. Exact pavement designs will depend on site-specific soil conditions. Areas where buses start, stop, and turn are of particular concern because of the increased loads associated with these activities. Using reinforced concrete pavement pads (see Figures 5-2 and 5-3) in these areas reduces pavement failure problems that are common with asphalt.

A minimum 8" thick reinforced concrete pad should be provided, with engineering consideration of the specific soil conditions. The pad should be 12' wide with a pavement section designed to accept anticipated loadings. The length of the pad should be based on the anticipated length of the bus that will use the bus stop and the number of buses that will be at the stop simultaneously.

Figure 5-1: Bus turnout with bus pad

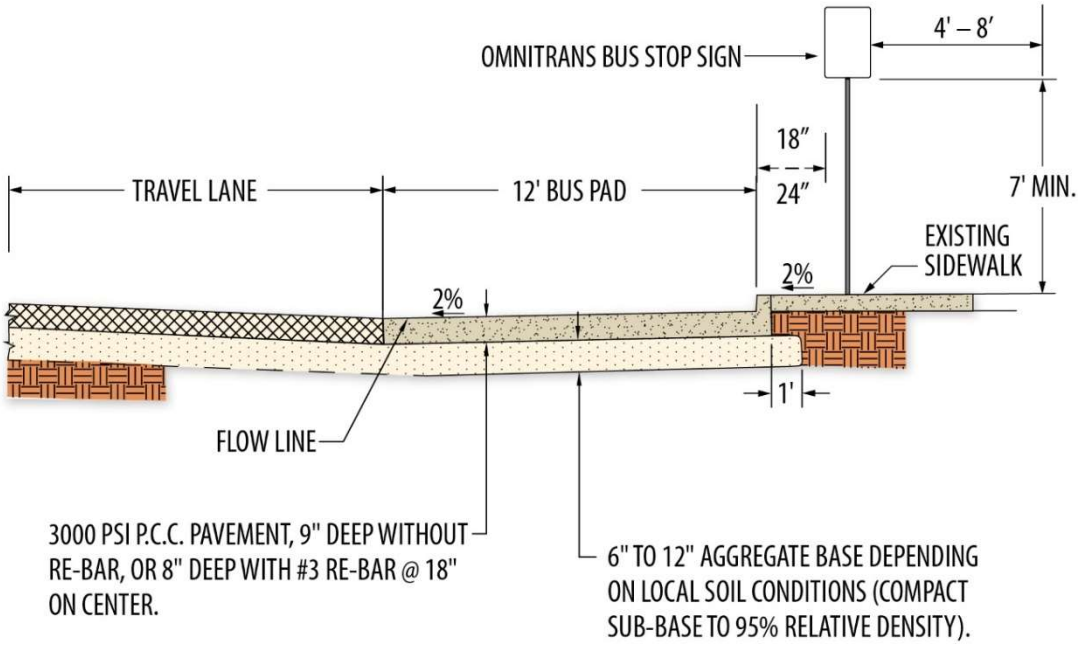


Figure 5-2: Specifications for a bus pad

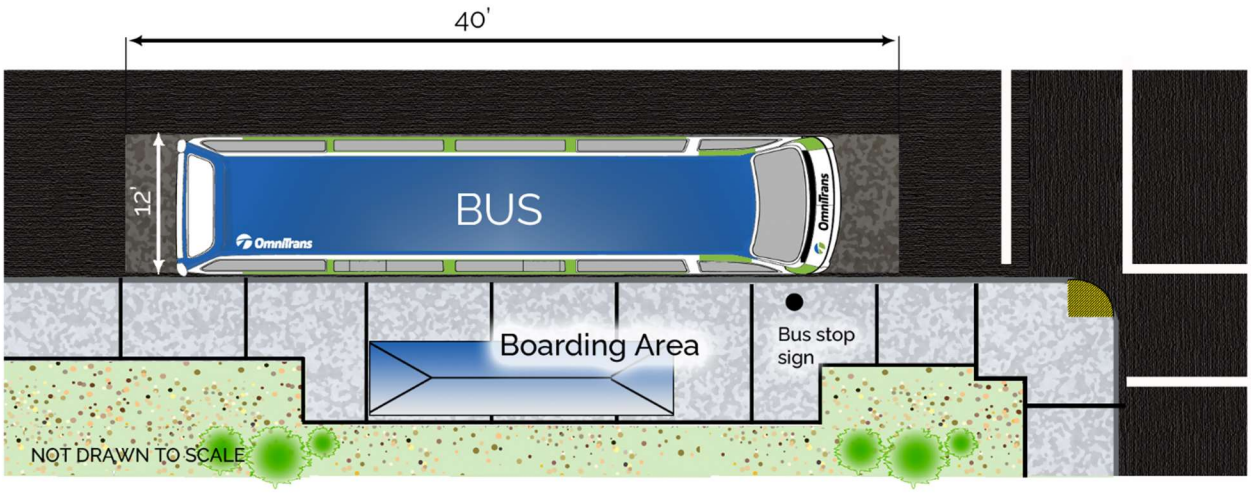


Figure 5-3: Bus pad dimensions

BUS TURNOUTS (*Recommended for certain locations when conditions are met*)

Bus turnouts are designated areas where buses can pull out of the flow of traffic to stop for boarding or alighting riders. Because bus turnouts use additional right-of-way and make it more difficult for buses to re-enter traffic, turnouts should only be used when the first criterion is met as well as one of the following conditions:

- Street traffic speeds are 40 mph or higher
- Peak period boarding average exceeds 20 boardings per hour
- Average peak period dwell time exceeds 30 seconds per bus (i.e. a bus timepoint or an end-of-line break time).
- The local jurisdiction becomes aware of a high frequency of accidents involving buses and/or pedestrians within the past year.
- When traffic in the curb lane exceeds 250 vehicles during the peak hour or when bus volumes exceed 10 or more during peak hours.
- Where bus stops in the curb lane are prohibited.
- Where sight distances prevent traffic from stopping safely behind a stopped bus (i.e. hills, curves).
- At stops where there are consistent wheelchair boardings.
- Where buses are expected to layover at the end of a trip. These turnouts may also include electrical infrastructure to charge electric buses (see pg. 8 of Section 3).
- Where there is adequate space for turnout length and depth given to allow a bus to safely exit and enter the flow of traffic.

The far side of an intersection is the preferred location for turnouts. Nearside turnouts typically should be avoided because of conflicts with right turning vehicles, and delays to transit service as buses attempt to re-enter the travel lane. The exception is where buses use a right turn lane as a queue jump lane. Often, this is associated with transit signal priority for transit and where a far side pullout is not possible. Turnouts in mid-block locations are not desirable unless associated with key pedestrian access to a major transit-oriented activity center and safe ways to cross the street. See the above guidelines about bus stop placement.

Guidelines for bus turnouts:

- Turnouts should be placed at signalized intersections where the signal can create gaps in traffic allowing the bus to re-enter the street.
- On streets with bike lanes and where bus layovers occur, the width of the turnout should not block bike traffic. (See section 4 for other considerations and potential options to consider for bus stops next to bike lanes).
- Where the outside travel lane is wide, a partial turnout width may be used. The minimum combined width of the outside travel lane plus turnout width must be at least 24′ 6″, to allow traffic to pass the bus.

Bus turnout designs are illustrated in Figures 5-4 through 5-7.

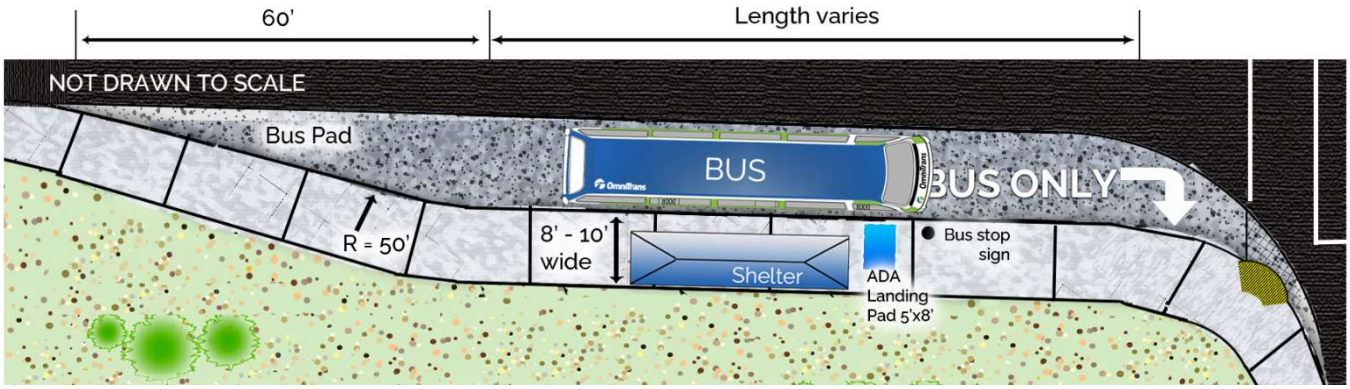


Figure 5-4: Nearside Turnout Design

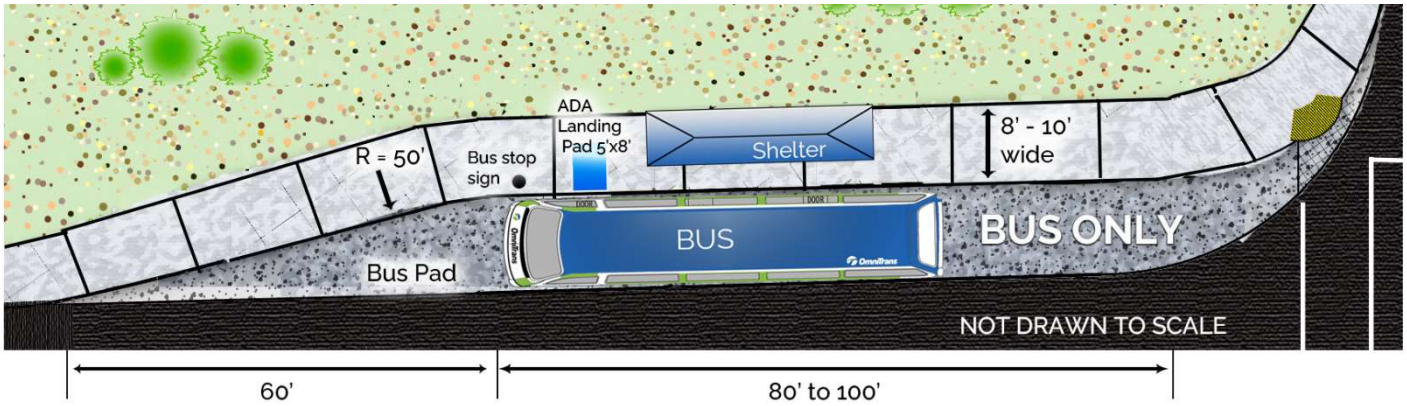


Figure 5-5: Farside Turnout Design

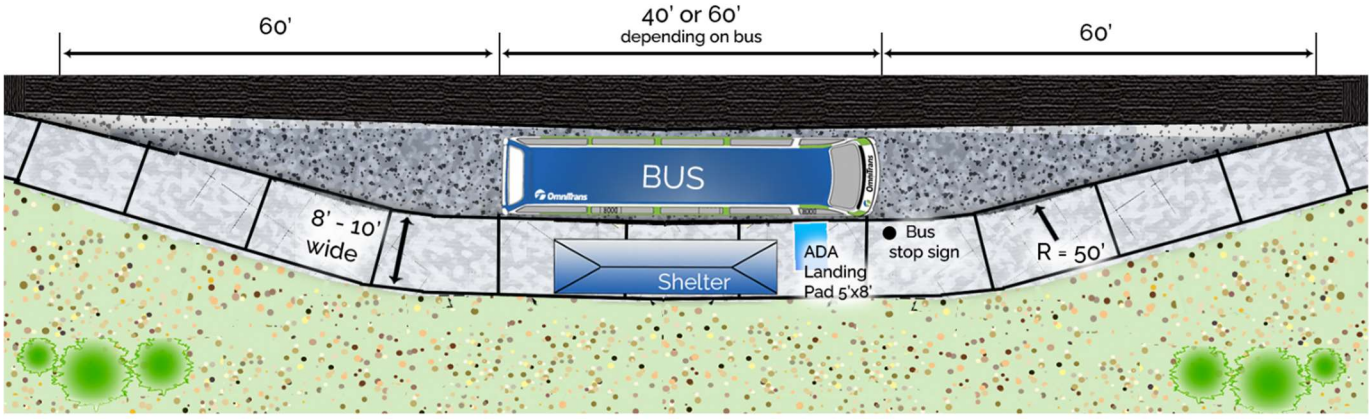


Figure 5-6: Turnout design where not immediately at an intersection (60' spacing).

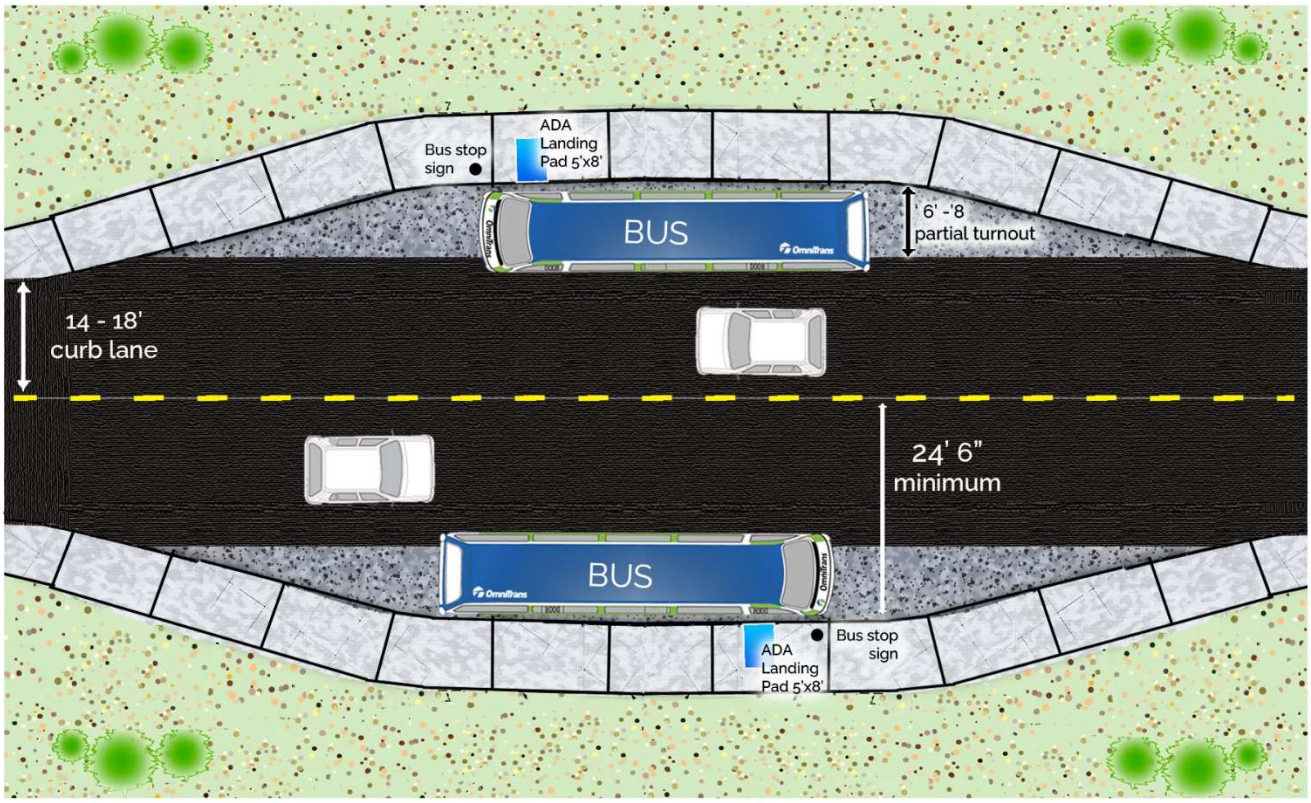


Figure 5-7: Partial Bus Turnout with curb lane but limited ROW. This allows buses to pull out of traffic and allows vehicles to pass.

CURB EXTENSIONS (*Depends on location if recommended when conditions are met*)

Curb extensions, also known as bus bulbouts or nubs, are essentially a sidewalk extension through the parking lane that becomes directly adjacent to the travel lane. This can create more space for bus stop amenities in dense urban environments with considerable pedestrian traffic. With a bulbout, a bus will stop in the traffic lane instead of weaving into the parking lane.

Additionally, curb extensions provide enough space for bus patrons to comfortably board and alight from the bus away from nearby general pedestrian traffic. Nubs shorten the pedestrian walking distance across a street, which reduces pedestrian exposure to on-street vehicles.

Curb extensions should be considered at sites with the following characteristics:

- High pedestrian activity
- Crowded sidewalks
- A need to reduce pedestrian crossing distances
- Bus stops in travel lanes

Curb extensions have application along streets with lower traffic speeds and/or low traffic volumes where it would be acceptable to stop buses in the travel lane. Collector streets in neighborhoods and designated pedestrian districts are good candidates for this type of bus stop. Curb extensions should be designed to accommodate vehicle turning movements to and from side streets. Major collector and arterial streets should be designed to accommodate larger bus turning radius and therefore may not be good candidates for bus bulbouts. Figures 5-8 and 5-9 shows typical curb extension design.

