



**CITY OF ONTARIO
DEVELOPMENT ADVISORY BOARD**

AGENDA

August 17, 2020

MEETING WILL BE HELD AT 1:30 PM VIA ZOOM

Scott Ochoa, City Manager
Scott Murphy, Executive Director, Development Agency
John P. Andrews, Executive Director, Economic Development
Kevin Shear, Building Official
Cathy Wahlstrom, Planning Director
Khoi Do, City Engineer
Chief Derek Williams, Police Department
Fire Marshal Paul Ehrman, Fire Department
Scott Burton, Utilities General Manager
Julie Bjork, Executive Director, Housing and Neighborhood Preservation

**SPECIAL AND URGENT NOTICE ELIMINATING IN-PERSON PUBLIC
PARTICIPATION AT CITY OF ONTARIO DEVELOPMENT ADVISORY BOARD
MEETINGS**

In accordance with the Governor's Declarations of Emergency for the State of California (Executive Orders N-25-20 and N-29-20) and the Governor's Stay at Home Order (Executive Order N-33-20), the Ontario DEVELOPMENT ADVISORY BOARD Meetings are being conducted via Zoom Conference and there will be no members of the public in attendance at the upcoming meeting of the City of Ontario Development Advisory Board. In place of in-person attendance, members of the public can observe and offer comment at this meeting remotely in the following ways:

TO VIEW THE MEETING:

- **VISIT THE CITY'S WEBSITE AT THE FOLLOWING ADDRESS:**
ontarioca.gov/agendas/dab
- **THE LINK FOR THE ZOOM CONFERENCE MEETING WILL BE LISTED AT THE WEBSITE ADDRESS ABOVE AT LEAST 72 HOURS BEFORE THE MEETING**

TO PROVIDE PUBLIC COMMENT:

1. **PROVIDE PUBLIC TESTIMONY DURING THE MEETING:** Submit your request to speak no later than 12:00 PM the day of the meeting by either (1) emailing your name, telephone number, agenda item you are commenting on, and your comment to planningdirector@ontarioca.gov or (2) by completing the Comment Form on the City's website at: ontarioca.gov/agendas/dab.
Comments will be limited to 5 minutes. If a large number of individuals wish to speak on an item, the Development Advisory Board Chairman may limit the time for individuals wishing to speak to 3 minutes in order to provide an opportunity for more people to be heard. Speakers will be alerted when their time is up, and no further comments will be permitted.
2. **COMMENT BY E-MAIL:** Submit your comments by email no later than 12:00 PM on the day of the meeting by emailing your name, agenda item you are commenting on, and your comment to planningdirector@ontarioca.gov . All comments received by the deadline will be forwarded to the Development Advisory Board for consideration before action is taken on the matter.
3. **COMMENT BY TELEPHONE:** Submit your comments by telephone no later than 12:00 PM on the day of the meeting by providing your name, agenda item you are commenting on, and your comment by calling (909) 395-2036. All comments received by the deadline will be provided to the Development Advisory Board for consideration before action is taken on the matter.
4. **COMMENT BY MAIL:** To submit your comments by mail, provide your name, agenda item you are commenting on, and your comment by mailing to Planning Department, Ontario City Hall, 303 East "B" Street, Ontario, CA 91764. Comments by mail must be actually received by the Planning Department no later than 12:00 PM on the day of the meeting. Postmarks are not accepted. All comments received by the deadline will be provided to the Development Advisory Board for consideration before action is taken on the matter.

LOCATION WHERE DOCUMENTS MAY BE VIEWED: All documents for public review are on file in the Planning Department located at 303 E. B Street, Ontario, CA 91764.

The City of Ontario will gladly accommodate disabled persons wishing to communicate at a public meeting. Should you need any type of special equipment or assistance in order to communicate at a public meeting, please inform the Planning Department at (909) 395-2036, a minimum of 72 hours prior to the scheduled meeting.

PUBLIC COMMENTS

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

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

AGENDA ITEMS

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

CONSENT CALENDAR ITEMS

A. MINUTES APPROVAL

Development Advisory Board Minutes of July 20, 2020, approved as written.

PUBLIC HEARING ITEMS

- B. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV19-049:** A Development Plan to construct 30 multiple-family residential units on 1.22 acres of land located at 855 South Benson Avenue, within the HDR-45 (High Density Residential 25.1 to 45 du/ac) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-fill Development Projects) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). (APN: 1011-361-01) **Submitted by Creative Design Associates. Planning Commission action is required. Item continued from July 20, 2020, meeting.**

1. CEQA Determination

No action necessary – Exempt: CEQA Guidelines §15332

2. File No. PDEV19-049 (Development Plan)

Motion to recommend Approval/Denial

C. **ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP AND DEVELOPMENT PLAN REVIEW FOR FILE NO'S. PMTT18-009 AND PDEV18-031**: A Tentative Parcel Map (File No. PMTT18-009/TPM 20027) to subdivide 46.64 acres of land into 7 numbered parcels and 1 lettered lot in conjunction with a Development Plan (File No. PDEV18-031) to construct 5 industrial buildings totaling 968,092 square feet located on the southwest corner of Riverside Drive and Hamner Avenue within the proposed Neighborhood Commercial, Business Park and Light Industrial land use designations of the Edenglen Specific Plan. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts, and all previously adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). (APNs: 218-171-21 & 218-171-27) **Submitted by Ontario CC, LLC. Planning Commission action is required.**

1. **CEQA Determination**

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

2. **File No. PMTT18-009** (Tentative Parcel Map)

Motion to recommend Approval/Denial

3. **File No. PDEV18-031** (Development Plan)

Motion to recommend Approval/Denial

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

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

The next **Development Advisory Board** meets on **September 9, 2020**.

I, Maureen Duran, Office Specialist of the City of Ontario, or my designee, hereby certify that a true, accurate copy of the foregoing agenda was posted on or before **August 13, 2020**, at least 72 hours prior to the meeting per Government Code Section 54954.2 at 303 East "B" Street, Ontario.



CITY OF ONTARIO

Development Advisory Board

Minutes

July 20, 2020

BOARD MEMBERS PRESENT VIA ZOOM

Rudy Zeledon, Chairman, Planning Department
Kevin Shear, Building Department
Charity Hernandez, Economic Development Agency
Jesus Plasencia, Engineering Department
Paul Ehrman, Fire Department
Elda Zavala, Housing and Neighborhood Preservation
Christopher Quach, Municipal Utilities Company
Emily Hernandez, Police Department

BOARD MEMBERS ABSENT

None

STAFF MEMBERS PRESENT VIA ZOOM

Antonio Alejos, Engineering Department
Gwen Berendsen, Planning Department
Maureen Duran, Planning Department
Naiim Khoury, Engineering Department
Lorena Mejia, Planning Department
Alexis Vaughn, Planning Department

PUBLIC COMMENTS

No one responded via telephone.

CONSENT CALENDAR ITEMS

- A. **APPROVAL OF MINUTES:** Motion to approve the minutes of the June 15, 2020, meeting of the Development Advisory Board was made by Mr. Shear; seconded by Mr. Plasencia; and approved by roll-call vote (7-0). Mr. Ehrman recused himself as he did not attend the meeting.