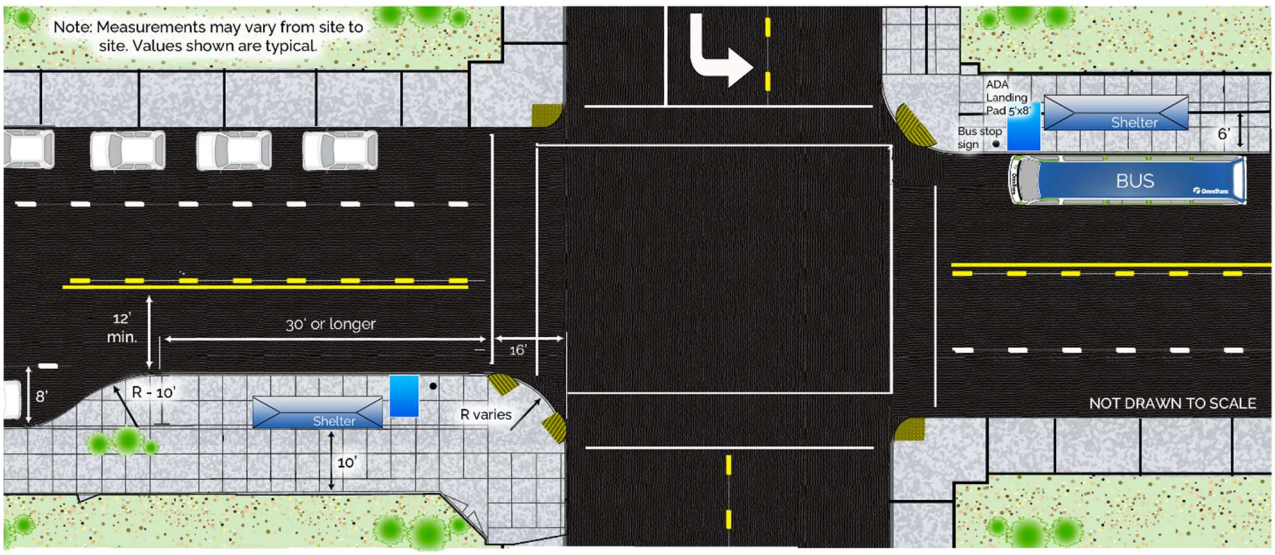


Figure 5-8: Extended curb installed at intersection.

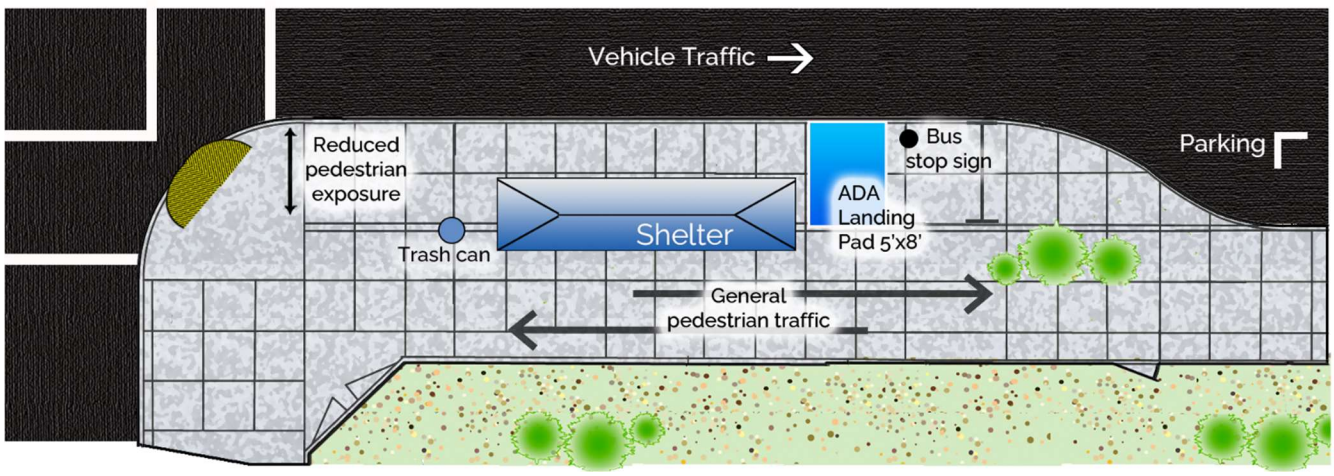


Figure 5-9: Close up of extended curb installed at intersection.

CURB TURNING RADII (*Depends on location if required; check with bus operations*)

The corner curb radii used at intersections can affect bus operations when the bus makes a right turn. The design of corner curb radii should be based on the following elements:

- Design vehicle characteristics, including bus turning radius
- Width and number of lanes on the intersecting street
- Allowable bus encroachment into other traffic lanes
- On-street parking
- Angle of intersection
- Operating speed and speed reductions
- Pedestrian safety

A trade-off in providing a large curb radius for easier turning is that the crossing distance for pedestrians is increased. This greater crossing distance increases the pedestrians' exposure to on-street vehicles and can influence how pedestrians cross an intersection, both of which are safety concerns. The additional time that a pedestrian is in the street because of larger curb radii should be considered in signal timing and median decisions.

Figures 5-10 and 5-11 provide specific information on bus dimensions and on bus turning radii.

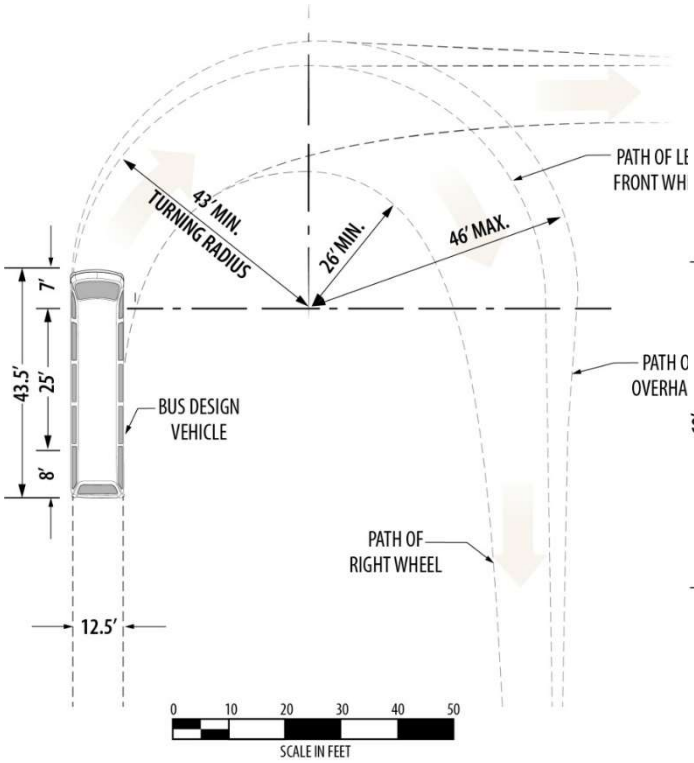


Figure 5-10: Design turning for 40′ bus

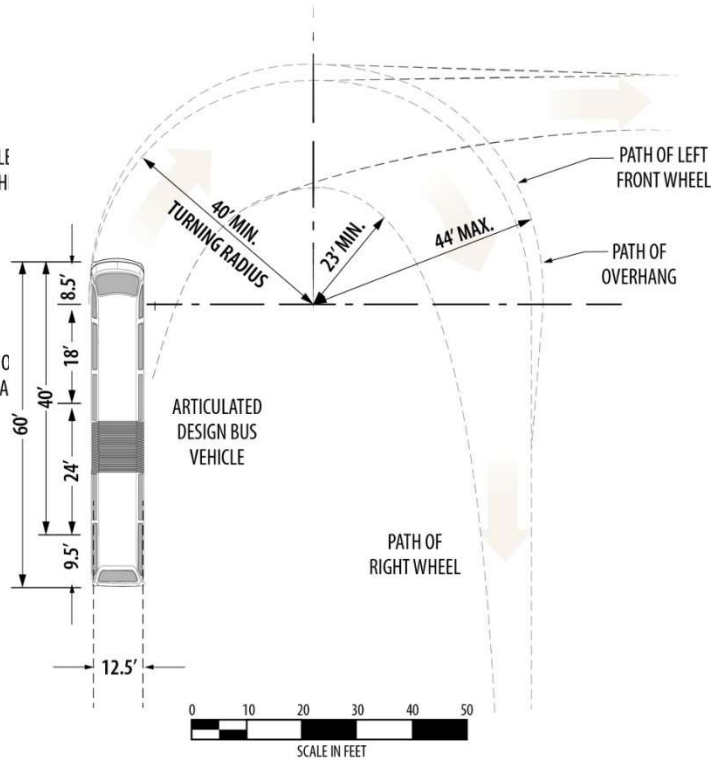


Figure 5-11: Design turning for 60′ bus

SECTION 6 – MINIMUM BUS STOP REQUIREMENTS

Bus stops are critical connection points between modes of transportation. Stops should be accessible, comfortable, convenient, and designed for the local context. They should provide a sense of safety at all times of the day and complement the larger transportation network.

ADA COMPLIANCE

Americans with Disabilities Act (ADA) – These are the standards in design that allow access for people with disabilities or mobility limitations. Being ADA-compliant eliminates physical obstacles to mobility and safe access for vulnerable groups while raising overall user safety.

THE ADA GUIDELINES - MINIMUM REQUIREMENTS FOR BUS STOPS

- ADA Landing pad (5′ x 8′) – These are the minimum dimensions needed to deploy a lift or ramp and allow a customer in a wheelchair to board or alight from the vehicle. An unobstructed paved (stable and firm surface such as concrete, asphalt, brick, stone, or tile) area located immediately where the front door of the bus would stop. The landing pad shall be at a minimum of 5 ft long (parallel to the street) by 8 ft wide and near the bus stop pole.
- Curb connection – The landing pad shall connect the curb to the sidewalk.
- Accessible Path – A firm concrete path from the landing pad to the sidewalk that allows for travel to a nearby intersection.
- Curb Ramps – All intersections within a short distance of a bus stop shall have an accessible curb ramp.
- Slope –The landing pad, boarding area, and sidewalk shall be flat with no more than a 2% slope. The path of travel shall not have cracks bigger than 2 inches.

To verify a bus stop's ADA requirements, use the ADA Compliance checklist in Appendix E. See Appendix F for examples of bus stops that are and are not ADA compliant.

BOARDING AREA

Beyond the ADA guidelines above, there are additional considerations for the boarding area. The 40′ buses do not have ADA ramps at the back door, but the 25′ cutaway buses do have an ADA lift at the back which requires more space. As a result of each bus's differing needs, a boarding area of 25′ long by 8′ or 10′ wide is strongly recommended, but even longer (as much as 30′ to 40′) is ideal (especially if a tree or utility pole needs to be accommodated for, see Figure 6-4). This not only meets the minimum ADA requirement for the landing pad but allows the cutaway buses to use the lift in the back as well as allowing space for a shelter and amenities. There is a minimum 4′ wide sidewalk required outside of the landing areas. Typical Dimensions are shown in Figures 6-2 through 6-6.

Stops where more than one bus is boarding/alighting riders at the same time will need additional boarding and alighting areas which are determined by the size, placement and number of buses serving the stop.

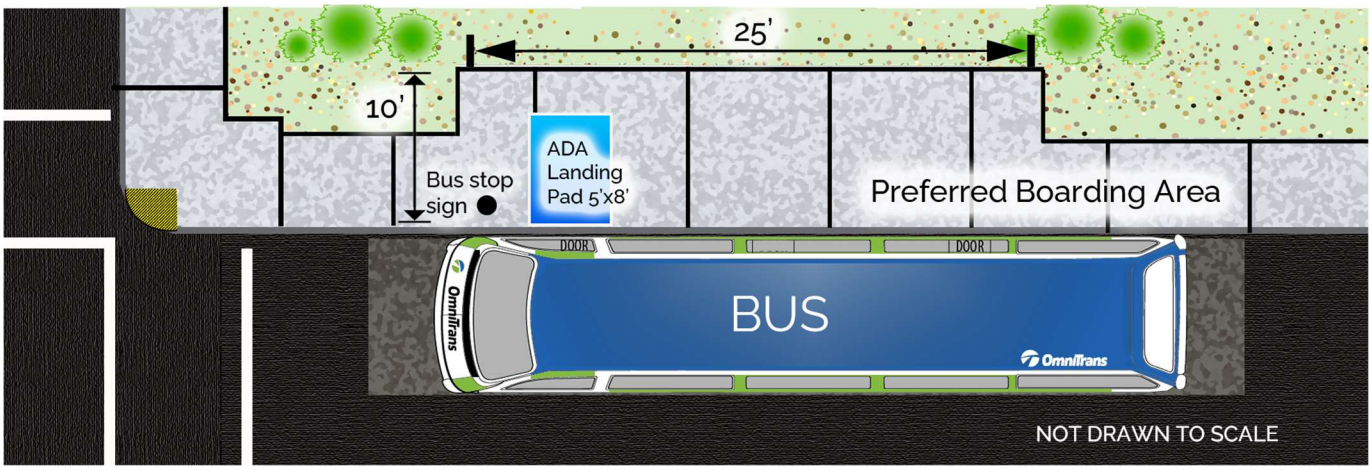


Figure 6-1: Preferred stop dimensions when sidewalk is adjacent to curb.

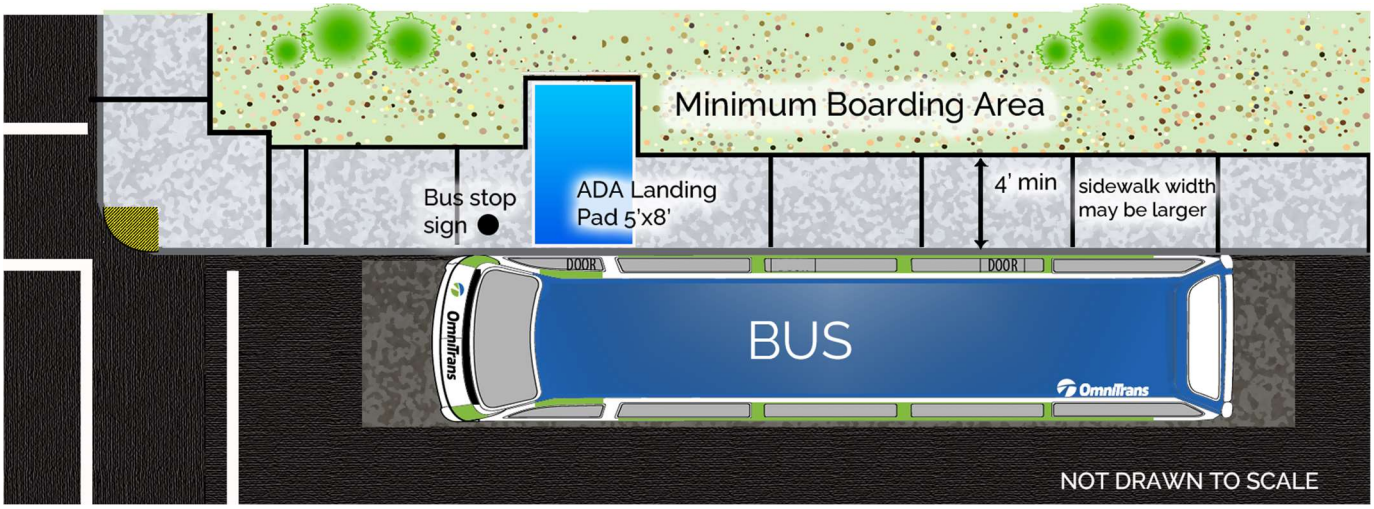


Figure 6-2: Minimum stop dimensions when sidewalk is adjacent to curb.

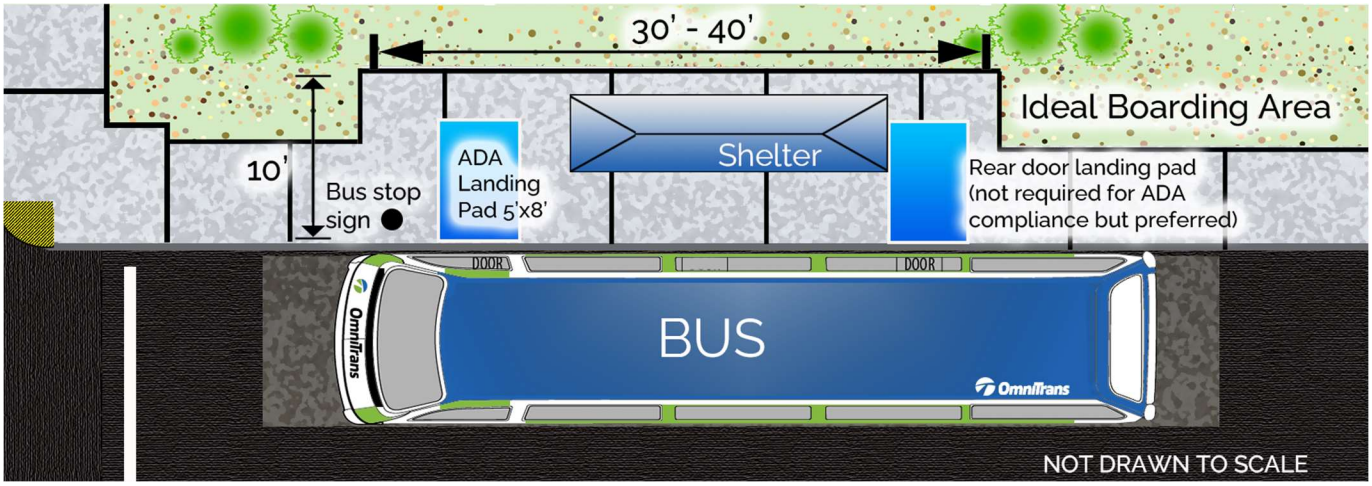


Figure 6-3: Ideal dimensions for boarding area to accommodate rear boarding and amenities.

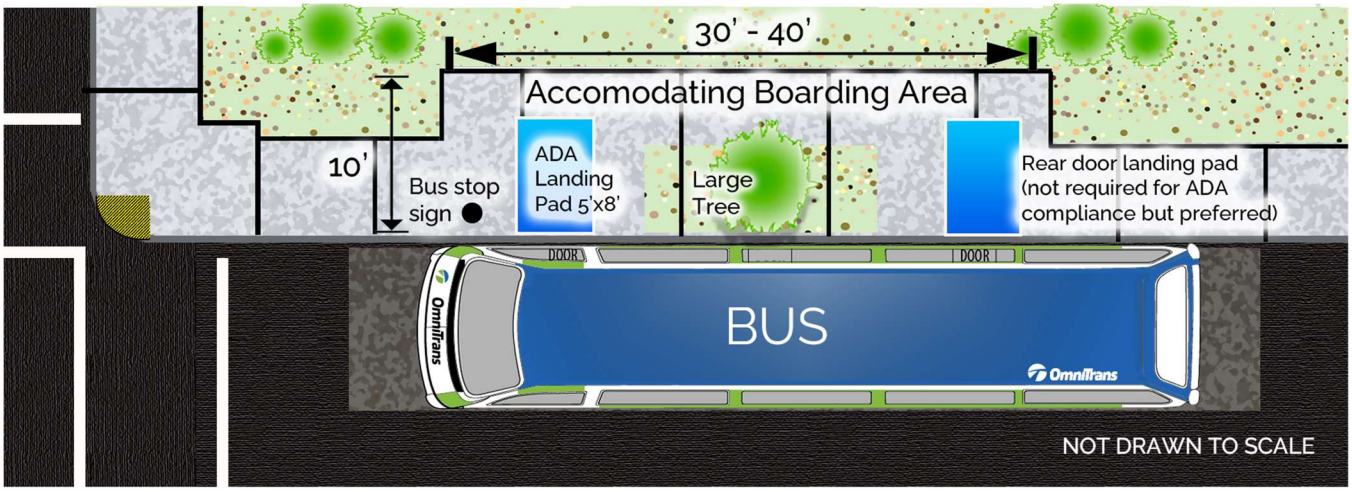


Figure 6-4: Example of accommodating a tree/utility pole while meeting ADA compliance.

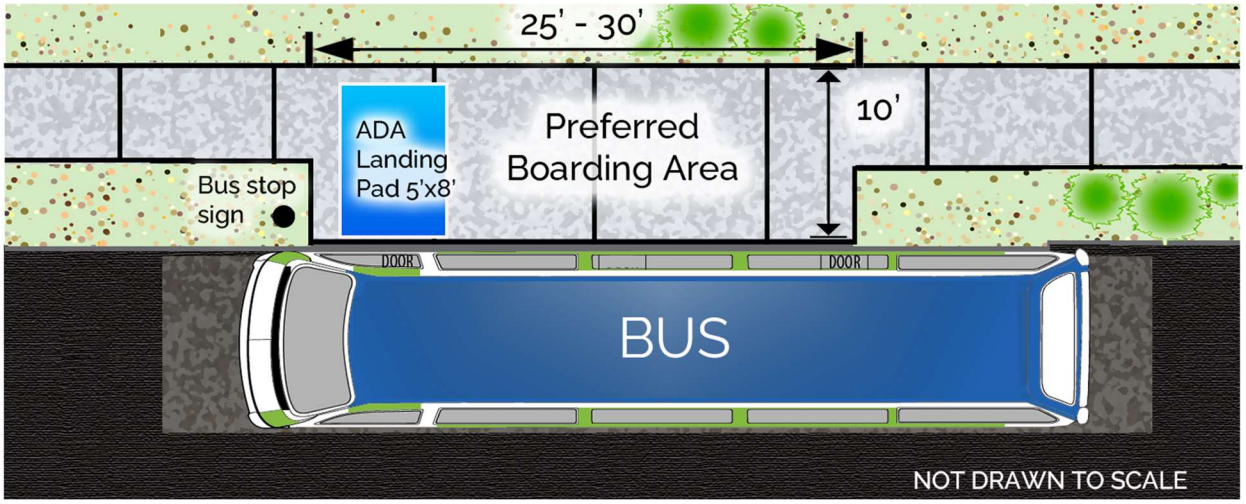


Figure 6-5: Preferred stop dimensions for sidewalk behind parkway strip.

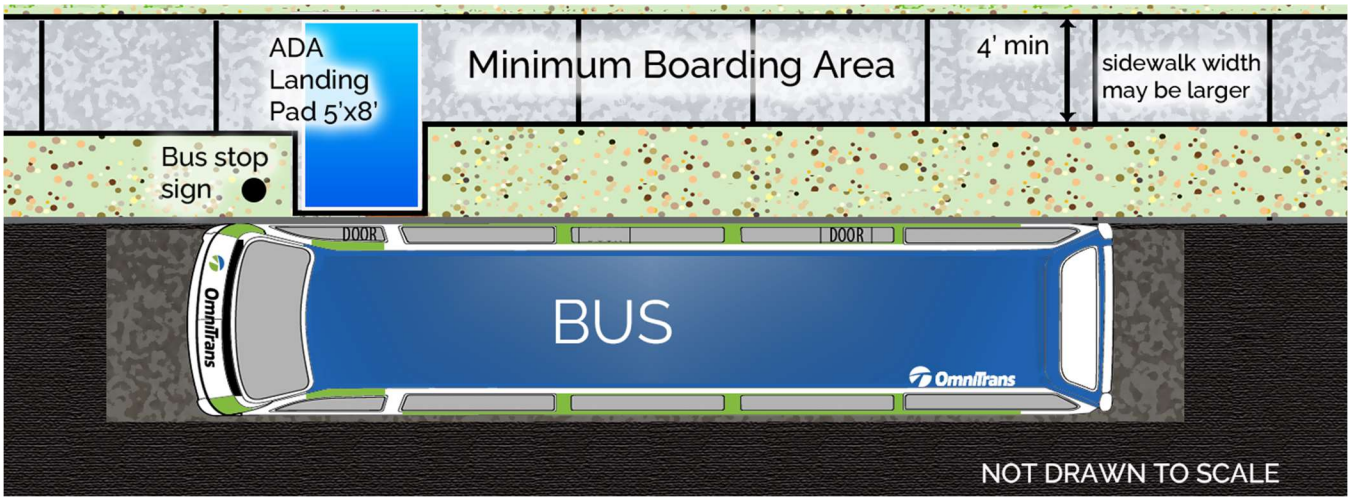
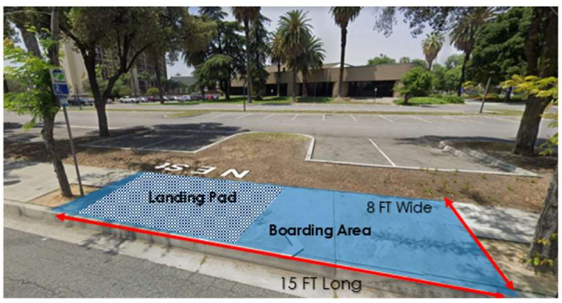


Figure 6-6: Minimum stop dimensions for sidewalk behind parkway strip.

STANDARDS FOR MINIMUM, BASIC, AND PREFERRED BUS STOPS



MINIMUM: Meets all the minimum requirements but no amenities

BASIC: Meets all the requirements and has a bench as a basic amenity.

PREFERRED (Standard): Meets all the requirements and has a standard shelter.

Compliant Bus Stops

MUST MEET ALL OF THE FOLLOWING CRITERIA:

- ✓ **Landing Pad:** Minimum unobstructed 8'x5' area.
- ✓ **Sidewalk Curb Connection:** The curb immediately connects to the boarding area and sidewalk.
- ✓ **Sidewalk Condition:** The boarding area and sidewalk have less than 2% slope and are in good condition.
- ✓ **Path of Travel:** Paved and unobstructed route from the boarding area to an intersection/crosswalk.
- ✓ **Ramps:** Nearby intersections/crosswalks have ramps.

BASIC: Meets all the requirements. The landing pad is at a minimum of 8' x 5' but is not immediately adjacent to the bus stop pole.

PREFERED (Standard): Meets all the requirements. The landing pad is 10' x 5' but is not immediately adjacent to the bus stop pole.

PREMIUM: Meets all the requirements. The landing pad is 10' x 5' and the boarding area is larger than 25' x 10'.

SIGNAGE

In addition to ADA compliance, bus stops require signage. The sign:

- Identifies the location as a designated bus stop.
- Provides a reference for coach operators.
- Provides details for accessing up-to-date route schedule and arrival information.
- Displays general transit information (agency telephone number and website).

Omnitrans is responsible for the removal, relocation and installation of any bus sign but requires proper spacing and other criteria to be met. Coordinate with Omnitrans at BusStops@Omnitrans.org.

- Whenever possible bus stop signs should be placed independently of all other street signs for transit stop clarity.
- The bus stop sign should be located at the front of the boarding area, approximately one foot beyond the landing pad. Placement of the pole shall not impede a 48" ADA path of travel around it.
- The bottom of the sign should be 7' high (ADA compliance requires 80" at minimum) and no higher than 10' (as in Figure 6-7).
- The top of the informational cassette should be mounted no higher than 60" above the ground.
- Bus stop signs should be mounted on square uni-strut posts. See Figure 6-8 for more details.
- Pole should be placed 18" -24" from curb line to prevent obstruction or scratching of bus mirrors.

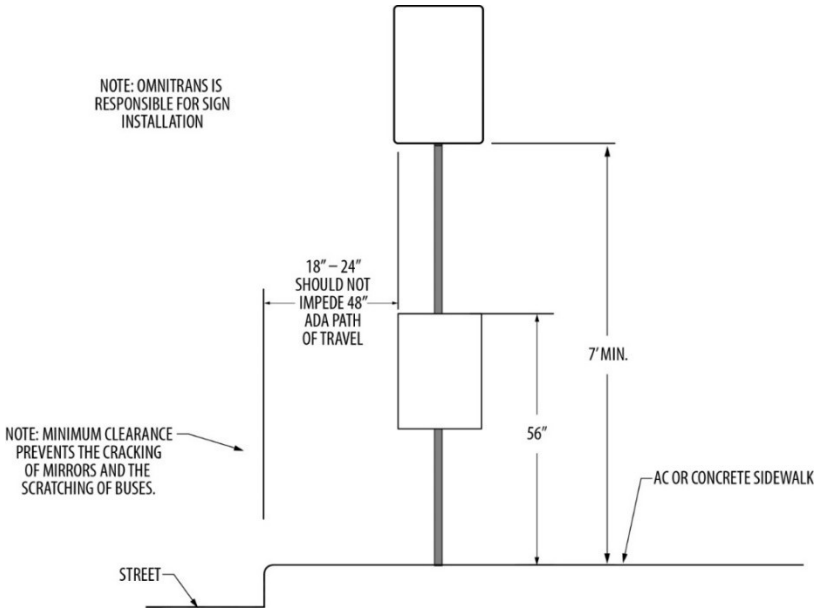


Figure 6-7

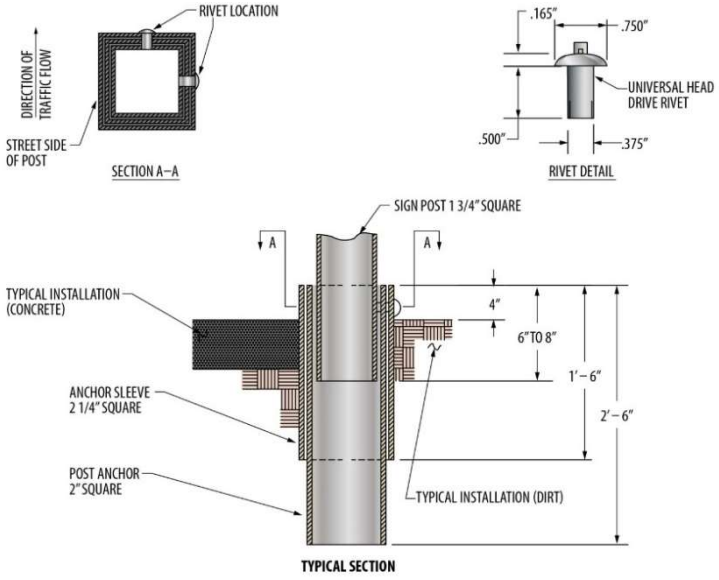


Figure 6-8

LIGHTING

Figure 6-9 – Solar light in Rialto.

Lighting is a foundational component for creating a safe environment. As a part of the community outreach for Omnitrans' Bus Stop Safety Improvement Plan (BSSIP) plan[4], online survey results from 100 participants highlighted that over 62 percent of responses mentioned that lack of lighting was their main concern at bus stops.

Omnitrans has been working to install hundreds of pole-mounted solar lights at bus stops throughout the system. When existing streetlights do not provide adequate lighting, proper lighting ideally from solar lights should be a priority to ensure the safety and security of all transit riders.[8] In addition, bus stops should be visible from nearby buildings, roads, and near crosswalks so passersby can help monitor the bus stop.

The placement and maintenance of lighting is normally the responsibility of the local jurisdiction, except at advertising shelters where the interior lighting is provided and maintained along with the shelter, usually by Omnitrans. The following are considerations and recommendations for developments around a bus stop.

- Where feasible, bus stops should be placed so that they will be illuminated by existing streetlights.
- At bus stops where additional light is needed, solar technology is recommended. Ornamental streetlights may also be used. Particularly for solar units, they should be installed with vandal-resistant hardware and a modular design to allow for independent replacement of solar collector, light bar, light fixtures, etc.
- In addition to street lights, stops can be lit by backlighting from advertising installed at bus shelters. If a shelter is present, both interior and area lighting are recommended.
- Lighting external to a shelter shall use 2–5-foot-candles (ft-c). For lighting within a shelter, a lighting level of 3 ft-c at 3' above ground is required throughout.
- Illumination is to be provided for a period of no less than 6 hours after dusk and 2 hours before dawn.
- All electrical work for street lighting shall follow standard practices, local electrical utility, and local municipalities' traffic engineering requirements.

Figure 6-10 - a standard solar light in Omnitrans' service area.
Photo Credit: @JalbyMD twitter.com

SECTION 7 – BUS STOP AMENITIES RECOMMENDATIONS

Omnitrans and its JPA members have been striving to provide amenities for customers at all 2,300 bus stops across Omnitrans' service area. Amenities are typically prioritized by the highest-ridership locations. ADA/sidewalk improvements will also need to be constructed at many bus stops (which typically falls under the responsibility of cities/local jurisdictions or property developers) before Omnitrans will be able to install rider amenities such as shelters and seating.

As activity and ridership increase, expanded amenities beyond the required bench or shelter are also warranted. The following best practice policies and design details are aimed to help local jurisdictions on how to create attractive bus stops that are safe and comfortable places to board and alight.

This section explains the various options for amenities, space requirements and other design criteria in placing them at bus stops.

TABLE 7-1: AMENITIES AND SPACE REQUIREMENTS SUMMARY

Amenity	*Space Requirement*
Lean Bar and Trash Receptacle	15′ x 8′ minimum boarding area
6′ Metal Bench & Trash Receptacle	15′ x 8′ minimum boarding area
13′ Non-Advertising Shelter	20′ x 8′ minimum boarding area
17′ Non-Advertising Shelter	25′ x 8′ minimum boarding area
13′ Advertising Shelter	20′ x 10′ minimum boarding area
17′ Advertising Shelter	25′ x 10′ minimum boarding area
Premium Shelter	25′ x 10′ minimum boarding area
BRT Side-Running Station	60′ x 10′-14′ minimum boarding area

AMENITIES

BASIC AMENITIES

BENCHES

Benches are installed inside typical bus shelters, but they may also be installed independently at bus stops that do not have shelters. Local communities may also install benches as one element of an improved streetscape; in this case, efforts should be made to locate benches near bus stops where they do not create barriers to accessible bus boarding or sidewalk usage.

The design factors for benches should include the following (see Figure 7-1 for reference):

- Benches should be placed on a concrete boarding area allowing for wheelchair accessibility and loading at the bus stop.

- Benches should be placed toward the back side of the sidewalk a minimum of 6′ to 9′ from the bus stop signpost, to allow pedestrians to move past people sitting on the bench. If located on the ADA landing pad, the bench should be a minimum of 8′ from curb; if outside ADA landing pad, a minimum of 4′ from curb.
- Benches should be anchored to prevent unauthorized movement, yet ideally be constructed for easy relocation to allow for bus route changes, street improvement projects, etc.
- Benches should have bars or dividers between seats, placed no more than 24″ apart. Seat divider bars should be at least 6″ high and should either be solid, have cross-bars, or have an angled shape.
- Although Omnitrans still uses many existing concrete bus benches throughout its system, new benches should not be concrete because of Crime Prevention Through Environmental Design (CPTED) guidance for transparency; benches should be of durable perforated steel or steel mesh, poly-coated for heat and graffiti-resistance.
- The structure materials and paint treatments should be strong, durable and resistant to weather conditions, graffiti, cutting, defacing, fire, and other forms of vandalism.

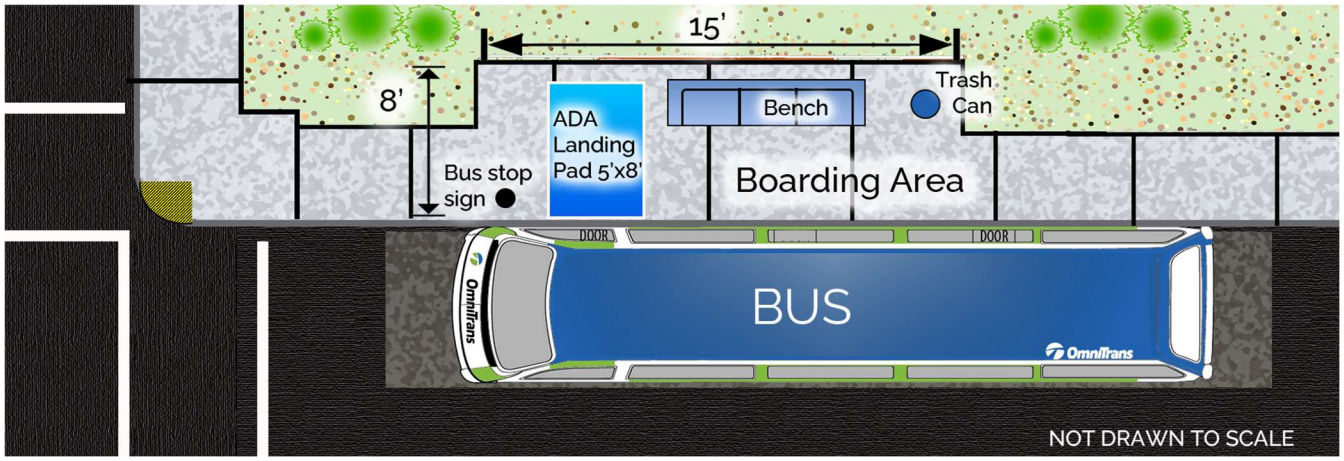


Figure 7-1: Boarding area dimensions for a bench and trash receptacle.