PUBLIC HEARING ITEMS

- B. ENVIRONMENTAL ASSESSMENT AND VARIANCE, CONDITIONAL USE PERMIT, AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PCUP19-032, PVAR19-008, AND PDEV19-070:** A request for approval of certain entitlements to facilitate the development of an automated carwash, including: [1] a Conditional Use Permit (File No. PCUP19-032) to establish the carwash land use; [2] a Variance (File No. PVAR19-008) for a reduction in the minimum drive aisle setbacks adjacent to certain arterial streets, including Inland Empire Boulevard, from 20 feet to 11 feet, Ontario Mills Parkway, from 25 feet to 10 feet, and the corner of Inland Empire Boulevard and Ontario Mills Parkway, from 25 feet to 2 feet; and [3] a Development Plan (File No. PDEV19-070) to construct a 4,446 square foot carwash on 1.17 acres of land located at the northwest corner of Inland Empire Boulevard and Ontario Mills Parkway, within the Office/Commercial land use district of the Ontario Mills Specific Plan. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-Fill Development) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). (APNs: 0238-041-22 and 0238-041-28) **Submitted by Don Vogel, Fast 5 Xpress. Planning Commission action is required.**

Applicant Tom Utman was present via telephone and wished to thank staff for the opportunity and for working with him on this project. Mr. Zeledon asked Mr. Utman if he had a chance to review the conditions and if he had any questions or comments. Mr. Utman informed Mr. Zeledon he did review the conditions and had no questions at this time. There were no questions or comments from the board.

There were no phone calls, emails, or written correspondence regarding this project. Mr. Zeledon then entertained a motion.

Motion to recommend approval of **File Nos. PVAR19-008, PCUP19-032, and PDEV19-070** subject to conditions to the Planning Commission was made by Mr. Shear; seconded by Ms. Zavala; and approved by roll call vote (8-0).

- C. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV19-049:** A Development Plan to construct 30 multiple-family residential units on 1.22 acres of land located at 855 South Benson Avenue, within the HDR-45 (High Density Residential 25.1 to 45 du/ac) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-fill Development Projects) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). (APN: 1011-361-01) **Submitted by Creative Design Associates. Planning Commission action is required.**

Mr. Zeledon stated staff requested this item be continued. There were no phone calls, emails, or written correspondence regarding this project. Mr. Zeledon then entertained a motion.

Motion to continue **File No. PDEV19-049** was made by Mr. Shear; seconded by Mr. Plasencia; and approved by roll call vote (8-0).

D. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO.

PDEV20-004: A Development Plan to construct 100 single-family residential units (8-pack cluster), 114 multiple-family residential units (6-plex row town homes), and 120 multiple-family residential units (12-plex courtyard town homes) on 79.7 acres of land located on northeast corner of Schaefer Avenue and Haven Avenue, within Planning Areas 5A, 5C, and 5E (Residential – Small Lot SFD/Edison Easement) of the Rich Haven Specific Plan. The environmental impacts of this project were previously analyzed in an addendum to The Rich Haven Specific Plan (File No. PSP05-004) EIR (SCH# 2006051081) certified by the City Council on December 4, 2007. This application is consistent with the previously adopted EIR and introduces no new significant environmental impacts. All previously adopted mitigation measures shall be a condition of project approval and are incorporated herein by reference. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP), (APN: 218-161-01). **Submitted by LS-Ontario II LLC. Planning Commission action is required.**

Applicant Shannon Whittaker was present via telephone. Mr. Zeledon asked Ms. Whittaker if she had reviewed the conditions. Ms. Whittaker said she had and previously worked with Ms. Mejia on some items in the conditions. She confirmed that an arborist would not be needed since there were no trees; garages would not be included; a smooth, sand finish would be used in place of the matte finish; and pilasters would be acceptable. Mr. Zeledon agreed those conditions would be met. Mr. Zeledon then asked the board if there were any questions or comments at which time there were none.

There were no phone calls, emails, or written correspondence regarding this project. Mr. Zeledon then entertained a motion.

Motion recommending approval of **File No. PDEV20-004** subject to conditions to the Planning Commission was made by Mr. Quach; seconded by Mr. Shear; and approved by roll call vote (8-0).

There being no further business, the meeting was adjourned.

Respectfully submitted,



Maureen Duran
Recording Secretary



Development Advisory Board Decision

August 17, 2020

DECISION NO.: [insert #]

FILE NO.: PDEV19-049

DESCRIPTION: A Development Plan to construct 30 multiple-family residential units on 1.22 acres of land located at 855 South Benson Avenue, within the HDR-45 (High Density Residential 25.1 to 45 du/ac) zoning district. (APN: 1011-361-01) **Submitted by Creative Design Associates. Planning Commission action is required.**

Part I—BACKGROUND & ANALYSIS

CREATIVE DESIGN ASSOCIATES, (herein after referred to as “Applicant”) has filed an application requesting Development Plan approval, File No. PDEV19-049, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

(1) **Project Setting:** The Project site is comprised of 1.22 acres of land located at 855 South Benson Avenue, and is depicted in Exhibit A—Project Location Map, attached. Existing land uses, General Plan and zoning designations, and specific plan land uses on and surrounding the Project site are as follows:

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
<i>Site:</i>	Single Family Residence & Chicken Farm (non-operational)	High Density Residential	HDR-45 (High Density Residential—25.1 to 45.0 DU/Acre)	N/A
<i>North:</i>	Single Family Residence & Auto Repair	High Density Residential	HDR-45 (High Density Residential—25.1 to 45.0 DU/Acre)	N/A
<i>South:</i>	Single Family Residence	Rural Residential	AR-2 (Residential-Agricultural-0 to 2.0 DU/Acre)	N/A
<i>East:</i>	Vacant	High Density Residential	HDR-45 (High Density Residential—25.1 to 45.0 DU/Acre)	N/A
<i>West:</i>	Single Family Residence	Rural Residential	AR-2 (Residential-Agricultural-0 to 2.0 DU/Acre)	N/A

(2) **Project Description:**

(a) **Background** — On September 3, 2019, applicant submitted a Development Plan application to construct a 30-unit multiple-family apartment project. The Project was continued from the July 20, 2020, Development Advisory Board meeting, to allow staff additional time to verify the purpose of an easement, located along the southern property line (see Exhibit A1—Accessor’s Parcel/Easement Map, attached). The Project site was previously comprised of two parcels and a private easement for ingress and egress purposes was placed on the parcel fronting Benson Avenue to provide street access to the rear parcel and prevent the rear parcel from being landlocked (a legal lot that has no access to the public right-of-way). However, the two parcels were previously merged into one parcel and the access easement remained on the property. The Engineering Department conditions of approval has required the Project to quitclaim the access easement located along the southern property line, since it is no longer deemed necessary.

(b) **Site Design/Building Layout** —The Project consists of 30 units within three separate buildings, which are situated on a narrow lot that is 124-feet wide by 437-feet deep. Building 2 is located along the northern property line and Buildings 1 and 3 are located along the southern property line. A 24-foot wide drive-aisle is centered on the Project site, which runs east-west and terminates with a double-loaded parking lot and hammerhead at the east-end of the site. The hammerhead is 24-foot deep by 120-foot wide, providing the required turnaround access for emergency and refuse vehicles to maneuver out of the development. The drive-aisle will provide garage access for the buildings located to the north and south. A 10-foot landscape setback has been provided along the northern Project boundary, which incorporates a pedestrian pathway and connects to common open space areas throughout the Project site. A 15 to 24-foot wide landscape setback has been provided along the southern Project boundary, which incorporates a pedestrian pathway and common open space areas. Additionally, a community pool, lounge area, and pool house have been provided at the east-end of the Project site that is accessed by pedestrian pathways (see Exhibit B – Site Plan, attached).

Each building is composed of three stories (38 feet – 2 inches tall), the majority of the buildings are designed with a 2-car garage, storage and laundry facilities on the first-floor, the main living area on the second-floor, and bedrooms on the third-floor. There are eight different floor plans proposed, which range from 1,104 to 1,316 square feet in size. The Project provides 13 units with two-bedroom floor plans and 17 units with three-bedroom floor plans. The dwelling unit breakdown by building is as follows:

Dwelling Unit Summary – Building 1 (Southern Building)					
Plan Type No.	No. of Bedrooms/Bathrooms	Total Living SF	Garage SF	Private Open Space SF	No. of Units
A-2	2 Bedroom/2.5 Bathroom	1,153 SF	(2-car) 481 SF	77 SF	6
A-3	3 Bedroom/2.5 Bathroom	1,146 SF	(2-car) 481 SF	77 SF	3
C-3	3 Bedroom/3.5 Bathroom	1,316 SF	(2-car) 478 SF	165 SF	1

Dwelling Unit Summary – Building 1 (Southern Building)					
Plan Type No.	No. of Bedrooms/Bathrooms	Total Living SF	Garage SF	Private Open Space SF	No. of Units
C-3A	3 Bedroom/3.5 Bathroom	1,316 SF	(2-car) 478 SF	165 SF	1
TOTAL					11

Dwelling Unit Summary – Building 2 (Northern Building)					
Plan Type No.	No. of Bedrooms/Bathrooms	Total Living SF	Garage SF	Private Open Space SF	No. of Units
A-2	2 Bedroom/2.5 Bathroom	1,153 SF	(2-car) 481 SF	77 SF	7
A-3	3 Bedroom/2.5 Bathroom	1,146 SF	(2-car) 481 SF	77 SF	5
A2-3	3 Bedroom/3.5 Bathroom	1,306 SF	(2-car) 481 SF	170 SF	3
TOTAL					15

Dwelling Unit Summary – Building 3 (Southern Building)					
Plan Type No.	No. of Bedrooms/Bathrooms	Total Living SF	Garage SF	Private Open Space SF	No. of Units
A2-3	3 Bedroom/3.5 Bathroom	1,306 SF	(2-car) 481 SF	170 SF	1
A2-3A	3 Bedroom/3.5 Bathroom	1,316 SF	(2-car) 481 SF	170 SF	1
B-3	3 Bedroom/2 Bathroom	1,104 SF	(2-car tandem) 470 SF	87 SF	1
B-3A	3 Bedroom/3 Bathroom	1,133 SF	(2-car tandem) 466 SF	87 SF	1
TOTAL					4

(c) Site Access/Circulation — The Project has one point of vehicular access from Benson Avenue, via a 24-foot wide driveway centrally located along the west property line. The Project will also provide street widening and public right-of-way improvements (curb, sidewalk, and parkway) along the Benson Avenue street frontage.

(d) Parking — The Project has provided off-street parking meeting the “Multiple-Family Residential” parking standards specified in the Development Code. A total of 74 parking spaces have been provided on-site and 3 visitor spaces are provided on-street, along the

Project's Benson Avenue street frontage. The off-street parking calculations for the Project are provided below.

Type of Use	No. of Units	Parking Ratio	Spaces Required	Spaces Provided
2-bedroom units	13	2.0 spaces per dwelling, including one space in a garage or carport	26	
3-bedroom units	17	2.5 spaces per dwelling, including one space in a garage or carport	42.5	
Visitor	30	1 Space Per 4 (< 50 Units)	7.5	
TOTAL			76	77

(e) Architecture — The architectural style proposed consists of a modern interpretation of a Spanish design, with a combination of gable and flat roofs with simple box parapets, metal awnings, recessed accent tile, enhanced entryways, recessed windows and color blocking to accentuate first, second and third-floor building projections. The mixture of building materials proposed includes a semi-smooth Santa Barbara stucco finish with a white and grey color palette, aluminum pacific blue awnings, metal trellis over windows, and blocks of recessed tiles (blue and white Mediterranean style). Additionally, mechanical equipment will be roof-mounted and obscured from public view by parapet walls (see Exhibits C—Elevations, attached).

Staff believes that the proposed Project illustrates the type of high-quality residential architecture promoted by the City's Development Code. This is exemplified through the use of:

- Articulation in building footprints, incorporating horizontal changes in the exterior building walls (combinations of recessed and popped-out wall areas)
- Articulation in the building parapet and roof lines, which serves to accentuate the building's entries and openings, and breaks up large expanses of building wall
- Variations in building massing
- A mix of exterior material finishes and fixtures

(f) Landscaping/Open Space — The Project will provide the required perimeter landscaping in the front, side, and rear yards, for an overall landscape coverage of 17 percent. The proposed on-site and off-site landscape improvements will assist towards creating a walkable, safe area for pedestrians to access the Project site. The landscape plan incorporates a combination of 48-inch, 36-inch, and 24-inch box trees along Benson Street and throughout the Project site, which includes a mix of Coral Gum, Austrian Willow, Engelmann Oak, Queen Palm and Eastern Redbud trees. A variety of shrubs, aloe, vines, and groundcovers are also being provided, which are low water usage or drought tolerant.

The open space requirements for the HDR-45 zoning district require that a project provide a minimum of 60 square feet (20-percent) of private open space and 250 square feet (80-percent) of common open space, per dwelling unit. The Development Code allows for deviations in private

and common open space, so long as the total amount of open space provided equals 310 square feet per unit. A total of 9,300 square feet of private/common open space is required for the Project and a total of 11,784 square feet has been provided, exceeding the minimum standard as shown in the Open Space Summary table below.

The Project includes a major and minor recreational facility to support the proposed 30 dwelling units. The minor recreation facility is located along the southern property line and includes a landscaped pedestrian pathway, benches, and outdoor dining areas with built-in gas BBQs. The major recreation facility is provided on the east-end of the property and includes a pool, pool house and lounge area. The balance of the required common area is dispersed throughout the Project site in the form of passive landscaped areas (see Exhibit D—Landscape Plan, attached).