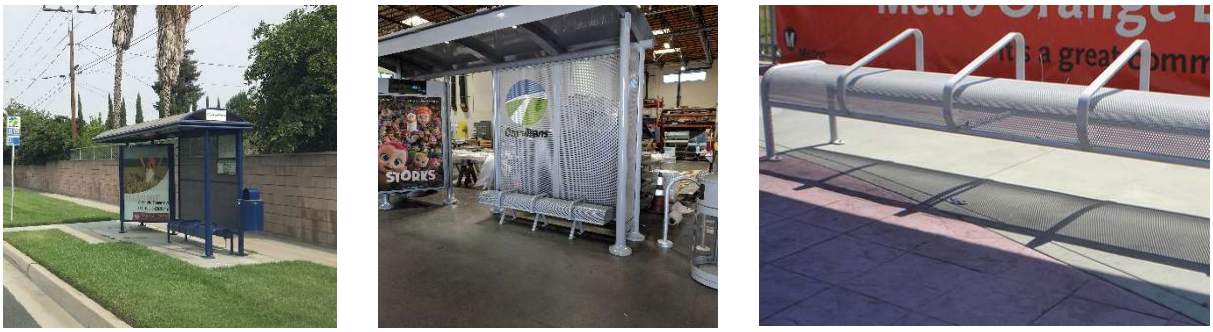


Figure 7-2: Examples of benches at a standard shelter, premium shelter, and a bench with dividers without a shelter.

Developers and local jurisdictions may design a special style of bench or shelter to fit into the landscape and complement the architectural style of their project or streetscape. However, benches and shelters that are provided through the private sector or local jurisdictions are to be maintained by the developer, landowner, or local jurisdiction. Omnitrans requests the opportunity to review the design of benches for any potential safety and security issues.

TRASH RECEPTACLES

Trash receptacles are typically provided at all stops that have shelters and should also be provided at high ridership stops or stops near locations that generate the need for a trash receptacle, such as fast-food restaurants or convenience stores.

Local communities may also install receptacles as part of an improved streetscape; in this case, efforts should be made to locate them where they do not create barriers to accessible bus boarding or sidewalk usage. Trash receptacles are to be serviced by the entity that placed them.

The design factors for trash receptacles should include:

- Made from strong, durable materials and paint that is resistant to weather conditions, fire, graffiti, cutting, defacing, and other forms of vandalism.
- Ensure that there are no conflicts with wheelchair accessibility and loading at the bus stop, locating them outside of curb clear zone or landing pad.
- Trash receptacles should be anchored to prevent unauthorized movement.
- Avoid installing trash receptacles with design features that permit liquids to pool or remain near the receptacle and attract insects or rodents.
- Trash receptacles should be lockable to prevent rummaging.
- Trash receptacles should be of durable perforated metal or metal mesh for transparency and use a semi-transparent inner plastic lining can for easy trash removal and cleanup.
- If possible, install trash receptacles in shaded areas a minimum of 3′ from a bench. When installed in areas that receive direct sunlight most of the day, the heat may cause foul odors to develop.
- Solar compacting trash receptacles are also desirable, as they are more efficient for maintenance.

Omnitrans empties trash receptacles that are placed by Omnitrans, while local jurisdictions and developers are responsible for picking up trash from receptacle placed by them. Developers and local jurisdictions may design a special style of receptacle to fit into the landscape and complement the architectural style of their project or local streetscape.

PREFERRED AMENITIES (Standard and Premium)

SHELTERS

Transit shelters are installed at selected bus stops to provide weather protection as well as seating for waiting customers. Shelters can also be provided by local jurisdictions and may be required of a new development around the stop. Maintenance of shelters is typically done by Omnitrans; however, for certain jurisdictions, maintenance is the responsibility of the jurisdiction or developer.

Design factors for shelters should consider placement, structure, and other considerations:

Shelter Placement

- Locate shelters in reasonable proximity to where the front door of the bus will open to facilitate timely transit rider loading.
- Shelter must be located outside ADA-required 5′ x 8′ landing area.
- Shelters should not be placed such that they block sight distance at intersections or driveways. This can normally be accomplished by placing the shelter more than 25′ from the beginning or end of curb return of an intersection or driveway.
- The back of the shelter should be located at least 12″ from a building face, wall, or other broad vertical surfaces to facilitate trash removal and panel cleaning.
- Shelters should not be placed between a regularly used building exit and the curb so that pedestrians retain direct access to the street from the building.
- Whenever possible, do not place shelters in front of building windows used for commercial purposes (e.g. advertising, display, business names, etc.).
- Shelters should be located to avoid exposing persons to splashing water from passing vehicles and runoff from adjacent buildings and landscaping.
- Shelters should be located so that their orientation provides as much protection as possible from wind and rain, and with consideration of the sun's angles to allow maximum shade during peak use in the morning and afternoon.
- Shelters should not be placed under large shade trees that prohibit the functioning of the shelter's rooftop solar panels.

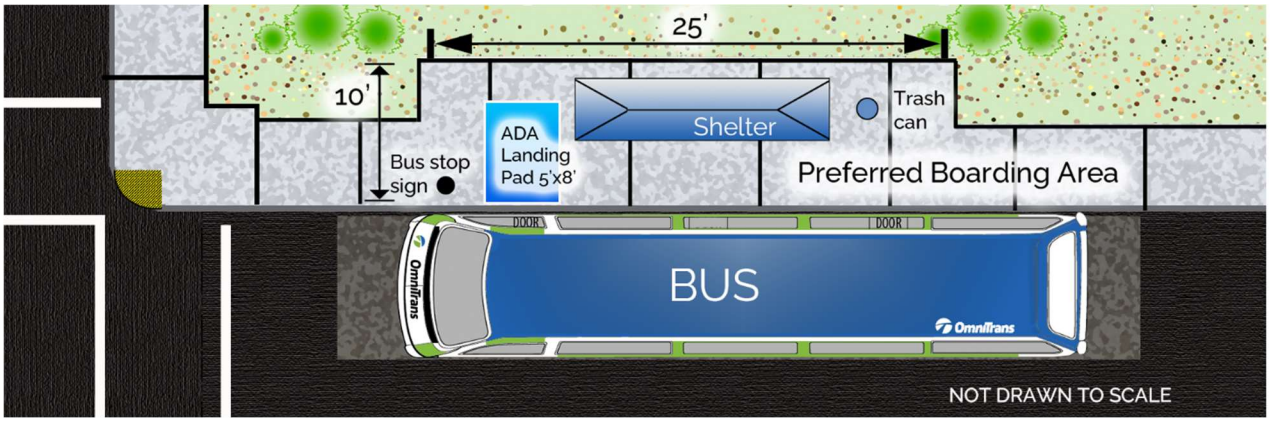


Figure 7-3: Typical Shelter Layout

Shelter Structure

- Minimum dimensions
  - Overhead canopy – 72 square feet (6′ x 9′) but larger canopy is preferred.
  - Vertical clearance – 7.5′ between underside of roof and sidewalk surface.
  - Lateral clearance – 2′ between overhead canopy and curb face is required.
- Required dimensions of the concrete pad landing area to ensure wheelchair accessibility depends on the shelter size. See Table 7-1 and Figures 7-3 to 7-5.
- A minimum space of 30″ x 48″ of clear floor space for people in wheelchairs is required under the shelter per ADA regulations (See Figure 7-4)

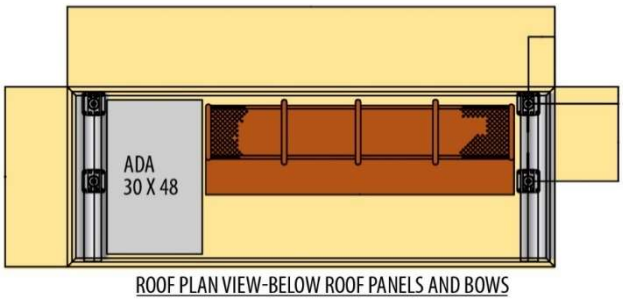


Figure 7-4: Aerial view of bus shelter

- The structure should be built of strong, durable materials and paint that is resistant to weather conditions, fire, graffiti, cutting, defacing, and other forms of vandalism.
- There should be internal lighting for the shelter and external lighting, when possible.
  - Provision of conduit for power and lighting and if possible, accommodations for solar power on the shelter roof.
- Seating for three to four people located under the shelter canopy is desired.
- Shelter screens should keep a minimum 6″ vertical clearance from sidewalk to avoid collection of trash and debris.
- Shelter canopy should be waterproof with provisions for drainage away from waiting riders and boarding area.

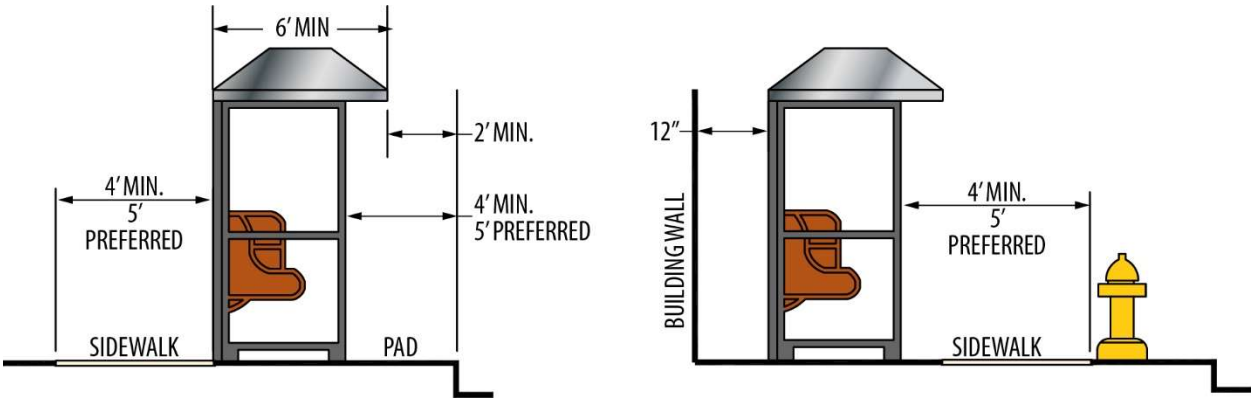


Figure 7-5: Shelter clearance

Other Considerations

- Design should be appropriate to the neighborhood (context sensitive)
- Maintenance of the shelter and other amenities ideally is simple and easy.
- Accessories to be added to the transit shelter and rider boarding area (such as bike racks, water fountains, additional information panels, etc.) are a decision for the individual jurisdiction responsible for the shelter. Each item can be weighed to balance the concerns for greater customer comfort and convenience versus concerns for security, maintenance, and cost.
- Crime Prevention Through Environmental Design (CPTED) guidelines should be considered when planning a shelter layout and materials[9]
    - Natural Surveillance: clear lines of sight where the shelter minimizes hiding places for people and packages. Good lighting and use of transparent yet vandalism-resistant screens allow operators to see riders and discourages criminal activity. Landscaping should be chosen that promotes visibility.
    - Territoriality: establishing recognized authority and control over the environment cultivates purpose and distinguishes the space from public areas. The use of signage, environmental cues (such as pavement markings) can denote the bus area.

Shelter Options

Standard Shelter – Basis of design is Tolar Model 1497-02 (for 17′ shelter) or 1496-02 (for 13′ shelter) or equal – includes shelter, solar lighting, map case, bench, and 32-gallon trash can. Shelter can include ad panel or no ad panel.

Premium Shelter – Basis of design is Tolar Model 31570-00 or equal – includes shelter, solar lighting, map case, bench, 32-gallon metal trash can, and electronic real-time arrival message board. Shelter can include ad panel or no ad panel. The premium shelter also allows for custom artwork on the back screen.

Any of these amenities can be powder coated in the standard colors of blue, green, or silver.

Figure 7-6 (from left to right): 13′ non-ad shelter, 17′ ad shelter, and premium shelter.

CUSTOM AMENITIES

BICYCLE PARKING

Bicycle parking facilities, such as bike racks (Figure 7-7) and storage lockers, may be provided at bus stops by local jurisdictions or adjacent property owners for the convenience of bicyclists using transit. Bicycle parking facilities help to maintain a clear ADA pathway at the bus stop, discourage the practice of locking bicycles onto bus facilities or onto adjacent property, and reduce visual clutter. The guidelines below are for the placement of bicycle parking facilities:

Figure 7-7: Examples of bike racks

- Locate bike rack or lockers at a convenient proximity to the bus stop and in sight of the transit riders, but outside of the clear ADA pathway.
- Coordinate the location of bicycle parking facilities with existing on-site or street lighting.
- Ensure parked bikes are always visible. Do not locate bicycle parking where views are restricted by a bus shelter or landscaping. Design and placement of bicycle parking facilities should complement other transit furniture at bus stop.
- Covered or weather protected parking locations are an important bonus to bicyclists.

When selecting bike racks or locker devices, consider the following:

- Provide ability to lock bicycle frame and at least one wheel.
- Support bicycle without pinching or bending the wheel. If the wheel slot is too narrow, a mountain bike tire will not fit.
- Avoid scratching the paint on the frame of the bike.
- Provide a place to lean the bike while locking the bike.
- Locking procedure should be quick and easy to identify.
- Design of bike rack or locker device should not trap debris.
- Device should be easy to install but difficult to steal.
- Secure bike parking rooms and bike maintenance cooperatives/shops are also ideal at locations with high volumes of transit centers who use bicycles.

LANDSCAPING

Landscaping can enhance the level of customer comfort and attractiveness of transit, but should be positioned and maintained so that safety, security, and accessibility are not compromised.

Tree branches that extend into the roadway below 11′ should be trimmed back at least 2′ from the curb; otherwise, they become an obstacle that the bus driver may or may not be able to avoid hitting. The area between the sidewalk and the curb at bus boarding areas should not be planted for at least 5′ parallel to the street and 8′ perpendicular to the street to provide accessibility (ADA landing area).

Trees for shade and lightning arrestors should not be placed within the clear curb area, and centerline 2-1/2′ of back of curb line. Trees may be placed immediately outside of clear curb area, or back of sidewalk. A bus bulbout or nub may be installed to accommodate the tree line and still give proper ADA landing pad and clear curb space.

All landscaping design should adhere to Crime Prevention through Environmental Design guidelines[8].

Omnitrans does not maintain landscaping except for landscaping installed by Omnitrans located immediately on sbX bus rapid transit platforms or in transit centers maintained by Omnitrans. All other landscaping is maintained by cities/local jurisdictions or adjacent private property owners.

BUS STOP MAINTENANCE

Omnitrans maintains bus stop amenities installed by Omnitrans, including bus stop signage, pole-mounted lights, Omnitrans standard shelter models, customer information, benches, and trash cans. Custom bus stop amenities installed by cities or private property owners must be maintained by the cities or private property owners.

Well-maintained bus stops are crucial to the image of the transit system. Damaged street furniture and trash build-up should be tended to immediately to create a positive impression for transit patrons and the public. Maintenance frequency of not less than once per week (except as noted) should include:

- Full wash-down of shelter and accessories at least once a month, or more often as needed.
- Removal of all dirt, graffiti, chewing gum and pasted material.
- Wipe-down of glass surfaces.
- Removal and replacement of trash bags once a week. Should be performed more than once a week if trash accumulates frequently.
- Litter pick up around stop or shelter/accessories to a distance of 15′.
- Manual or chemical removal of weeds.
- Pruning of obstructing foliage.
- Insect control as needed.
- Touch up of marred paint.
- Verify shelter lighting levels and replace bad bulbs and ballasts.

Repair of items that pose a safety or security problem should be performed as soon as possible.

ADOPT A BUS STOP

The development of bus stop amenities can be a community process through Omnitrans' Adopt-A-Stop program. Through the program, local businesses, non-profit organizations, community groups, families and individuals can select a stop to care for. Businesses and organizations can make a financial contribution to purchase amenities or sponsor cleaning services, while groups, families and individuals can volunteer to pick up trash at their stop once a week. A one-year commitment is required. Partners of the Adopt-a-Stop program will receive recognition on signs at their selected bus stop or through social media posts.

For more information about community partnerships and events, visit Omnitrans.org/news/adopt-a-stop/ or contact the Adopt-A-Stop coordinator at AdoptAStop@omnitrans.org or 909-379-7256.

PLACEMAKING AND SPACE ACTIVATION

Figure 7-8: Placemaking examples

Right: Parklet example along VIA Metropolitan transit line (San Antonio, TX). **Below**: Go Human project from Southern CA Association of Governments (SCAG).

Placemaking to increase personal safety and quality of life at bus stops is the idea of integrating the bus stop into an attractive destination for people to meet and socialize while patronizing adjacent centers of activity and be part of a person's full day's journey - instead of just a bench and a ride to start your day's activities. The bus stop can become a positive focal point for a street or small neighborhood. There is potential for secondary effects like improved economic activity near the bus stop that increases the overall sense of safety and security for everyone.

A major aspect of placemaking is partnering with the surrounding community to help identify positive features and activities in a small area that are being considered for a bus stop. The process starts with community coordination to find positive existing assets near a bus stop to build upon and make an overall positive experience for the bus rider. Walkability, safe connected sidewalks, wayfinding signage, an events calendar, or suggestions of things to do near the bus stop all contribute to placemaking and attracting people to use transit.

Place-building activities near a bus stop typically include small parks, coffee shops, restaurants, entertainment centers, a blank wall that gets a locally developed mural or sculpture, and local efforts to paint or wrap city-owned utility boxes with art as shown in the samples below.

Programs such as utility box art and mural programs in several Omnitrans member cities can increase a local community's sense of ownership of the streetscape and bus stop. Adopt-a-stop and adopt-a-litter-container programs can also help neighbors build a sense of place around a bus stop and reduce fear of crime at a bus stop. Special events, such as Omnitrans' pop-up outreach on its ConnecTransit Plan where artists and residents painted bus benches with artistic designs, can build ownership and integrate the community in placemaking.

For more ideas and best practices, see Omnitrans' Transit-Oriented Development document[5] and Omnitrans' Bus Stop Safety Improvement Plan (BSSIP) plan[4], which were generated by analyzing policies, goals, objectives and best practices from the cities and communities in the project, as well as regional jurisdictions and discussions with other agencies. The intent of these documents is to provide Omnitrans and local jurisdictions opportunities to collaborate and improve safety at and around bus stops while accessing bus stops and transit centers through active transportation.

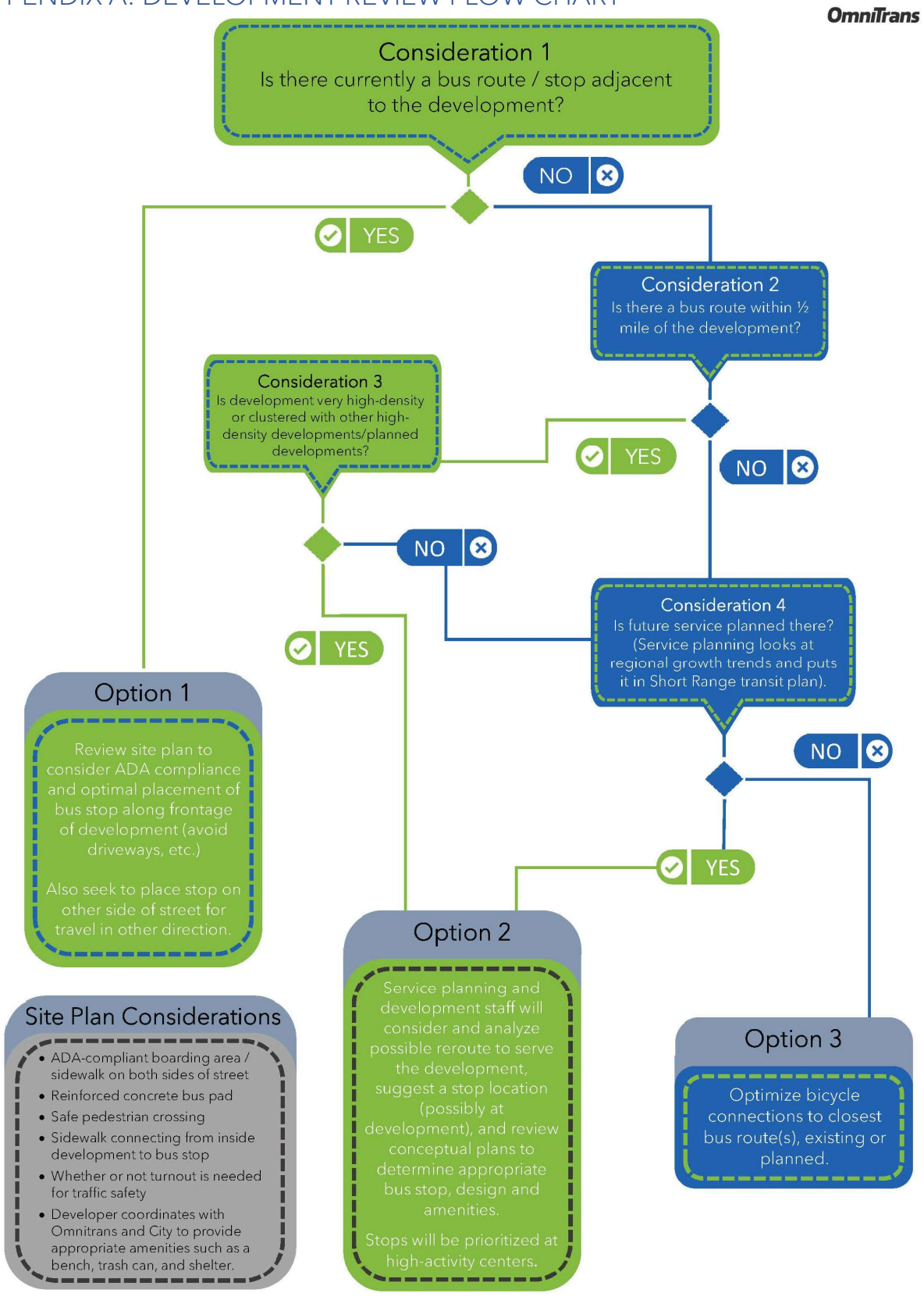
Figure 7-9: Other placemaking examples

Top left: Local mural **Top Right**: Painted utility box. **Bottom Right**: A local resident helps paint bus benches for an Omnitrans event.

Bottom Left: A local artist displays her unique art design for a bus bench as part of Omnitrans' ConnecTransit pop-up outreach event.

APPENDICES

APPENDIX A: DEVELOPMENT REVIEW FLOW CHART



APPENDIX B: COMMUNITY PLANNING AND PROJECT DEVELOPMENT

When a local jurisdiction (city or county) begins the process of creating or updating a general plan, specific plan, or roadway project, or to review a development proposal, there is an opportunity to incorporate transit into the planning process. For examples and more information, see Omnitrans' document on Transit-Oriented Development[5].

Omnitrans shall be provided the opportunity to review and respond to all proposed plan changes before and during the public review process. Any amendments to these plans that will have a direct impact on the location of stops should be forwarded to Omnitrans for review and comment. For new developments being planned, adjacent bus stops should be improved with ADA-compliant sidewalk boarding area, concrete bus pad in the pavement, and preferably amenities such as bench, trash can, or shelter.

Omnitrans will use the Development Review Flow chart in considering changes to bus stops as well as standards and recommendations in the Transit Design Guidelines.

Communications should include the name of the contact person at the jurisdiction, and the name and contact information of the developer. Omnitrans will review the plans and consult with the jurisdiction or others as necessary to properly comment on the plans. Omnitrans will provide written comments on the plans to the jurisdiction. Revised plans should be returned to Omnitrans along with prior comments for subsequent reviews.

Meeting invitations, notices, scoping letters, and copies of plans should be sent to:

Planning@Omnitrans.org

Or mailed to:

Strategic Development Department, Omnitrans
1700 W. Fifth St.
San Bernardino, CA 92411

It is recommended to include a transit element in community general plans, with information such as proposed bus routes, transit centers, and planned BRT corridors. Some cities also require property developers to construct and maintain bus turnouts or shelters in conjunction with private development.

Development and roadway improvement plans received by jurisdictions will be evaluated for potential impacts on current or future transit operations using the following criteria. Plans which meet one or more of the following criteria should be sent to Omnitrans for review:

- Identified transit streets in General or Specific Plans
- Existing streets with transit routes
- Major streets
- Projects that affect streets serving high density residential, commercial, industrial areas or educational or medical institutions

- Streets that would logically connect existing or planned transit routes or connecting areas which have or are planned to have transit service
- Any other project that in the jurisdiction's opinion should be assessed for current or future transit needs.

The following is a checklist that can be used to review development plans (see also Development Review Flow Chart), to ensure that the design is conducive to transit access:

- Any adjacent bus stops in a development must include an ADA-compliant sidewalk boarding area, a concrete bus pad in the pavement is recommended, and preferably amenities such as bench, trash can, or shelter will added after such improvements.
- Pedestrian routes to bus stops should be designed to meet the needs of all users (including those with disabilities, elderly, and children).
- The pedestrian system should provide convenient connections between destinations including residential areas, schools, shopping centers, public services and institutions, recreation, and transit.
- Provide a dedicated sidewalk and/or bike paths through new development that are safe and direct to the nearest bus stop or transit center.
- Minimize the distance between buildings and the bus stop through proximity and orientation. This can be encouraged by including transit accessibility concerns in zoning policies, setback guidelines, building orientation guidelines, and parking requirements to encourage transit-oriented development.
- Buildings should be located with entrances from sidewalks, wherever possible.
- Minimize the use of elements that restrict pedestrian movement such as meandering sidewalks, walled communities, and expansive parking lots.
- Pathways should be designed so pedestrians traverse a straight, direct path wherever possible.
- Eliminate barriers to pedestrian activity. This includes sound walls, landscaping, berms, or fences which impede pedestrian access or visibility. If there is restricted access, gates should be installed at access points.
- Pave pedestrian pathways and ensure they are accessible to everyone. Provide accessible circulation routes that include curb cuts, ramps, visual guides, signage (visual and Braille) and railings where needed. Place ADA compliant curb ramps at each corner of intersections.
- Adequate drainage should be provided to avoid pooling and muddy conditions.
- Provide street lighting along bus stop access routes and safety lighting at intersections to promote safety and security for transit patrons. Ideally bus stops should be illuminated by nearby street lighting, if not; consider installation of solar lighting at the bus stop.

For more information and ways to incorporate transit into development, please see Omnitrans' Transit-Oriented Development document[5].

APPENDIX C: CONSTRUCTION IMPACTS

Public Works and private development construction activities often impact bus operations and bus stops. The following information attempts to reduce construction conflicts, provide information for the contractor, and guide local jurisdiction staff coordinating both design and construction work with the private development community. Omnitrans considers construction coordination a local function but is available to provide assistance if requested. Omnitrans will participate in any decisions on construction that requires temporary stop closures, relocations, or route disruptions.

Construction coordination information should be directed to:

Detours@Omnitrans.org

Construction impacts caused by private development or public projects can be minimized through conditions of approval applied to the development, such as the following two examples:

> *Provide the public transportation agency, Omnitrans, a written notification five (5) days prior to any construction that will impede a nearby bus stop or service.*
>
> *Provide written notification to Omnitrans five (5) day prior to any road closures and/or construction detours that will impact a bus stop or service as a result of this project.*

Plans and specifications usually contain language requiring contractors to maintain pedestrian access and signage, etc. Notes on the construction plans provide instructions to contractors and construction inspectors.

Typical standard plans and specifications may include the following notes:

> *A minimum four (4) feet wide walkway shall be provided to maintain rider access to and from bus stops during construction.*
>
> *Temporary access to bus stop zones during construction shall be approved by Omnitrans in advance of construction activities.*
>
> *The contractor shall notify Omnitrans at least 5 workdays in advance for all street closures affecting transit operations regardless of the duration of the closure. This will allow Omnitrans sufficient time to plan detours and notify the general public.*
>
> *The contractor shall work with Omnitrans to establish an approved temporary bus stop location.*
>
> *Omnitrans will provide and post the appropriate temporary bus sign signage.*
>
> *The contractor shall notify Omnitrans at least 5 days in advance of construction completion so that permanent bus stop signs can be re-installed by Omnitrans.*

Recommended construction plan notes include:

- *Contact Omnitrans at BusStops@Omnitrans.org for coordination and review requirements.*

- *Contractor may not remove any bus stop signs without prior authorization from Omnitrans.*
- *All work shall conform to the requirements of the Americans with Disabilities Act (ADA) including provisions for temporary access to and from bus stops.*
- *Temporary access to bus stop zones during construction shall be approved by Omnitrans at least 5 days in advance of construction activities.*
- *The contractor is responsible for all costs incurred for loss or damage to bus stop signs, hardware, and street furniture. Project acceptance will be delayed at the request of the local jurisdiction for any damaged street furniture or non-payment of costs.*
- *Temporary removal of street furniture to avoid damage and conflict during construction requires a 30-day advance notice to both the city and the owner of the street furniture.*
- *The contractor is responsible for construction of the rider boarding pad on which street furniture will be placed. The pad must be designed and located in conformance with local jurisdiction standard details. Any necessary deviations from standard details require the written approval of the local jurisdiction.*
- *The contractor shall receive approval from the local jurisdiction for the location of street furniture placement prior to construction of the rider boarding area.*
- *Prior to final acceptance or release of certificate of occupancy, the local jurisdiction must be notified to inspect and approve all bus stop related improvements.*
- *A minimum of 48 hours advance notice to local jurisdiction and Omnitrans for final inspections is required.*

In addition, the construction plans need to show existing and proposed bus stop locations. The following special provisions may be included in the permitting process, the inspection process, pre-construction conferences, or wherever it is most appropriate:

> *Contractor shall provide Omnitrans with the name and telephone number of the contractor's construction manager prior to the commencement of all construction projects involving bus stops or bus route detours.*
>
> *Contractors shall make every effort to schedule their work to minimize impacts and the duration of impacts to transit operations and the general public.*
>
> *The contractor is responsible for the construction of the rider boarding area.*

A representative of Omnitrans should be invited to the project's pre-construction conference.

APPENDIX D: BUS STOP PLACEMENT COMPARISON

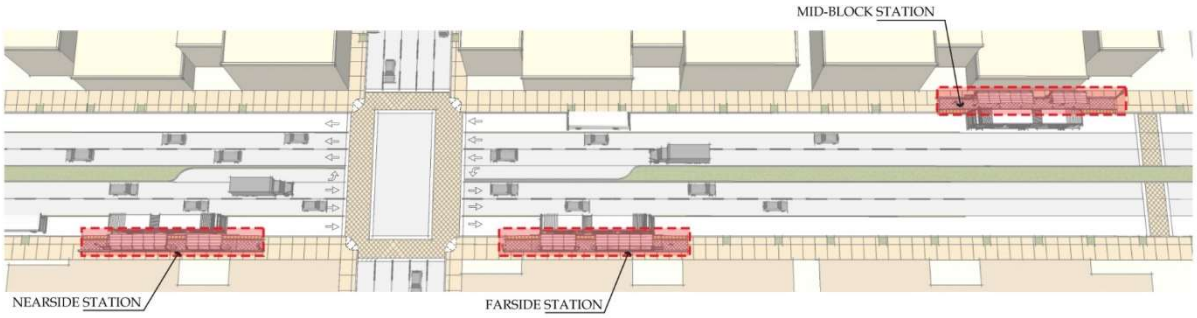


Figure D: Three types of bus stop placements

BUS STOP LOCATION COMPARISON

Bus Stop Location	*Advantages*	*Disadvantages*	*Recommended when these location conditions exist.*
Near side Located immediately before an intersection	• Less potential conflict with traffic turning onto the bus route street from a side street. • The bus boarding door is close to the crosswalk. • Bus has intersection to merge into traffic. • Bus driver can see oncoming buses with transferring riders.	• Potential conflicts with right turning traffic due to cars cutting in front of the bus. • The stopped bus obscures the sight distance of drivers and pedestrians entering from the right. • The stopped bus may block visibility of the stop signs or traffic signals. • At signalized intersections, may result in schedule delays.	• When traffic is heavier on the farside than on the approaching side of the intersection. • When pedestrian access and existing landing area conditions on the nearside are better than on the farside. • When street crossings and other pedestrian movements are safer when the bus stops on the nearside than the farside. • When the bus route goes straight through the intersection. • When adequate sight distance can be achieved at the intersection.
Far side Located immediately after an intersection	• Does not conflict with vehicles turning right. • Appropriate after the route has made a turn.	• The stopped bus obscures the sight distance to the right of drivers entering from the cross street to the right of the bus.	• When traffic is heavier on the nearside than on the farside of the intersection. • At intersections where heavy left or right turns occur.

	• The stopped bus does not obscure sight distance to the left for vehicles entering or crossing from the side street. • At signalized intersections, buses can more easily re-enter traffic. • The stopped bus does not obscure traffic control devices or pedestrian movements at the intersection.	• If the bus stopping area is of inadequate length, the rear of the stopped bus will block the cross street (especially an issue for stops where more than one bus may be stopped at a time). • If the bus stops in the travel lane, it may result in queued traffic behind it blocking the intersection.	• When pedestrian access and existing landing area conditions on the farside are better than on the nearside. • At intersections where traffic conditions and signal patterns may cause delays. • At intersections with transit signal priority treatments.
Mid-Block Located 300′ or more beyond or before an intersection	• The stopped bus does not obstruct sight distances at an intersection. • May be closer to major activity centers than the nearest intersection. • Less conflicts between waiting and walking pedestrians.	• Often, there is no safe crosswalk available mid-block. • May increase customer walking distances if the trip generator is close to an intersection. • Length of mid-block stops can vary due to depth of a turn-out and a bus' ability to maneuver in/out of traffic lanes. • Requires most curb clearance of the three options (unless a mid-block sidewalk extension or bus nub is built).	• When there is a safe, well-marked crossing or signalized crossing (such as a High Intensity Activated CrossWalK HAWK signal) adjacent to the stop.

APPENDIX E: ADA COMPLIANCE CHECKLIST

ADA Compliance & Required Bus Stop Checklist

Question	Response	
Is the ADA landing pad 8 ft wide x 5 ft long? The ADA boarding area refers to the immediate paved landing pad. It should be unobstructed with a min of 8 ft x 5 ft.	Yes	No
Is the curb connected to the sidewalk? - Flat paved boarding area must connect the curb to the sidewalk. - If there is dirt, gravel, grass, or landscape between the sidewalk and curb it is not ADA compliant.	Yes	No
Does it look flat? If it has 2 in. cracks, is uneven, and has more than a 2% slope it is a no.	Yes	No
Does it have a curb ramp at the nearest intersection (with a sidewalk connecting from bus stop intersection)?	Yes	No
Is the bus stop ADA compliant? Yes, if the above listed are **ALL** yes No if **ONE** of the below listed is a no	Compliant	Not Compliant
What is the length of the paved boarding area immediately at the bus stop? (This boarding area refers to the entire paved area that has the landing pad, bus pole, and bus stop amenities.)		LENGTH (in ft):
How wide is the boarding area immediately at the bus stop? **Minimum for ADA landing pad: 8 ft Preferred: 10 ft**		WIDTH (in ft)
What is the material of the boarding area? Concrete; Dirt/Gravel; Grass; Tile; Asphalt; Plant Landscape; Other		MATERIAL:
Does the bus stop have a sidewalk?	Yes	No
What is the width of the sidewalk (besides the boarding area)? **Minimum: 4 ft Preferred: 5 ft or more**		WIDTH (in ft)

What is the condition of the sidewalk? • No sidewalk – The bus stop has no sidewalks • Poor- Big cracks (> 2in), very uneven, damaged, potholes, tree damage. • Fair – Small cracks, weeds, slightly uneven. • Good- Not new but has no cracks, even slope, and in good condition • Excellent- Perfect Condition. No cracks. Even slope.		
General Comment (any other things to note about the bus stop):		

APPENDIX F: GALLERY OF ADA COMPLIANCE AND NON-COMPLIANCE

Noncompliant Bus Stops

A bus stop is much more than an identifying pole. A bus stop area can lack a safe, clear, and stable connection to a sidewalk. Bus stops lacking full ADA compliance are difficult for customers to access and do not meet the minimum requirements. Here are some instances of bad design/missing elements:

Landing Pad: No landing pad or if is less than 4 ft wide or 2 ft long (grass, dirt, gravel, or plant landscape is not considered a landing pad)

NO Curb Connection to Sidewalk

NO Sidewalk

NO Path of Travel

NO Ramps

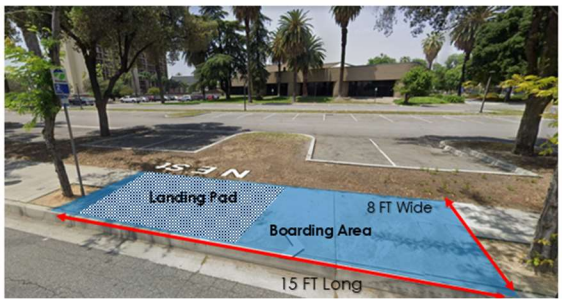
No curb connection to the sidewalk. No clear path to ramps or intersections. There are no sidewalks.