Open Space Summary		
Open Space	Total Area Required	Total Area Provided
Common Open Space – Active	7,500 SF	3,991 SF
Common Open Space – Passive		4,822 SF
Private Open Space	1,800 SF	2,971 SF
TOTAL	9,300 SF	11,784 SF

(g) Utilities (drainage, sewer) — Public utilities (water and sewer) are available to serve the Project. Furthermore, the Applicant has submitted a Preliminary Water Quality Management Plan (PWQMP) which establishes the Project’s compliance with storm water discharge/water quality requirements. The PWQMP includes site design measures that capture runoff and pollutant transport by minimizing impervious surfaces and maximizes low impact development (LID) best management practices (BMPs), such as retention and infiltration. The proposed development will not substantially alter the existing drainage pattern. The onsite drainage will be conveyed to a series of on-site perforated drainage pipes designed for infiltration, which are buried within the landscape planters and under the center driveway. Overflow drainage from the on-site infiltration will be conveyed to the curb and gutter along Benson Avenue

Part II—RECITALS

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

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

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Development Advisory Board (“DAB”) the responsibility and authority to review and recommend to the Planning Commission on the subject Application; and

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

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

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

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

WHEREAS, on August 17, 2020, the DAB of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

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

Part III—THE DECISION

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

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

(1) The Project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-Fill Development Projects) of the CEQA Guidelines and meets each of the following conditions: [1] the Project is consistent with the applicable general plan designation and all applicable general plan policies, as well as the applicable zoning designation and regulations; [2] the proposed development occurs within city limits, on a project site of no more than five acres, and is substantially surrounded by urban uses; [3] the Project site has no value as habitat for endangered, rare, or threatened species; [4] approval of the Project will not result in any significant effects relating to traffic, noise, air quality, or water quality; and [5] the Project site can be adequately served by all required utilities and public services.

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

(3) The determination of CEQA exemption reflects the independent judgment of the DAB.

SECTION 2: Housing Element Compliance. Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending body for the Project, the DAB finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the Project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The Project site is one of the properties listed in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix, and the proposed Project is consistent with the number of dwelling units (30) and density (25.1) specified in the Available Land Inventory.

SECTION 3: ALUCP Compliance. The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan. On April 19, 2011, the City Council of the City of Ontario approved and adopted the Ontario International Airport Land use Compatibility Plan, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the recommending body for the Project, the DAB has reviewed and considered the facts and information contained in the Application and supporting documentation against the ALUCP compatibility factors, including [1] Safety Criteria (ALUCP Table 2-2) and Safety Zones (ALUCP Map 2-2), [2] Noise Criteria (ALUCP Table 2-3) and Noise Impact Zones (ALUCP Map 2-3), [3] Airspace protection Zones (ALUCP Map 2-4), and [4] Overflight Notification Zones (ALUCP Map 2-5). As a result, the DAB, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ALUCP.

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

(1) ***The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.*** The proposed Project is located within the High Density Residential (HDR) land use district of the Policy Plan Land Use Map, and the HDR-45 (High Density Residential—25.1 to 45.0 DU/Acre) zoning district. The development standards and conditions under which the proposed Project will be constructed and maintained, is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan; and

(2) ***The proposed development is compatible with those on adjoining sites in relation to location of buildings, with particular attention to privacy, views, any physical constraint identified on the site and the characteristics of the area in which the site is located.*** The Project has been designed consistent with the requirements of the City of Ontario Development Code and the HDR-45 (High Density Residential—25.1 to 45.0 DU/Acre) zoning district, including standards relative to the particular land use proposed (multiple-family residential), as-well-as building intensity, building and parking setbacks, building height, number of off-street parking and loading spaces, on-site and off-site landscaping, and fences, walls and obstructions; and

(3) **The proposed development will complement and/or improve upon the quality of existing development in the vicinity of the project and the minimum safeguards necessary to protect the public health, safety and general welfare have been required of the proposed project.** The Development Advisory Board has required certain safeguards, and impose certain conditions of approval, which have been established to ensure that: [i] the purposes of the Development Code are maintained; [ii] the Project will not endanger the public health, safety or general welfare; [iii] the Project will not result in any significant environmental impacts; [iv] the Project will be in harmony with the area in which it is located; and [v] the Project will be in full conformity with the Vision, City Council Priorities and Policy Plan components of The Ontario Plan; and

(4) **The proposed development is consistent with the development standards and design guidelines set forth in the Development Code, or applicable specific plan or planned unit development.** The proposed Project has been reviewed for consistency with the general development standards and guidelines of the Development Code that are applicable to the proposed Project, including building intensity, building and parking setbacks, building height, amount of off-street parking and loading spaces, parking lot dimensions, design and landscaping, bicycle parking, on-site landscaping, and fences and walls, as-well-as those development standards and guidelines specifically related to the particular land use being proposed (multiple-family residential). As a result of this review, the Development Advisory Board has determined that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the development standards and guidelines described in the Development Code.

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

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

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

APPROVED AND ADOPTED this 17th day of August 2020.

Development Advisory Board Chairman

Exhibit A—PROJECT LOCATION MAP



Exhibit A-1—Accessor's Parcel/Easement Map

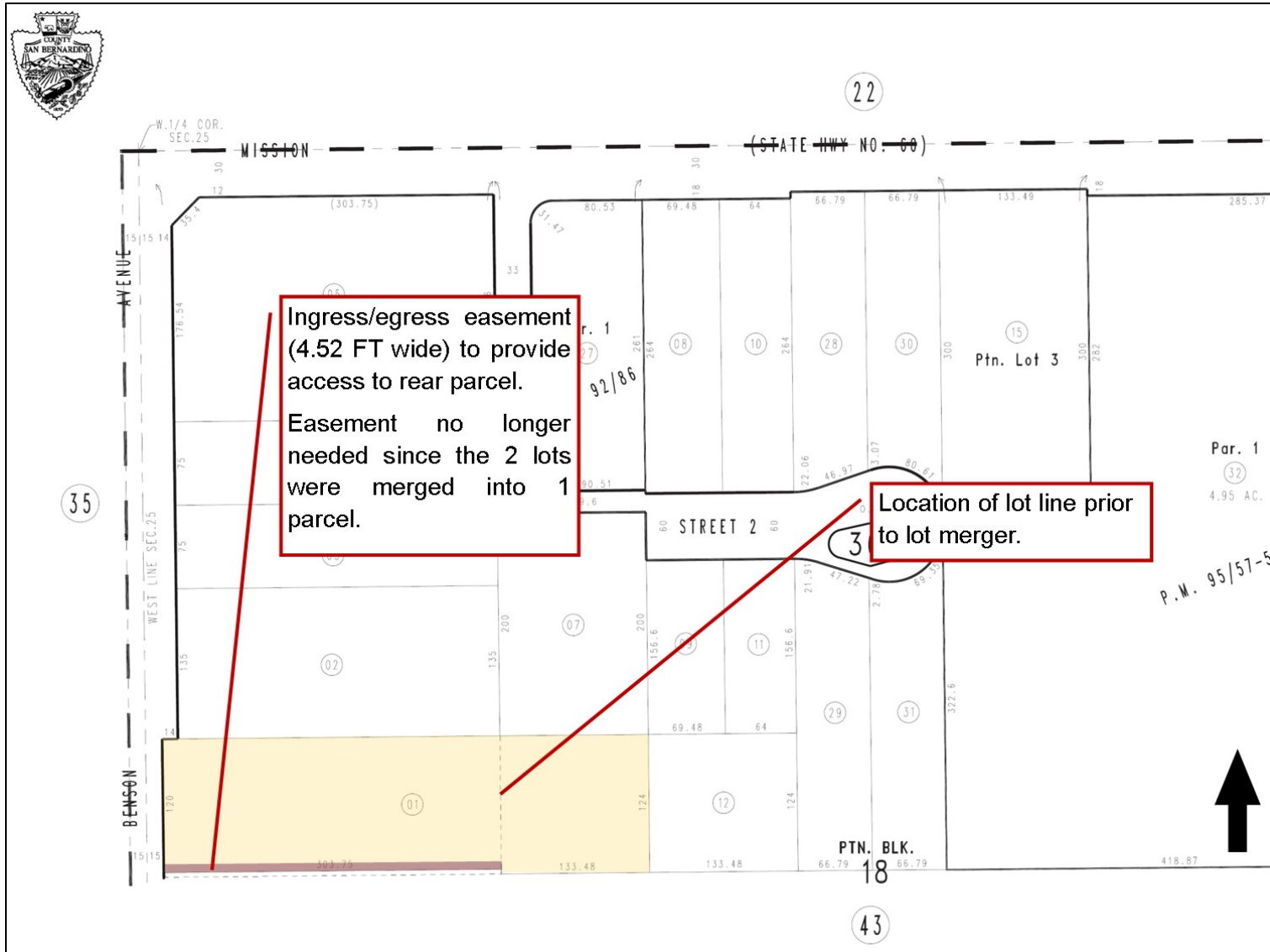


Exhibit B—SITE PLAN

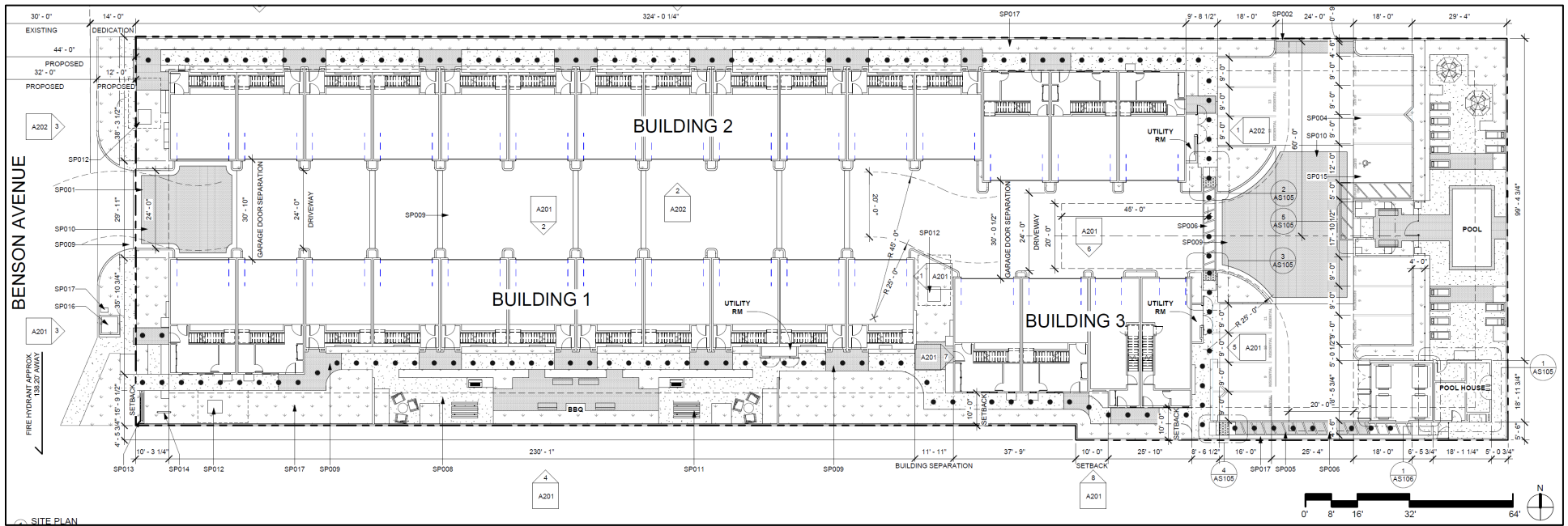


Exhibit C—ELEVATIONS



Southwest corner perspective from Benson Avenue

Exhibit C—ELEVATIONS CONTINUED



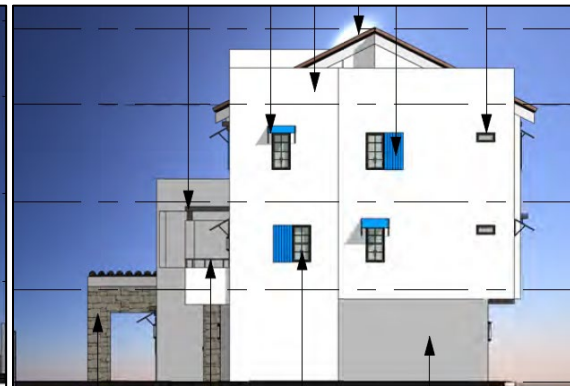
Building 1 - South Elevation



Building 1 - North Elevation



Building 1 - West Elevation



Building 1 - East Elevation

Exhibit C—ELEVATIONS CONTINUED



Building 2 - North Elevation



Building 2 - South Elevation



Building 2 - West Elevation



Building 2 - East Elevation

Exhibit C—ELEVATIONS CONTINUED



Building 3 - South Elevation



Building 3 - North Elevation

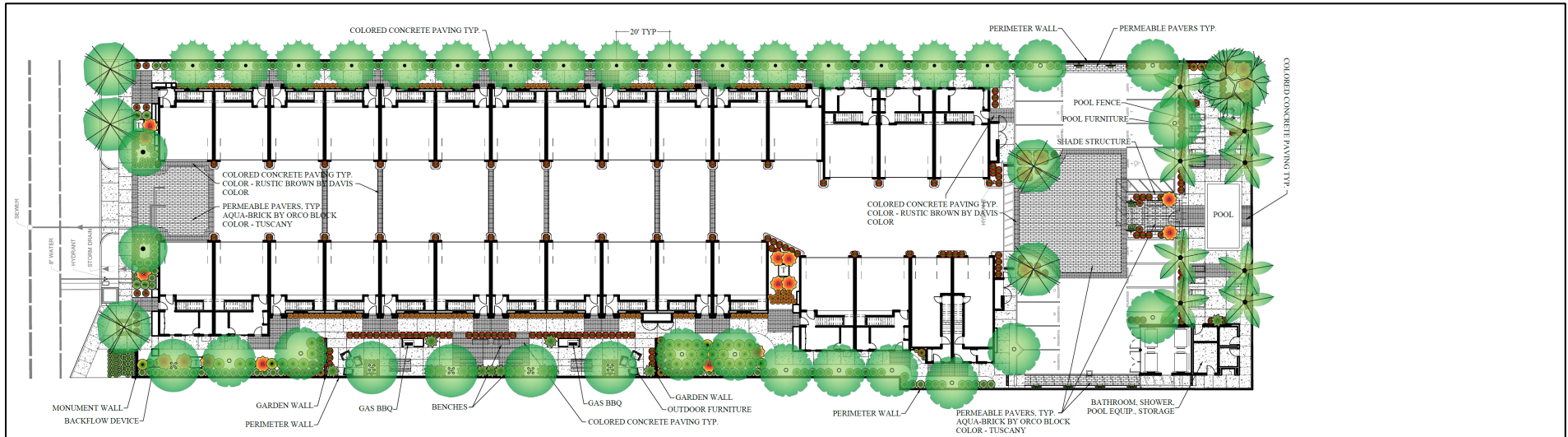


Building 3 - West Elevation



Building 3 - East Elevation

Exhibit D—LANDSCAPE PLAN



PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY	WATER USE
	CERCIS CANADENSIS OKLAHOMA STANDARD TRUNK MULCH TO 4' FROM TRUNK	EASTERN REDBUD	36" BOX	5	MODERATE
	EUCALYPTUS TORQUATA MULCH TO 4' FROM TRUNK	CORAL GUM	24" BOX	11	LOW
	GEIJERA PARVIFLORA MULCH TO 4' FROM TRUNK	AUSTRALIAN WILLOW	36" BOX	5	LOW
	GEIJERA PARVIFLORA MULCH TO 4' FROM TRUNK	AUSTRALIAN WILLOW	48" BOX	2	LOW
	QUERCUS ENGELMANNII MULCH TO 6' FROM TRUNK	ENGELMANN OAK	48" BOX	1	LOW
	SYAGRUS ROMANZOFFIANA	QUEEN PALM	15" BTH	8	MODERATE
	UMBELLULARIA CALIFORNICA MULCH 4' TO FROM TRUNK	CALIFORNIA BAY	24" BOX	16	LOW

SHRUB & GROUNDCOVER LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY	WATER USE
	ALOE ARBORESCENS	TORCH ALOE	5 GAL	30	LOW
	BULBINE FRUTESCENS	BULBINE	1 GAL	37	LOW
	CALLIANDRA ERIOPHYLLA	FAIRY DUSTER	5 GAL	6	LOW
	CALLISTEMON 'LITTLE JOHN'	DWARF BOTTLE BRUSH	5 GAL	171	LOW
	CARPENTERIA 'ELIZABETH'	BUSH AMNEMONE	5 GAL	24	LOW
	DIANELLA REVOLUTA 'CLARITY BLUE'	CLARITY BLUE DIANELLA	5 GAL	99	LOW
	DISTICTIS BUCCINATORIA	RED TRUMPET VINE	5 GAL	16	LOW
	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL	44	LOW
	NANDINA DOMESTICA 'HARBOUR DWARF'	HARBOUR DWARF HEAVENLY BAMBOO	5 GAL	157	LOW
	NANDINA 'COMPACTA'	COMPACTA HEAVENLY BAMBOO	5 GAL	5	LOW
	PRUNUS CAROLINIANA 'BRIGHT N TIGHT'	BRIGHT N TIGHT LAUREL CHERRY	15 GAL	16	MODERATE
	SOLLYA HETEROPHYLLA	AUSTRALIAN BLUEBELL CREEPER	5 GAL	32	LOW
	WESTRINGIA 'BLUE GEM'	BLUE GEM COAST ROSEMARY	5 GAL	144	LOW
	AEONIUM 'KIWI'	KIWI AEONIUM	1 GAL	@ 12" OC	LOW
	CAREX DIVULSA	BERKELEY SEDGE	1 GAL	@ 18" OC	LOW
	LONICERA 'HALLIANA'	HALL'S JAPANESE HONEYSUCKLE	1 GAL	@ 36" OC	LOW
	SENECIO SERPENS	BLUE CHALKSTICKS	1 GAL	@ 16" OC	LOW

WALL AND FENCE LEGEND

SYMBOL	CALLOUT #	DESCRIPTION
		6" PERIMETER WALL. DETAIL A
		WROUGHT IRON POOL FENCE. DETAIL B
		WROUGHT IRON POOL GATE. DETAIL C
		4.6" FREESTANDING DECORATIVE GARDEN WALL. COMBINATION ORCO PRECISION AND BREEZEWAY BLOCK. COLOR WHITE. DETAIL D

SHEET INDEX

- SHEET 1 - CONCEPTUAL DESIGN, PLANTING, PAVING, WALLS & FENCES
- SHEET 2 - TREE REQUIREMENTS, SETBACK REQUIREMENTS, HISTORIC TREE MITIGATION & LANDSCAPE NOTES
- SHEET 3 - PLANT PHOTOS, MAWA CALCULATIONS AND HYDROZONES

Attachment A—Departmental Conditions of Approval

(Departmental conditions of approval follow this page)



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

Planning Department Land Development Division Conditions of Approval

Meeting Date: August 17, 2020

File No: PDEV19-049

Related Files: N/A

Project Description: A Development Plan to construct 30 multiple-family residential units on 1.22 acres of land located at 855 South Benson Avenue, within the HDR-45 (High Density Residential 25.1 to 45 du/ac) zoning district. (APN: 1011-361-01) **Submitted by Creative Design Associates.**