There is no landing pad or boarding area. No access to ramps, intersections, or sidewalks.

There is no landing pad or boarding area. No curb connection to the sidewalk.

Landing pad is less than 3 ft wide.

The landing pad does not adhere to ADA standards. Additionally, the bench partly obstructs it. The path of travel is narrow and cramped, and the sidewalk is not very accommodating.



MINIMUM: Meets all the minimum requirements but no amenities

BASIC: Meets all the requirements and has a bench as a basic amenity.

PREFERRED (Standard): Meets all the requirements and has a standard shelter.

Compliant Bus Stops

MUST MEET ALL OF THE FOLLOWING CRITERIA:

- ✓ **Landing Pad:** Minimum unobstructed 8'x5' area.
- ✓ **Sidewalk Curb Connection:** The curb immediately connects to the boarding area and sidewalk.
- ✓ **Sidewalk Condition:** The boarding area and sidewalk have less than 2% slope and are in good condition.
- ✓ **Path of Travel:** Paved and unobstructed route from the boarding area to an intersection/crosswalk.
- ✓ **Ramps:** Nearby intersections/crosswalks have ramps.

BASIC: Meets all the requirements. The landing pad is at a minimum of 8' x 5' but is not immediately adjacent to the bus stop pole.

PREFERED (Standard): Meets all the requirements. The landing pad is 10' x 5' but is not immediately adjacent to the bus stop pole.

PREMIUM: Meets all the requirements. The landing pad is 10' x 5' and the boarding area is larger than 25' x 10'.

ADDITIONAL RESOURCES & REFERENCES

- National Association of City Transportation Officials (NACTO)
    - Transit Street Design Guide: nacto.org/publication/transit-street-design-guide/
    - Queue Jump Lanes: https://nacto.org/publication/transit-street-design-guide/intersections/intersection-design/queue-jump-lanes/
- Omnitrans – Bus Stop Safety Improvement Plan
    - omnitrans.org/wp-content/uploads/2022/02/Omnitrans-BSSIP_FINAL-1.pdf
- Alameda-Contra Costa Transit District – Multimodal Corridor Guidelines
    - actransit.org/website/uploads/AC_Transit_Multimodal_Corridor_Guidelines_Final.pdf
- Omnitrans' Transit-Oriented Development Document
- American Public Transportation Association – Bus Stop Design and Placement Security Considerations
    - https://nacto.org/wp-content/uploads/2016/05/1-17_APTA-Bus-Stop-Design-and-Placement-Security-Considerations_2010.pdf

[1] Federal Highway Administration (2008), Pedestrian Safety Guide for Transit Agencies; at https://safety.fhwa.dot.gov/ped_bike/ped_transit/ped_transguide/transit_guide.pdf

[2] TriMet Portland Oregon (2010), Bus Stops Guidelines; at https://nacto.org/docs/usdg/bus_stop_guidelines_trimet.pdf

[3] National Association of City Transportation Officials (2016), Transit Street Design Guide; at https://nacto.org/publication/transit-street-design-guide/stations-stops/station-stop-principles/

[4] Federal Transit Administration (2015), Bus Rapid Transit; at https://www.transit.dot.gov/research-innovation/bus-rapid-transit

[5] Omnitrans (2021) Bus Stop Safety Improvement Plan; at https://omnitrans.org/wp-content/uploads/2022/02/Omnitrans-BSSIP_FINAL-1.pdf

[6] Omnitrans Transit-Oriented Development (2013),

[7] Alameda-Contra Costa Transit District (2018), AC Transit Multimodal Corridors Guidelines https://www.actransit.org/website/uploads/AC_Transit_Multimodal_Corridor_Guidelines_Final.pdf

[8] American Public Transportation Association (2012), Design of On-street Transit Stops and Access from Surrounding Areas; at https://www.apta.com/wp-content/uploads/Standards_Documents/APTA-SUDS-UD-RP-005-12.pdf

[9] American Public Transportation Association (2010), Crime Prevention Through Environmental Design (CPTED) for Transit Facilities; at https://nacto.org/wp-content/uploads/2016/05/1-17_APTA-Bus-Stop-Design-and-Placement-Security-Considerations_2010.pdf

From:	Thomas Grahn
To:	Nicole Vermilion; Lexie Zimny
Cc:	Kimberly Ruddins
Subject:	FW: NOP for Ontario Regional Sports Complex SEIR
Date:	Thursday, September 21, 2023 8:56:34 AM
Attachments:	image001.png

From: THPO Consulting <ACBCI-THPO@aguacaliente.net>
Sent: Tuesday, September 19, 2023 3:52 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: NOP for Ontario Regional Sports Complex SEIR

Greetings,

A records check of the Tribal Historic Preservation Office's cultural registry revealed that this
project is not located within the Tribe's Traditional Use Area. Therefore, we defer to the other
tribes in the area. This letter shall conclude our consultation efforts.

Thank you,

Xitlaly Madrigal
Cultural Resources Analyst
xmadrigal@aguacaliente.net
C: (760) 423-3485 | D: (760) 883-6829
5401 Dinah Shore Drive, Palm Springs, CA 92264

From: Thomas Grahn <TGrahn@ontarioca.gov>
Sent: Thursday, September 21, 2023 8:56 AM
To: Nicole Vermilion; Lexie Zimny
Cc: Kimberly Ruddins
Subject: FW: Ontario Regional Sports Complex Subsequent Environmental Impact Report
Attachments: T. Grahn 09-20-2023.pdf

From: Anadalia Rios <ARios@augustinetribe.com>
Sent: Wednesday, September 20, 2023 3:45 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: Ontario Regional Sports Complex Subsequent Environmental Impact Report

Hello,

Please see the attached cultural resource response letters.

Thank you,

Ana Rios
Administrative Assistant
Augustine Band of Cahuilla Indians

Office: (760) 398-4722 Ext 7498
Cell: (760) 450-3883
Email: ARios@augustinetribe.com
Website: augustinetribe-nsn.gov [augustinetribe-nsn.gov]

[augustinetribe-nsn.gov]
[379emc.com]
[temalpakhfarm.com]
[cahuillaranch.com]
[augustinecasino.com]

AUGUSTINE BAND OF CAHUILLA INDIANS
84-481 Avenue 54, Coachella CA 92236
Telephone: (760) 398-4722
Fax (760) 369-7161
Tribal Chairperson: Amanda Vance
Tribal Vice-Chairperson: Victoria Martin
Tribal Secretary: Geramy Martin

Date: 09/20/2023

Dear: Thomas Grahn
Senior Planner

SUBJECT: Ontario Regional Sports Complex Subsequent Environmental Impact Report

Thank you for the opportunity to offer input concerning the development of the above-identified project. We appreciate your sensitivity to the cultural resources that may be impacted by your project and the importance of these cultural resources to the Native American peoples that have occupied the land surrounding the area of your project for thousands of years. Unfortunately, increased development and lack of sensitivity to cultural resources have resulted in many significant cultural resources being destroyed or substantially altered and impacted. Your invitation to consult on this project is greatly appreciated.

At this time, we are unaware of specific cultural resources that may be affected by the proposed project, however, in the event, you should discover any cultural resources during the development of this project please contact our office immediately for further evaluation.

Very truly yours,

Geramy Martin

Geramy Martin, Tribal Secretary
Augustine Band of Cahuilla Indians

From: Yeni Hernandez <yhernandez531@yahoo.com>
Sent: Monday, September 25, 2023 5:29 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: Meeting question

Good Afternoon

My name is Yeni Hernandez a resident of Ontario for the last 13years.

My question is as followed:
-Is this sport complex also including softball fields?

Everything, I've so far read about this new sport complex is focus on soccer and baseball fields.

If you have any information on how softball fields will be part of this new amazing Ontario complex, will appreciate if you forward to my email.
yhernandez531@yahoo.com

Looking forward to attending this meeting.

Thank you

Yeni Hernandez

From: Craig A. Peters <CPeters@ontariopolice.org>
Sent: Tuesday, September 26, 2023 7:06 AM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Cc: Craig A. Peters <CPeters@ontariopolice.org>; Rudy Zeledon <RZeledon@ontarioca.gov>; Scott Murphy <SMurphy@ontarioca.gov>
Subject: FW: City of Ontario – Notice of Upcoming Scoping Meeting

Good morning, Thomas.

This recent notice for the upcoming scoping meeting for the Ontario Regional Sports Complex spurred a thought. I realize that this idea may be too late in the planning and development process for the complex, although it would be a great and forward-thinking addition. Maybe it could be incorporated into future planning.

As an Ontario resident for the past 50 years and a city employee for 24 years, I'm excited and proud to see the upcoming development in my community, the recreation amenities that are being planned and proposed are clearly well thought out diversified. They are going to pay huge dividends for our community as well as my own family.

Not sure if you are familiar with "Pump Tracks" , but recently I went to one in San Diego with my 18-year-old son and what a fun experience it was. There were 60-year-olds on skateboards, 6-year-olds on scooters, teenagers on bikes. There were kids, moms, dads, grandpas. It clearly transcended ages and generations. Everyone was respectful, supportive of each other, following the rules, and having a great time.

Not to be critical, but the Sports Complex includes a "skate park", which is great and a bit overdue. But why not include something that is on the cutting edge of recreation? Something that only more progressive cities have. Something that is going to attract people to Ontario. Something that sets us apart. Something that Upland, Chino, Chino Hills, Rancho, Eastvale don't have? They all have "skate parks". Ontario should have something a little more, a little better.

Just a thought from a long-time resident. If this idea should be redirected to someone more appropriate, please let me know.

I attached an informational link. https://pumptrack.com/.

Thanks for your time and consideration.

Craig Peters

Forensic Div. Manager
Ontario Police Department
2500 S. Archibald Ave
Ontario CA. 91761
(909)408-1886
cpeters@ontariopolice.org

"It's amazing what you can accomplish when you don't care who gets the credit."

From:	Thomas Grahn
To:	Kimberly Ruddins; Nicole Vermilion; Lexie Zimny
Subject:	FW: NOP - Ontario Regional Sports Complex (File No. PGPA23-002 & PZC23-004)
Date:	Tuesday, September 26, 2023 3:50:10 PM

From: Faviola Bugarin <FBugarin@networkmedicalmanagement.com>
Sent: Tuesday, September 26, 2023 12:43 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: NOP - Ontario Regional Sports Complex (File No. PGPA23-002 & PZC23-004)

Hello Thomas,
In this sport complex does this include a facility for our recreation team, Ontario Fastpitch Softball Association?

I see the plans but it does not mention our girls league.

Thank you
Faviola

Faviola Bugarin
Utilization Coordinator II, Utilization Management Department
Network Medical Management / Apollo Medical Holdings
1668 S. Garfield Ave., 2nd Floor, Alhambra, CA 91801
Email: FBugarin@networkmedicalmanagement.com
T 626. 943. 6003 | **F** 626. 943. 6375 LinkedIn

From:	Thomas Grahn
To:	Nicole Vermilion; Lexie Zimny; Kimberly Ruddins
Subject:	FW: NOP for DEIR for Ontario Regional Sports Complex Project. Ontario, CA
Date:	Tuesday, September 26, 2023 3:46:42 PM

From: Jamie Nord <Jamie.Nord@sanmanuel-nsn.gov>

Sent: Tuesday, September 26, 2023 3:14 PM

To: Thomas Grahn <TGrahn@ontarioca.gov>

Subject: RE: NOP for DEIR for Ontario Regional Sports Complex Project. Ontario, CA

Hello Thomas

Thank you for contacting the Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians) regarding the above-referenced project. YSMN appreciates the opportunity to review the project documentation, which was received by the Cultural Resources Management Department on September 19th, 2023. The proposed project is located outside of Serrano ancestral territory and, as such, YSMN will not be requesting to receive consulting party status with the lead agency or to participate in the scoping, development, or review of documents created pursuant to legal and regulatory mandates.

Respectfully,
Jamie Nord
Tribal Archaeologist

From:	Thomas Grahn
To:	Nicole Vermilion; Lexie Zimny
Cc:	Kimberly Ruddins
Subject:	FW: City of Ontario Ontario Regional Sports Complex NOP SEIR
Date:	Wednesday, September 27, 2023 11:12:39 AM
Attachments:	Ontario Ontario Regional Sports Complex 27Sept23.pdf

From: Tribal Historic Preservation Office <thpo@morongo-nsn.gov>
Sent: Wednesday, September 27, 2023 10:07 AM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Cc: Ann Brierty <ABrierty@morongo-nsn.gov>; Laura Chatterton <lchatterton@morongo-nsn.gov>; Joan Schneider <jschneider@morongo-nsn.gov>
Subject: City of Ontario Ontario Regional Sports Complex NOP SEIR

The Morongo Band of Mission Indians (Tribe/MBMI) Tribal Historic Preservation Office received your letter regarding the above referenced Project. The proposed Project is not located within the boundaries of the ancestral territory or traditional use area of the Cahuilla and Serrano people of the Morongo Band of Mission Indians.

Thank you for notifying the MBMI about this project. MBMI encourages your consultation with tribes more closely associated with the lands upon which the project is located.

Please see attached letter.

Respectfully,

Laura Chatterton
Cultural Resource Specialist
Tribal Historic Preservation Office
Morongo Band of Mission Indians
12700 Pumarra Road
Banning, CA 92220
O: (951) 755.5256
M: (951) 663.7570

TRIBAL HISTORIC PRESERVATION OFFICE

VIA ELECTRONIC MAIL

tgrahn@ontarioca.gov

Thomas Grahn
Planning Department
City of Ontario
303 East B Street
Ontario, CA 91764

MORONGO BAND OF MISSION INDIANS
A SOVEREIGN NATION

September 27, 2023

Re: Notice of Preparation Subsequent Environmental Impact Report for the Ontario Regional Sports Complex in the City of Ontario, San Bernardino County, California

The Morongo Band of Mission Indians (Tribe/MBMI) Tribal Historic Preservation Office received your letter regarding the above referenced Project. The proposed Project is not located within the boundaries of the ancestral territory or traditional use area of the Cahuilla and Serrano people of the Morongo Band of Mission Indians.

Thank you for notifying the MBMI about this project. MBMI encourages your consultation with tribes more closely associated with the lands upon which the project is located.

Respectfully,

Bernadette Ann Brierty

Bernadette Ann Brierty
Tribal Historic Preservation Officer
Morongo Band of Mission Indians

CC: Morongo THPO

12700 Pumarra Road – Banning, CA 92220 – (951) 755-5259 – Fax (951) 572-6004 – THPO@morongo-nsn.gov

LOZEAU DRURY LLP
T 510.836.4200
F 510.836.4205
1939 Harrison Street, Ste. 150
Oakland, CA 94612
www.lozeaudrury.com
rebecca@lozeaudrury.com

Via Email

October 3, 2023

Sheila Mautz
City Clerk
City of Ontario
303 E. B Street
Ontario, California 91764
recordsmanagement@ontarioca.gov

Thomas Grahn, Senior Planner
Community Development Department
City of Ontario
303 E. B Street
Ontario, California 91764
tgrahn@ontarioca.gov

Re: CEQA and Land Use Notice Request for Ontario Regional Sports Complex (File No. PGPA23-002 & PZC23-004, SCH No. 2006111009)

Dear Ms. Mautz and Mr. Grahn,

I am writing on behalf of Supporters Alliance for Environmental Responsibility ("SAFER") regarding the Ontario Regional Sports Complex (File No. PGPA23-002 & PZC23-004, SCH No. 2006111009), which proposes the development of a 16-acre sports entertainment area with a semi professional baseball stadium, supported by ancillary retail buildings (135,000 square feet), a 100-room hotel (70,000 square feet), a 4-level parking structure for 1600 vehicles, 13 lighted soccer fields, 8 multi-use lighted baseball/softball fields, a 159,450-square-foot indoor athletic facility, 45,000 square feet of retail with a 14.25-acre surface parking area to accommodate 1,500 surface parking spaces, a 70,000-square-foot, state-of-the-art community center, and a 13,000-square-foot aquatics facility on an approximately 190-acre site in the City of Ontario ("Project").

We hereby request that the City of Ontario ("City") send by electronic mail, if possible, or U.S. Mail to our firm at the address below notice of any and all actions or hearings related to activities undertaken, authorized, approved, permitted, licensed, or certified by the City and any of its subdivisions, and/or supported, in whole or in part, through contracts, grants, subsidies, loans or other forms of assistance from the City, including, but not limited to the following:

- Notice of any public hearing in connection with the Project as required by California Planning and Zoning Law pursuant to Government Code Section 65091.
- Any and all notices prepared for the Project pursuant to the California Environmental Quality Act ("CEQA"), including, but not limited to:
    - Notices of any public hearing held pursuant to CEQA.
    - Notices of determination that an Environmental Impact Report ("EIR") is required for the Project, prepared pursuant to Public Resources Code Section 21080.4.
    - Notices of any scoping meeting held pursuant to Public Resources Code Section 21083.9.

- Notices of preparation of an EIR or a negative declaration for the Project, prepared pursuant to Public Resources Code Section 21092.
- Notices of availability of an EIR or a negative declaration for the Project, prepared pursuant to Public Resources Code Section 21152 and Section 15087 of Title 14 of the California Code of Regulations.
- Notices of approval and/or determination to carry out the Project, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
- Notices of any addenda prepared to a previously certified or approved EIR.
- Notices of approval or certification of any EIR or negative declaration, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
- Notices of determination that the Project is exempt from CEQA, prepared pursuant to Public Resources Code section 21152 or any other provision of law.
- Notice of any Final EIR prepared pursuant to CEQA.
- Notice of determination, prepared pursuant to Public Resources Code Section 21108 or Section 21152.

Please note that we are requesting notices of CEQA actions and notices of any public hearings to be held under any provision of Title 7 of the California Government Code governing California Planning and Zoning Law. **This request is filed pursuant to Public Resources Code Sections 21092.2 and 21167(f), and Government Code Section 65092**, which requires agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

Please send notice by electronic mail, if possible, or U.S. Mail to:

Rebecca Davis
Madeline Dawson
Layne Fajeau
Lozeau Drury LLP
1939 Harrison Street, Suite 150
Oakland, CA 94612
rebecca@lozeaudrury.com
madeline@lozeaudrury.com
layne@lozeaudrury.com

Please call if you have any questions. Thank you for your attention to this matter.