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

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

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

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

2.1 Time Limits.

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

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

(a) All construction documentation shall be coordinated for consistency, including, but not limited to, architectural, structural, mechanical, electrical, plumbing, landscape and irrigation, grading, utility and street improvement plans. All such plans shall be consistent with the approved entitlement plans on file with the Planning Department.

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

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

2.3 Landscaping.

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

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

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

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

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

2.5 Parking, Circulation and Access.

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

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

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

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

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

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

2.6 Site Lighting.

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

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

2.7 Mechanical and Rooftop Equipment.

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

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

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

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

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

2.11 Environmental Review.

(a) The proposed project is categorically exempt from the requirements of the California Environmental Quality Act of 1970 (CEQA), as amended, and the Guidelines promulgated thereunder, pursuant to **Section 15332 (Class 32, In-Fill Development Projects)** of the CEQA Guidelines, meeting the following conditions:

(i) The Project is consistent with the applicable general plan designation and all applicable general plan policies, as well as the applicable zoning designation and regulations;

(ii) The proposed development occurs within city limits, on a project site of no more than five acres, and is substantially surrounded by urban uses;

(iii) The project site has no value as habitat for endangered, rare, or threatened species;

(iv) Approval of the Project will not result in any significant effects relating to traffic, noise, air quality, or water quality; and

(v) The Project site can be adequately served by all required utilities and public services.

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

2.13 Additional Fees.

(a) Within 5 days following final application approval, the Notice of Determination (NOD) filing fee shall be provided to the Planning Department. The fee shall be paid by check, made payable to the "Clerk of the Board of Supervisors", which shall be forwarded to the San Bernardino County Clerk of the Board of Supervisors, along with all applicable environmental forms/notices, pursuant to the

requirements of the California Environmental Quality Act (CEQA). Failure to provide said fee within the time specified may result in a 180-day extension to the statute of limitations for the filing of a CEQA lawsuit.

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

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV19-049

Address: 855 S Benson Ave

APN: 1011-361-01

Existing Land Use: Vacant

Proposed Land Use: Development Plan to construct 30 unit residential apartment

Site Acreage: 1.22 Proposed Structure Height: 40 FT

ONT-IAC Project Review: N/A

Airport Influence Area: ONT

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Lorena Mejia

Date: 11/6/19

CD No.: 2019-064

PALU No.: n/a

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

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

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

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

Allowable Height: _____

CONSISTENCY DETERMINATION

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

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

Real Estate Transaction Disclosure Required

Airport Planner Signature: _____



ENGINEERING DEPARTMENT CONDITIONS OF APPROVAL

(Engineering Services Division [Land Development Section and Environmental Section], Traffic & Transportation Division, Ontario Municipal Utilities Company and Information Technology & Management Services Department Conditions incorporated)

<input checked="" type="checkbox"/> DEVELOPMENT PLAN <input type="checkbox"/> OTHER	<input type="checkbox"/> PARCEL MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES	<input type="checkbox"/> TRACT MAP
PROJECT FILE NO. PDEV19-049 RELATED FILE NO(S). _____		
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__		

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

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

DAB MEETING DATE: August 17, 2020

PROJECT NAME / DESCRIPTION: A Development Plan to construct a 30-unit multiple-family residential complex on 1.22 acres of land within the HDR-45 (High Density Residential – 25.1 to 45 DUs/acre) zoning district

LOCATION: 855 South Benson Avenue

APPLICANT: Creative Design Associates

REVIEWED BY:  8/4/20
Bryan Lirley, P.E. Date
Principal Engineer

APPROVED BY:  8/4/20
Raymond Lee, P.E. Date
Assistant City Engineer



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

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

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

- 1.03 Restrict vehicular access to the site as follows: _____
- 1.04 Vacate the following street(s) and/or easement(s): _____
- 1.05 Submit a copy of a recorded private reciprocal use agreement or easement. The agreement or easement shall ensure, at a minimum, common ingress and egress and joint maintenance of all common access areas and drive aisles.
- 1.06 Provide (original document) Covenants, Conditions and Restrictions (CC&Rs) as applicable to the project and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&Rs shall provide for, but not be limited to, common ingress and egress, joint maintenance responsibility for all common access improvements, common facilities, parking areas, utilities, median and landscaping improvements and drive approaches, in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project. The CC&Rs shall also address the maintenance and repair responsibility for public improvements/utilities (sewer, water, storm drain, recycled water, etc.) located within open space/easements. In the event of any maintenance or repair of these facilities, the City shall only restore disturbed areas to current City Standards.
- 1.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com/>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658.
- 1.08 File an application for Reapportionment of Assessment, together with payment of a reapportionment processing fee, for each existing assessment district listed below. Contact the Management Services Department at (909) 395-2124 regarding this requirement.
(1) _____
(2) _____
- 1.09 Prepare a fully executed Subdivision Agreement (on City approved format and forms) with accompanying security as required, or complete all public improvements.



- 1.10 Provide a monument bond (i.e. cash deposit) in an amount calculated by the City's approved cost estimate spreadsheet (available for download on the City's website: www.ci.ontario.ca.us) or as specified in writing by the applicant's Registered Engineer or Licensed Land Surveyor of Record and approved by the City Engineer, whichever is greater.
- 1.11 Provide a preliminary title report current to within 30 days.
- 1.12 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of three (3) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Management Services at (909) 395-2353 to initiate the CFD application process.
- 1.13 New Model Colony (NMC) Developments:
 - 1) Provide evidence of final cancellation of Williamson Act contracts associated with this tract, prior to approval of any final subdivision map. Cancellation of contracts shall have been approved by the City Council.
 - 2) Provide evidence of sufficient storm water capacity availability equivalents (Certificate of Storm Water Treatment Equivalents).
 - 3) Provide evidence of sufficient water availability equivalents (Certificate of Net MDD Availability).
- 1.14 Other conditions: _____

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

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

- 2.01 Record Parcel Map/Tract Map No. _____ pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.
- 2.02 Submit a duplicate photo mylar of the recorded map to the City Engineer's office.
- 2.03 **Note that the subject parcel is a recognized parcel in the City of Ontario per the Monte Vista Tract No. 2 recorded in Book 16, Page 33 and 34 of maps, in the office of the County Recorder of the County of San Bernardino.**
- 2.04 Note that the subject parcel is an 'unrecognized' parcel in the City of Ontario and shall require a Certificate of Compliance to be processed unless a deed is provided confirming the existence of the parcel prior to the date of _____ .
- 2.05 **Apply for a:** **Certificate of Compliance with a Record of Survey;** **Lot Line Adjustment (This is to be completed prior to issuance of any building permits);**
 Make a Dedication of Easement.
- 2.06 Provide (original document) Covenants, Conditions and Restrictions (CC&R's), as applicable to the project, and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&R's shall provide for, but not be limited to, common ingress and egress, joint maintenance of all common access improvements, common facilities, parking areas, utilities and drive approaches in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project.



- 2.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com/>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658.
- 2.08 **Submit a soils/geology report.**
- 2.09 Other Agency Permit/Approval: Submit a copy of the approved permit and/or other form of approval of the project from the following agency or agencies:
 - State of California Department of Transportation (Caltrans)
 - San Bernardino County Road Department (SBCRD)
 - San Bernardino County Flood Control District (SBCFCD)
 - Federal Emergency Management Agency (FEMA)
 - Cucamonga Valley Water District (CVWD) for sewer/water service
 - United States Army Corps of Engineers (USACE)
 - California Department of Fish & Game
 - Inland Empire Utilities Agency (IEUA)
 - Other: _____
- 2.10 **Dedicate to the City of Ontario the right-of-way described below:**

Benson Avenue to the ultimate right-of-way width of 44 feet along the project frontage (existing right-of-way width is 30-ft and an additional 14-ft is required).
- 2.11 Dedicate to the City of Ontario the following easement(s): _____
- 2.12 New Model Colony (NMC) Developments:
 - 1) Submit a copy of the permit from the San Bernardino County Health Department to the Engineering Department and the Ontario Municipal Utilities Company (OMUC) for the destruction/abandonment of the on-site water well. The well shall be destroyed/abandoned in accordance with the San Bernardino County Health Department guidelines.
 - 2) Make a formal request to the City of Ontario Engineering Department for the proposed temporary use of an existing agricultural water well for purposes other than agriculture, such as grading, dust control, etc. Upon approval, the Applicant shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by said agreement.
 - 3) Design proposed retaining walls to retain up to a maximum of three (3) feet of earth. In no case shall a wall exceed an overall height of nine (9) feet (i.e. maximum 6-foot high wall on top of a maximum 3-foot high retaining wall).
- 2.13 **Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein valued at 100% of the approved construction cost estimate. Security deposit shall be in accordance with the City of Ontario Municipal Code. Security deposit will be eligible for release, in accordance with City procedure, upon completion and acceptance of said public improvements.**
- 2.14 **The applicant/developer shall submit all necessary survey documents prepared by a Licensed Surveyor registered in the State of California detailing all existing survey monuments in and around the project site. These documents are to be reviewed and approved by the City Survey Office.**



- 2.15 Pay all Development Impact Fees (DIF) to the Building Department. Final fee shall be determined based on the approved site plan.**

- 2.16 Other conditions:**
 - A. Submit a non-interference letter from the easement holders listed on the title report, as applicable.**
 - B. Quitclaim existing private easement for ingress and egress purposes recorded in Book 1209, Page 8 of maps, in the office of the County Recorder of the County of San Bernardino along the southerly property line.**



B. PUBLIC IMPROVEMENTS
 (See attached Exhibit 'A' for plan check submittal requirements.)

2.17 Design and construct full public improvements in accordance with the City of Ontario Municipal Code, current City standards and specifications, master plans and the adopted specific plan for the area, if any. These public improvements shall include, but not be limited to, the following (checked boxes):