Sincerely,

Layne Fajeau
Lozeau | Drury LLP

FROM THE DESK OF

Thomas L. Muñoz

October 5, 2023

Thomas Grahn
Senior Planner
303 East B Street
Ontario, Calif. 91764

Dear Mr. Grahn,

Thank you for the informative discussion we had on Sept. 27th at the "Scoping" meeting. You are a high quality individual, and I am glad you are the city's senior planner. I respect your experience of over 30 years.

I am submitting this letter in regards to the Ontario Regional Sports Complex project. I grew up in Anaheim, played competitive baseball, and I had free Dodger baseball on Channel 11, and the California Angels on Channel 5, as well as free Game of the Week on Channel 4. I learned a great deal from watching these sports events. Sports was a big part of my life and I think this project under consideration is a great undertaking, serving the youth of our city well.

I do have some concerns, however. The city council re-zoned many acres of land east of the Edenglen and Creekside East communities, literally clearing the way for the Crowe development project of warehouse distribution centers as well as the expansion of the nearby San Antonio Winery project. When the warehouse distribution centers are up and running, there will be additional big diesel truck traffic which will also bring air and noise pollution. The 60 fwy near our homes is widening on and off ramps for Haven Ave. and Milliken Aves., which I'm guessing is to accommodate extra truck traffic. The following nearby main streets (Archibald Ave., Riverside Drive, Haven Ave.and Milliken Ave.) will all be negatively impacted. Residents will be adversely affected, too, especially during school drop offs and school pickups of young and older kids who go to Creek View Elementary, Grace Yokley Middle School and Colony High School. In our area, we ALREADY are seeing greater traffic flows on Haven, as Eastvale residents are using Haven Ave. to get to the 60 and 10 freeways. And, more home are being built near Riverside Drive and Haven Ave.

2592 OAK SPRINGS PLACE ONTARIO, CALIF. (1761

Is the Regional Sports Complex for the exclusive use of Ontario residents, or is the plan for youth of neighboring cities as well? The amount of additional use of the many soccer and baseball/softball fields will draw extra traffic, obviously, but the minor league baseball team will most certainly draw extra traffic to our area on game days. The stadium has a 6,000 seat capacity. I would hope that the multi-level parking structure that is being built will accommodate thousands of cars. Fans sometimes park in nearby businesses, like our nearby Ralph's shopping center, or our nearby Rite Aid or Walgreens shopping centers. I hope your planning includes prevention of traffic issues. If the minor league team is an affiliate of the Los Angeles Dodgers, there will be great interest and attendance from many cities that have Dodgers fans. And if an occasional Dodger player comes to play in Ontario on a rehab assignment, the game(s) will be a sellout. Imagine Clayton Kershaw coming to town to play.

The extra traffic (cars, trucks, and pedestrians) is my first concern.

My other concern is the funding of the Ontario Regional Sports Complex. Will the recently approved Proposition Q, the additional 1% local tax increase to Ontario residents, fund all or part of the project? Will Ontario issue new municipal bonds? Historically, as evidenced in a 2018 Atlantic Monthly article, and most recently in a September 2023 Forbes Magazine business article, cities end up funding these types of projects with bonds that cost the cities lots of money for years. Proposition Q was campaigned for the necessary services of the city, for improvement in services to the residents. It was not presented by its proponents to pay for a new sports complex.

Those are my two concerns, respectfully submitted. It was a pleasure meeting you at the Scoping gathering, as well as talking to you and Dan Bell, the city's communications director.

Sincerely yours,

Thomas L. Muñoz

Cc: Dan Bell, Communications Director

Steve Ochoa, City Manager

THPO
Pala Band of Mission Indians

TRIBAL HISTORIC PRESERVATION OFFICE
PALA BAND OF MISSION INDIANS
PMB 50, 35008 Pala Temecula Road | Pala, CA 92059
Phone 760-891-3510 | www.palatribe.com

October 13, 2023

Thomas Grahn
City of Ontario
303 East B Street
Ontario, CA 91764

Re: Ontario Regional Sports Complex

Dear Thomas Grahn:

The Pala Band of Mission Indians Tribal Historic Preservation Office has received your notification of the project referenced above. This letter constitutes our response on behalf of Robert Smith, Tribal Chairman.

We have consulted our maps and determined that the project as described is not within the boundaries of the recognized Pala Indian Reservation. The project is also beyond the boundaries of the territory that the tribe considers its Traditional Use Area (TUA). Therefore, we have no objection to the continuation of project activities as currently planned and we defer to the wishes of Tribes in closer proximity to the project area.

We appreciate involvement with your initiative and look forward to working with you on future efforts. Pala is now offering tribal monitoring services. If you have questions or need additional information, please do not hesitate to contact Alexis Wallick by telephone at 760-891-3537 or by e-mail at THPO@palatribe.com.

Sincerely,

Shasta C. Gaughen, PhD
Tribal Historic Preservation Officer
Pala Band of Mission Indians

ATTENTION: THE PALA TRIBAL HISTORIC PRESERVATION OFFICE IS RESPONSIBLE FOR ALL REQUESTS FOR CONSULTATION. PLEASE ADDRESS CORRESPONDENCE TO **SHASTA C. GAUGHEN** AT THE ABOVE ADDRESS. IT IS NOT NECESSARY TO ALSO SEND NOTICES TO PALA TRIBAL CHAIRMAN ROBERT SMITH.

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL:
tgrahn@ontarioca.gov
Thomas Grahn, Senior Planner
City of Ontario
Planning Department
303 East "B" Street
Ontario, CA 91764

October 14, 2023

Notice of Preparation of a Subsequent Environmental Impact Report for the Ontario Regional Sports Complex Subsequent Environmental Impact Report (Proposed Project)

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. Our comments are recommendations on the analysis of potential air quality impacts from the Proposed Project that should be included in the Subsequent Environmental Impact Report (EIR). Please send a copy of the Subsequent EIR upon its completion and public release directly to South Coast AQMD as copies of the Subsequent EIR submitted to the State Clearinghouse are not forwarded. **In addition, please send all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses (electronic versions of all emission calculation spreadsheets, air quality modeling, and health risk assessment input and output files, not PDF files). Any delays in providing all supporting documentation for our review will require additional review time beyond the end of the comment period.**

CEQA Air Quality Analysis

Staff recommends that the Lead Agency use South Coast AQMD's CEQA Air Quality Handbook and website[1] as guidance when preparing the air quality and greenhouse gas analyses. It is also recommended that the Lead Agency use the CalEEMod[2] land use emissions software, which can estimate pollutant emissions from typical land use development and is the only software model maintained by the California Air Pollution Control Officers Association.

South Coast AQMD has developed both regional and localized significance thresholds. South Coast AQMD staff recommends that the Lead Agency quantify criteria pollutant emissions and compare the emissions to South Coast AQMD's CEQA regional pollutant emissions significance thresholds[3] and localized significance thresholds (LSTs)[4] to determine the Proposed Project's air quality impacts. The localized analysis can be conducted by either using the LST screening tables or performing dispersion modeling.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated.

[1] South Coast AQMD's CEQA Handbook and other resources for preparing air quality analyses can be found at: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook.
[2] CalEEMod is available free of charge at: www.caleemod.com.
[3] South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf.
[4] South Coast AQMD's guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips, and hauling trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers and air pollution control devices), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, emissions from the overlapping construction and operational activities should be combined and compared to South Coast AQMD's regional air quality CEQA ***operational*** thresholds to determine the level of significance.

In the event that implementation of the Proposed Project requires a permit from South Coast AQMD, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project in the Subsequent EIR. The assumptions in the air quality analysis in the Subsequent EIR will be the basis for evaluating the permit under CEQA and imposing permit conditions and limits. Questions on permits should be directed to South Coast AQMD's Engineering and Permitting staff at (909) 396-3385.

The California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective*[5] is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process with additional guidance on strategies to reduce air pollution exposure near high-volume roadways available in CARB's technical advisory[6].

The South Coast AQMD's *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*[7] includes suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. It is recommended that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions.

Mitigation Measures

In the event that the Proposed Project results in significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize these impacts. Any impacts resulting from mitigation measures must also be analyzed. Several resources to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project include South Coast AQMD's CEQA Air Quality Handbook,[8] South Coast AQMD's Mitigation Monitoring and Reporting Plan for the 2022 Air Quality Management Plan,[9] and Southern California Association of Government's Mitigation Monitoring and Reporting Plan for the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy.[10].

Mitigation measures for operational air quality impacts from other area sources that the Lead Agency should consider in the Subsequent EIR may include the following:

[5] CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* can be found at: http://www.arb.ca.gov/ch/handbook.pdf.
[6] CARB's technical advisory can be found at: https://www.arb.ca.gov/ch/landuse.htm.
[7] South Coast AQMD. 2005. *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*. Available at: http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf.
[8] https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook
[9] South Coast AQMD's 2022 Air Quality Management Plan can be found at: http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan (Chapter 4 - Control Strategy and Implementation).
[10] Southern California Association of Governments' 2020-2045 RTP/SCS can be found at: https://www.connectsocal.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf.

- Maximize use of solar energy by installing solar energy arrays.
- Use light colored paving and roofing materials.
- Utilize only Energy Star heating, cooling, and lighting devices, and appliances.
- Use of water-based or low VOC cleaning products that go beyond the requirements of South Coast AQMD Rule 1113.

Design considerations for the Proposed Project that the Lead Agency should consider to further reduce air quality and health risk impacts include the following:

- Clearly mark truck routes with trailblazer signs, so that trucks will not travel next to or near sensitive land uses (e.g., residences, schools, day care centers, etc.).
- Design the Proposed Project such that truck entrances and exits are not facing sensitive receptors and trucks will not travel past sensitive land uses to enter or leave the Proposed Project site.
- Design the Proposed Project such that any check-in point for trucks is inside the Proposed Project site to ensure that there are no trucks queuing outside.
- Design the Proposed Project to ensure that truck traffic inside the Proposed Project site is as far away as feasible from sensitive receptors.
- Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the Proposed Project site.

South Coast AQMD staff is available to work with the Lead Agency to ensure that air quality, greenhouse gas, and health risk impacts from the Proposed Project are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at swang1@aqmd.gov.

Sincerely,

Sam Wang

Sam Wang
Program Supervisor, CEQA IGR
Planning, Rule Development & Implementation

SW
SBC230920-10
Control Number

10/16/2023

VIA EMAIL ONLY

Thomas Grahn
City of Ontario Planning Department
303 East B Street
Ontario, CA 91764
Email: TGrahn@ontarioca.gov

RE: NOP Comments for Ontario Regional Sports Complex Project

Dear Mr. Grahn,

Thank you for providing Californians Allied for a Responsible Economy ("CARE CA") with the opportunity to comment on the Notice of Preparation ("NOP") for the environmental review of the Ontario Regional Sports Complex Project ("Project"). The Project proposes 540,750 square feet of commercial building space, 450,000 square feet of stadium space, and 272,000 square feet of parking structures.

CARE CA respectfully requests, under CEQA, complete analysis of all impacts, imposition of all feasible mitigation and study of a reasonable range of alternatives to the Project. In addition, we request that the City take into consideration the following comments:

i) Project Description: We encourage the City to ensure that the Project's objectives are not so narrow as to preclude any alternative other than the Project. Such a narrow approach for describing the Project's objectives prevents informed decision making and public participation.

ii) Air Quality & Public Health: CARE CA has a particular interest in air quality and public health. Estimates of the significance of air quality impacts must be consistent with current epidemiological studies regarding the effects of pollution and various kinds of environmental stress on public health. We must not ignore the unjust consequences of toxic pollution on communities. Therefore, the DSEIR should include a Health Risk Assessment.

iii) Greenhouse Gas Emissions: In the DSEIR analysis, the City has the discretion to quantify GHG emissions resulting from a project and/or rely on a qualitative analysis or performance-based standards "based to the extent possible on scientific and factual data" Guidelines §,15064, subd. (b). To determine the significance of the Project's GHG, we urge the City to adopt thresholds that embody climate change's existential threat to humankind and provide detailed

discussion on the Applicant's plan to offset the Project's GHG emissions. For instance, a plan that uses parking as an opportunity to address potential air quality, GHG and traffic impacts should be considered.

iv) Mitigation measures must be effective and enforceable. Every effort must be made to incorporate modern technology in the mitigation measures and MMRP. For example, a requirement that all off-road equipment and trucks using the site during construction be zero emission would reduce air pollution impacts and CO2 emissions.

Thank you for the opportunity to submit NOP comments. CARE CA respectfully urges the City to take this opportunity to protect the environment and the community to the maximum extent feasible. We look forward to reviewing and commenting on subsequent environmental review documents when these documents are released for public review.

Sincerely,

Jeff Modrzejewski
Executive Director

CITY of CHINO

October 16, 2023

VIA EMAIL & U.S. MAIL
tgrahn@ontarioca.gov

Thomas Grahn
City of Ontario Planning Department
303 East "B" Street
Ontario, CA 91764

Re: Notice of Preparation (NOP) and Scoping Meeting for Ontario Regional Sports Complex Subsequent Environmental Impact Report (SEIR)

Dear Thomas:

This letter is in response to the Notice of Preparation (NOP) and Scoping Meeting for Ontario Regional Sports Complex Subsequent Environmental Impact Report (SEIR), made available on September 15, 2023. The City's comments are outlined below:

Traffic / Transportation

1) The project's Traffic Impact Analysis should include the LOS analysis of any intersections and roadway segments expected to have 50 or more peak hour trips added by the project. The peak hour should not only include the typical morning and afternoon peak periods but an analysis of anticipated event arrival and dismissal peak periods for major events including weekends. A worse-case scenario should be included in the analysis. Impacts to adjacent facilities should be identified and mitigation measures recommended and conditioned upon the project.

2) As the project is expected to attract regional use, impacts to regional facilities such as freeways, major arterials and public transportation systems should be included to determine anticipated needs for services and impacts to the transportation system to ensure regional movement of traffic is not significantly impacted.

Public Works

3) The Regional Sports complex seems to be tributary to the Lower Cucamonga Spreading Grounds and Cucamonga Creek. Cucamonga Creek does convey to Mill Creek. Please describe the changes, if applicable, to any of the constructed wetlands in the Mill Creek wetlands.

13220 Central Avenue, Chino, California 91710
Mailing Address: P.O. Box 667, Chino, California 91708-0667
(909) 334-3250 (909) 334-3720 Fax
Web Site: www.cityofchino.org

4) Please specify any deviations from the Regional Board letter dated 11/14/2016 to the design capture volume of the regional natural treatment system wetlands BMP to which this was a part of the development known as New Model Colony, to which captured and treated areas by the Mill Creek Wetlands were roughly allocated by land use type.

Noise

5) The EIR should include an analysis on what mitigation measures would be put in place to mitigate noise impacts from the proposed baseball stadium or other parts of the complex that could be used for other events such as concerts, festivals, monster truck events, etc.

If you have any questions, please contact me by email at mhitz@cityofchino.org, or you can call me at 909-334-3448.

Sincerely,

Michael Hitz
Principal Planner

cc: Andrea Gilbert, Acting City Planner
Dennis Ralls, Transportation Manager

CITY OF EASTVALE
12363 Limonite Avenue | Suite 910 | Eastvale, CA 91752
951.361.0900

October 16, 2023

Thomas Grahn, Senior Planner
Ontario Planning Department
303 East "B" Street
Ontario, CA 91764

Sent via email to: tgrahn@ontarioca.gov

RE: NOTICE OF PREPERATION (NOP) AND SCOPING MEETING FOR THE ONTARIO REGIONAL SPORTS COMPLEX SUBSEQUENT ENVIRONMENTAL IMPACT REPORT (SEIR)

Dear Mr. Grahn:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) and Scoping Meeting for the Ontario Regional Sport Complex Subsequent Environmental Impact Report (SEIR). Eastvale values its relationship with neighboring jurisdictions and is not opposed to development of this site; however, this project has the potential to generate traffic impacts in Ontario and Eastvale. The City of Eastvale offers the following comments for your consideration:

- **Area to be Studied –** According to the Riverside County Transportation Department's Traffic Impact Analysis (TIA) Guidelines, *the minimum area to be studied shall include any intersection of "Collector" or higher classification street, with "Collector" or higher classification streets, at which the proposed project will add 50 or more peak hour trips, not exceeding a 5-mile radius from the project site. The Transportation Department may require deviation from these requirements based on area conditions*.

  Please view the attached exhibit illustrating the intersections that the City of Eastvale requests be included as part of the study area within the TIA. In addition, contribution of fair share costs for any mitigations needed for the applicable intersections (as provided in the attached exhibit), shall also be considered.

- **Draft EIR** - The City of Eastvale will be awaiting to review the Draft EIR for the Ontario Regional Sports Complex.

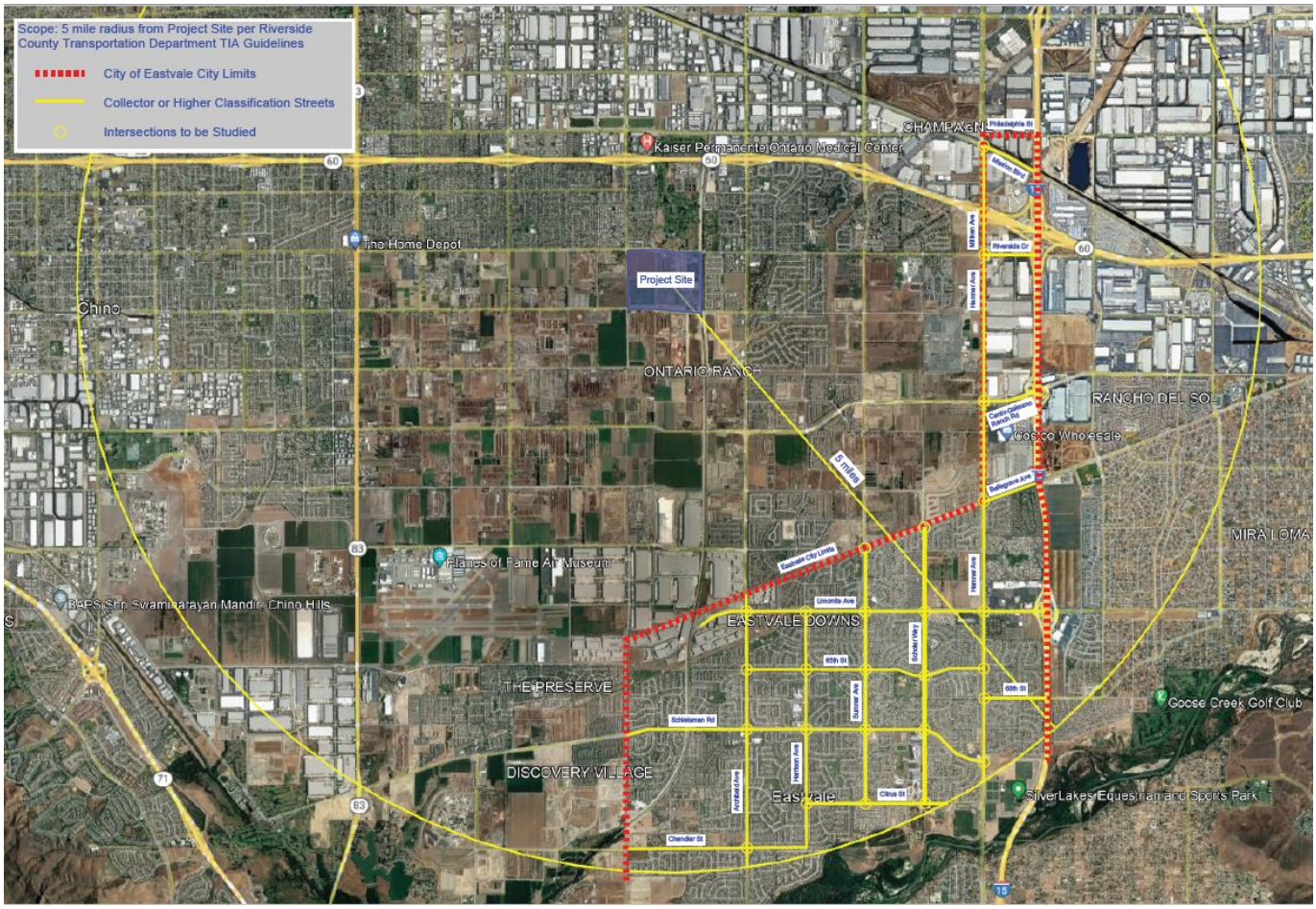
Eastvale staff would like to request a meeting to discuss these comments and potential solutions that address concerns for both cities. Please contact me at (951) 703-4499 or ggonzalez@eastvaleca.gov to set a date and time to meet.

We look forward to working cooperatively with the City of Ontario on regional issues that affect our respective communities.

Sincerely,

Gustavo N. Gonzalez, AICP
Community Development Director

Exhibit:


Scope: 5 mile radius from Project Site per Riverside County Transportation Department TIA Guidelines
City of Eastvale City Limits
Collector or Higher Classification Streets
Intersections to be Studied
Kaiser Permanente Ontario Medical Center
The Home Depot
Project Site
Chino
ONTARIO RANCH
CHAMPAGNE
RANCHO DEL SO
Costco Wholesale
5 miles
MIRA LOMA
Planes of Fame Air Museum
BAPS Shri Swaminarayan Mandir, Chino Hills
EASTVALE DOWNS
THE PRESERVE
DISCOVERY VILLAGE
Eastvale
Goose Creek Golf Club
SilverLakes Equestrian and Sports Park

From: Thornhill, Elizabeth <Elizabeth.Thornhill@cityofrc.us>
Sent: Monday, October 16, 2023 11:33 AM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Cc: Gillison, John <John.Gillison@cityofrc.us>; Burris, Matt <Matt.Burris@cityofrc.us>; Marquez, Matt <Matt.Marquez@cityofrc.us>
Subject: NOP Comments - Ontario Regional Sports Complex

Good morning Mr. Grahn,

Please find attached the comments on the Notice of Preparation for the proposed Ontario Regional Sports Complex subsequent EIR. A hard copy will also be delivered to you today.

If you have any questions, please contact Matt Marquez, Director of Planning and Economic Development.

Sincerely,

Elizabeth Thornhill
Executive Assistant, Planning and Economic Development Department
City of Rancho Cucamonga
(909) 477-2750, Ext. 4314

CITY OF RANCHO CUCAMONGA

10500 Civic Center | Rancho Cucamonga, CA 91730 | 1-909-477-2700 | www.CityofRC.us

October 16, 2023

Thomas Grahn
Senior Planner
City of Ontario
303 East "B" Street
Ontario, CA 91764

Re: Comments on Notice of Preparation for the Ontario Regional Sports Complex Subsequent EIR

Dear Mr. Grahn;

I am writing to provide comments on the Notice of Preparation (NOP) for the proposed Ontario Regional Sports Complex Subsequent EIR. The City of Rancho Cucamonga appreciates the opportunity to participate in the scoping process for this significant project, which seeks to develop a new minor league baseball stadium and sports complex in the Ontario Ranch.

1. **Project Description:** We acknowledge the project's potential to contribute positively to the *local and* regional community, providing entertainment and economic benefits. However, the NOP's project description lacks sufficient detail to comprehensively evaluate potential environmental impacts. We request that the NOP be revised to provide a more comprehensive and precise project description, specifically which "parcels in the Vineyard Corridor, south of the project site," where the land uses would be changed to comply with the requirements of SB330 and SB166. A map, parcel numbers, and current zoning information would be much appreciated, as the parcels to the south of the project site are identified as agricultural on the map provided. Furthermore, the current NOP states that the current zoning for the current Specific Plan allows for the development of 891 residential units with an affordable housing overlay. In addition, the specific plan includes the development of an additional 58 units in P.A. 7 if the school site is not developed, increasing the number of units from 891 to 949, not including any applicable affordable housing overlay. We ask that the project description be clarified to show the total number of units possible for the project, including the affordable housing overlay, to show an accurate representation of the number of housing units potentially lost with this project. As noted above, the current Specific Plan identifies P.A. 7 as the site of a future elementary school. Please include information on where that future school site would be relocated, or if not relocated then what other alternative is under consideration and the implications of that change. To the extent that the City's existing soccer fields (the Ontario Soccer Park) north of Whispering Lakes Golf Course will be relocated to this project site and the use of that facility changed, the NOP project description should include the reuse of that site. Additionally, several City of Ontario officials have made statements expressing the City's desire to create a new home for the Rancho Baseball, LLC., franchise, which currently plays its home games at LoanMart Field (the Epicenter) in the City of Rancho Cucamonga, with the stated intent of relocating the team from Rancho Cucamonga to this new facility in the City of Ontario. If this is indeed Ontario's intended course of action, this should be disclosed in a revised NOP as part of the project description. The environmental impacts of moving this *local and* regional draw from one city to another should be disclosed in the Subsequent EIR, including impacts to the City of Rancho Cucamonga. Alternatively, if Ontario's intent is to establish

a new team to play at the stadium, then that should likewise be disclosed in the project description. Without fully understanding the subsequent land use changes as well as the intent to relocate the Rancho Baseball, LLC., franchise, it is difficult to fully comment of the necessary considerations and analysis for the Subsequent EIR.

2. **Traffic and Transportation:** Given the anticipated increase in vehicular traffic to and from the sports complex, it is crucial to assess potential traffic congestion, parking demand, and public transportation options. The EIR should include a detailed traffic impact analysis to understand how the project may affect the surrounding freeways, roadways, and infrastructure. The EIR should address the regional aspect of the project and address the change and potential impact on VMT with a comprehensive VMT analysis. Additionally, the traffic and VMT analysis should investigate and disclose the changes in transportation activities for the full extent of the project, including the land use changes "in the Vineyard Corridor" and at the Ontario Soccer Park. In those areas where the widening of roads would occur to accommodate the increased traffic volumes, please include an environmental impact assessment of the conversion of land to roadways.

3. **Noise and Light Pollution:** The NOP lists noise and aesthetics as topics that will be addressed. To properly evaluate these impacts, we request conducting a comprehensive noise and light pollution study, including event-specific noise and light levels and measures to mitigate any adverse effects on nearby residential areas as well as agricultural areas. Bright lights and loud noise can be especially impactful to agricultural operations. We understand that the City envisions an expedited construction schedule in order to have the minor league stadium operational by April 2025. Please ensure the noise analysis appropriately reflects the increased daily construction activities that would be necessary to accommodate this construction schedule. Additionally, we request the EIR include an analysis of noise levels along all streets where widening would occur as well as where notable traffic increases would occur.

4. **Land Conversion and Onsite Environmental Resources:** The project site may have environmental resources that require protection. We urge a thorough assessment of potential impacts on local flora and fauna, wetlands, water bodies, and archaeological resources. It is essential to identify any mitigation measures that may be necessary to protect these resources. The EIR should also analyze the impacts associated with agricultural land conversion, including the associated cumulative impacts to the broader agricultural economy in the region.

5. **Alternatives Analysis:** The NOP should explore a range of project alternatives, including site locations, project designs, and mitigation measures. Comparative analysis of these alternatives will aid in making informed decisions regarding the project's environmental impacts. Additionally, several City of Ontario officials have made statements expressing the City's desire to create a new home for the Rancho Baseball, LLC., franchise, thereby relocating the team from Rancho Cucamonga to this new facility in the City of Ontario. While the City of Rancho Cucamonga is confident that Major League Baseball and Rancho Baseball, LLC. will be able to secure a second minor league franchise for the region, the EIR should analyze the potential impacts of the minor league franchise moving from Rancho Cucamonga to Ontario if a second franchise is not secured. This should include the traffic, noise, air quality, VMT, and GHG impacts associated with moving the team to Ontario, as well as the potential impacts to the Epicenter, the areas around it, and the City of Rancho Cucamonga should the Epicenter be left vacant.

6. **Climate Change:** We request that the EIR thoroughly assess the project's greenhouse gas emissions and explore measures to reduce its carbon footprint. Given the heightened concerns around global climate change, we suggest the EIR include a lifecycle analysis of GHG emissions, including construction emissions, operational emissions from both the operation and maintenance of the site and transportation and all materials used in the construction of the site. Finally, please ensure the climate change analysis includes the full scope of the project, including changing the land uses along the Vineyard Corridor and the possible change to the Ontario Soccer Park.

7. **Hazards and Hazardous Materials:** From the review of the aerial photograph, it appears that there are a series of settling basins on the site associated with historic agricultural uses. The SEIR should study the disposition of the settling basins and any associated hazardous materials implications from both the basins and the historic agricultural uses.

8. **Air quality:** We request the EIR thoroughly assess the project's criteria for pollutant emissions and impacts on air quality. We understand that the City envisions an expedited construction schedule in order to have the minor league stadium operational by April 2025. Please ensure the air quality analysis appropriately reflects the increased daily construction activities that would be necessary to accommodate this construction schedule. Please ensure the air quality analysis includes the full scope of the project description, including the changes to residential land uses and the change in use of the Ontario Soccer Park, and all the associated changes in transportation patterns.
9. **Public Services and Utilities:** Please ensure the EIR includes a comprehensive analysis of the impacts on public services and utilities associated with the entire extent of the proposed project. Given the ongoing drought facing the Southwest, we ask the EIR to take a comprehensive look at how local, regional, and recycled water supplies and infrastructure, as well as wastewater infrastructure and treatment capacity, would be impacted by this project.

In conclusion, we emphasize the importance of a comprehensive and transparent environmental review process for the proposed Ontario Regional Sports Complex. We are excited for the potential benefits for the region that such a facility might provide. We respectfully request the City of Ontario amend and reissue the NOP with a more complete project description as described above, to ensure all reviewers have an adequate understanding of the proposed project. Otherwise, it is not clear how NOP reviewers could effectively comment on the scope of the EIR or otherwise adequately participate in the environmental review process.

Please consider these comments during the development of the EIR, and feel free to contact me if you require any additional information or clarification. We appreciate the City of Ontario sharing the NOP with the City of Rancho Cucamonga and request that you continue to notify the City of Rancho Cucamonga of all future steps and opportunities to participate in the environmental review process.

Sincerely,

Matt Marquez
Director of Planning and Economic Development
City of Rancho Cucamonga

From: Thomas Grahn
To: Nicole Vermilion; Lexie Zimny
Cc: Kimberly Ruddins
Subject: FW: Ontario Regional sports complex
Date: Monday, October 16, 2023 3:07:26 PM

-----Original Message-----
From: Jason Alonzo <alonzojay04@yahoo.com>
Sent: Monday, October 16, 2023 3:03 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: Ontario Regional sports complex

Good afternoon,
Jason Alonzo -2602 E Harper st, Ontario CA 91762 I would like to thank you for taking my comments- 1. I would like to see a sport complex that has a lot of walkability to it, and in it. Rather than having a car centric park and go. Let's include biking and other modes for the complex.
2.I see the complex is close to the Cucamonga Chanel so I hope the path will take it all the way to where I live in shadetree.
3. Reduce the parking and allow more open space.
4. Have extra wide sidewalks
5. Increase the trees to keep the area cool.

Thank you.

Sent from my iPad

From: Stephen Moye <stephenmoye@gmail.com>
Sent: Monday, October 16, 2023 2:54 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: NOP - Ontario Regional Sports Complex Comment

Will there be any sections of the complex that can be utilized for roller hockey? For example, sport court used for tennis, indoor soccer or sometimes basketball.

Ontario has a relatively large hockey community due to the Reign & Avalanche programs, but roller is a much more accessible starting point.

Thank you,
Stephen Moye

Main Office - 825 East Third Street, San Bernardino, CA 92415-0835 | Phone: 909.387.7910 Fax: 909.387.7911

www.SBCounty.gov

SAN BERNARDINO COUNTY

Department of Public Works

- Flood Control
- Operations
- Solid Waste Management
- Special Districts
- Surveyor
- Transportation

Brendon Biggs, M.S., P.E.
Director

Noel Castillo, P.E.
Assistant Director

David Doublet, M.S., P.E.
Assistant Director

October 17, 2023

Transmitted Via Email
File: 10(ENV)-4.01

City of Ontario
Planning Department
Attn: Thomas Grahn
303 East "B" Street
Ontario, CA 92335
tgrahn@ontarioca.gov

RE: CEQA – NOTICE OF PREPARATION (NOP) AND SCOPING MEETING FOR THE ONTARIO REGIONAL SPORTS COMPLEX SUBSEQUENT ENVIRONMENTAL IMPACT REPORT (SEIR)

Dear Mr. Grahn:

Thank you for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on September 19, 2023** and pursuant to our review, the following comments are provided:

Environmental Management Division (Karen Carter, Ecological Specialist, 909-387-8109):

1. The proposed Project is located adjacent to a San Bernardino County Flood Control District (SBCFCD) facility and/or right-of-way (R/W) (Cucamonga Channel and Riverside Drive Storm Drain). The applicant will need to obtain an encroachment permit if they are proposing any work within the SBCFCD's facility or R/W. If you have any questions regarding this process, please contact the San Bernardino County Flood Control District Permit Section at (909) 387-1863.

Flood Control Planning/Operations Division (Michael Fam, P.E. Chief, 909-387-8120):

1. We are aware there may be storm drains in and around the site that may be affected by the proposed Project. When planning for or altering existing or future storm drains, be advised that the Project is subject to the Ontario MPD, dated March 2012. It is to be used as a guideline for drainage in the area and is available in the City of Ontario's Offices. Any revision to the drainage should be reviewed and approved by the jurisdictional agency in which the revision occurs.

2. The proposed Project is located adjacent to and within a San Bernardino County Flood Control District (SBCFCD) right-of way/facility (1-301-1A-Cucamonga Channel, C/E), located along the eastern portion of the project. Any encroachments including, but not limited to: access for grading, grading on, construction of driveways, fence/wall removal and installation, side drain connections, and bridges on the District's right-of-way or facilities will require a fully executed permit from the SBCFCD prior to start of any construction activities. Also, SBCFCD facilities built by the Army Corps of Engineers (ACOE) will require the SBCFCD to obtain approval (408-Permit) from the ACOE. Please contact the San Bernardino County Flood Control Permit Section at (909) 387-7995 for further information regarding this process

Flood Control Planning/Water Resources Division (Michael Fam, Chief, 909-387-8120):

The proposed Project is located north of Chino Avenue, south of Riverside Drive and east of Vineyard Avenue, in the City of Ontario, in which the entire easter border abuts Cucamonga Creek Channel (COE; ultimate channel) and Riverside Drive Storm Drain along the southern border, both San Bernardino County Flood Control District (District) facilities.

The District also possesses fee-owned Right-of-Way (ROW) that abuts the northeastern corner and an easement along the entire southern border of the Project.

The Project is part of:

- Comprehensive Storm Drain Plan (CSDP) No. 1 – July 1966 by Moffat & Nichol
- Ontario Master Plan of Drainage (MPD) – June 2017 by Hunsaker & Associates Irvine, Inc.
- Ontario Colony MPD – April 2000 by L.D. King

The District's recommendations are most often made for site specific conditions. Therefore, the recommendations made here are general in nature until such time as more detailed plans become available.

We have reviewed the Project Notice (PN) and offer these comments:

1. According to the most recent FEMA Flood Insurance Rate Map (FIRM), Panel 06071C8638H, dated August 28, 2008, the Project lies within Zone X-shaded (500-yr. floodplain).

2. If any encroachment on District Right-of-Way is anticipated, a permit shall be obtained from the District. Other on-site or off-site improvements may be required, which cannot be determined at this time.

3. One of the benefits of the CSDP and MPD is to identify the alignment of future drainage and flood control facilities. It is hoped that the City of Ontario will continue to use this document to protect the alignment of these future facilities.

4. We recommend that the Project include, and the City enforce, the most recent FEMA regulations for development within a floodplain.

NPDES Division (Jonathan Dillon, P.E., Chief 909-387-8119):

1. In compliance with the Municipal separate storm sewer system (MS4) Permit, a Water Quality Management Plan (WQMP) should be prepared for the proposed Project. Impacts associated with the development and implementation of the WQMP and any proposed mitigation should be discussed within the EIR prior to adoption and certification. If you have any questions regarding this process, please contact the SBCFCD Permit Section at (909) 387-1863.

2. The proposed Project shall be in conformance with the Construction General Permit.

We respectfully request to be included on the circulation list for all project notices, public reviews, or public hearings. In closing, I would like to thank you again for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. Should you have any questions or need additional clarification, please contact the individuals who provided the specific comment, as listed above.

Sincerely,

Nancy Sansonetti

Nancy Sansonetti, AICP
Supervising Planner-Capital Improvement Section
Environmental Management Division