Improvement	Benson Avenue	Street 2	Street 3	Street 4
Curb and Gutter (A)	<input checked="" type="checkbox"/> New; 32 ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace
AC Pavement	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> Widen 13 additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions
PCC Pavement (Truck Route Only)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Drive Approach (A)	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Sidewalk (A)	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
ADA Access Ramp	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Parkway (A)	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)
Raised Landscaped Median	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Fire Hydrant	<input checked="" type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation



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

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

- A. Remove existing improvements (e.g. curb, gutter, etc.) and construct new curb, gutter, sidewalk, parkway landscaping and drive approach to accommodate ultimate street widening and connect to existing curb, gutter, sidewalk and parkway.**



- 2.18 Construct a 2" asphalt concrete (AC) grind and overlay on the following street(s): _____
- 2.19 Reconstruction of the full pavement structural section, per City of Ontario Standard Drawing number 1011, may be required based on the existing pavement condition and final street design. Minimum limits of reconstruction shall be along property frontage, from street centerline to curb/gutter.
- 2.20 Make arrangements with the Cucamonga Valley Water District (CVWD) to provide water service sewer service to the site. This property is within the area served by the CVWD and Applicant shall provide documentation to the City verifying that all required CVWD fees have been paid.
- 2.21 **Overhead utilities shall be under-grounded, in accordance with Title 7 of the City's Municipal Code (Ordinance No. 2804 and 2892). Developer may pay in-lieu fee, approximately \$42,000, for undergrounding of utilities in accordance with Section 7-7.303.e of the City's Municipal Code (\$350 / LF and for 120 LF Benson Ave frontage).**
- 2.22 Other conditions: _____

C. SEWER

- 2.23 **A 12 inch sewer main is available for connection by this project in Benson Avenue. (Ref: Sewer plan bar code: S13092)**
- 2.24 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.25 Submit documentation that shows expected peak loading values for modeling the impact of the subject project to the existing sewer system. The project site is within a deficient public sewer system area. Applicant shall be responsible for all costs associated with the preparation of the model. Based on the results of the analysis, Applicant may be required to mitigate the project impact to the deficient public sewer system, including, but not limited to, upgrading of existing sewer main(s), construction of new sewer main(s) or diversion of sewer discharge to another sewer.
- 2.26 **Other conditions:**
 - A. Provide another sewer manhole immediately at the back of the property line.**
 - B. Onsite sewer lateral shall be private, from the property line to project easterly.**

D. WATER

- 2.27 **A 8 inch water main is available for connection by this project in Benson Avenue. (Ref: Water plan bar code: W11461)**
- 2.28 Design and construct a water main extension. A water main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.29 **Other conditions:**
 - A. Provide master meter(s) with a backflow device(s) with submetering onsite.**
 - B. Provide a new fire hydrant fronting the project site.**

E. RECYCLED WATER

- 2.30 A _____ inch recycled water main is available for connection by this project in _____. (Ref: Recycled Water plan bar code: _____)
- 2.31 Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project.
- 2.32 Design and construct an on-site recycled water ready system for this project. A recycled water main does not currently exist in the vicinity of this project, but is planned for the near future. If Applicant would like to connect to this recycled water main when it becomes available, the cost for the connection shall be borne solely by the Applicant.



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

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

- 2.34 Other conditions: _____

F. TRAFFIC / TRANSPORTATION

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

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

- 2.37 Other conditions:
- A. Install 1 new street light along project frontage and service pedestal in accordance with City of Ontario Standards and in accordance with the Traffic and Transportation Design Guidelines, Section 1.4. Engineer-of-record shall meet with City Engineering staff prior to starting street lighting design to discuss items such as tie-ins to existing or future street light circuits.
 - B. The proposed driveway approach shall be radiused and be designed in accordance with City of Ontario Standard Drawing No. 1205 for Residential Driveway Access II.

G. DRAINAGE / HYDROLOGY

- 2.38 A _____ inch storm drain main is available to accept flows from this project in _____.
(Ref: Storm Drain plan bar code: _____)

- 2.39 Submit a hydrology study and drainage analysis, prepared and signed by a Civil Engineer registered in the State of California. The study shall be prepared in accordance with the San Bernardino County Hydrology Manual and City of Ontario standards and guidelines. Additional drainage facilities, including, but not limited to, improvements beyond the project frontage, may be required to be designed and constructed, by Applicant, as a result of the findings of this study.

- 2.40 An adequate drainage facility to accept additional runoff from the site does not currently exist downstream of the project. Design and construct a storm water detention facility on the project site. 100 year post-development peak flow shall be attenuated such that it does not exceed 80% of pre-development peak flows, in accordance with the approved hydrology study and improvement plans.

- 2.41 Submit a copy of a recorded private drainage easement or drainage acceptance agreement to the Engineering Department for the acceptance of any increase to volume and/or concentration of historical drainage flows onto adjacent property, prior to approval of the grading plan for the project.

- 2.42 Comply with the City of Ontario Flood Damage Prevention Ordinance (Ordinance No. 2409). The project site or a portion of the project site is within the Special Flood Hazard Area (SFHA) as indicated on the Flood Insurance Rate Map (FIRM) and is subject to flooding during a 100 year frequency storm. The site plan shall be subject to the provisions of the National Flood Insurance Program.

- 2.43 Other conditions:
- A. Pay an in-lieu fee, approximately \$56,249 for the project's fair share of the future construction of the 54" storm drain on Benson Ave per the Master Plan of Drainage.



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

- 2.44 401 Water Quality Certification/404 Permit – Submit a copy of any applicable 401 Certification or 404 Permit for the subject project to the City project engineer. Development that will affect any body of surface water (i.e. lake, creek, open drainage channel, etc.) may require a 401 Water Quality Certification from the California Regional Water Quality Control Board, Santa Ana Region (RWQCB) and a 404 Permit from the United States Army Corps of Engineers (USACE). The groups of water bodies classified in these requirements are perennial (flow year round) and ephemeral (flow during rain conditions, only) and include, but are not limited to, direct connections into San Bernardino County Flood Control District (SBCFCD) channels.
If a 401 Certification and/or a 404 Permit are not required, a letter confirming this from Applicant's engineer shall be submitted.
Contact information: USACE (Los Angeles District) (213) 452-3414; RWQCB (951) 782-4130.
- 2.45 **Submit a Water Quality Management Plan (WQMP). This plan shall be approved by the Engineering Department prior to approval of any grading plan. The WQMP shall be submitted, utilizing the current San Bernardino County Stormwater Program template, available at: <http://www.sbcountry.gov/dpw/land/npdes.asp>.**
- 2.46 Design and construct a Connector Pipe Trash Screen or equivalent Trash Treatment Control Device, per catch basin located within or accepting flows tributary of a Priority Land Use (PLU) area that meets the Full Capture System definition and specifications, and is on the Certified List of the State Water Resources Control Board. The device shall be adequately sized per catch basin and include a deflector screen with vector control access for abatement application, vertical support bars, and removable component to facilitate maintenance and cleaning.
- 2.47 Other conditions: _____

J. SPECIAL DISTRICTS

- 2.48 File an application, together with an initial payment deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community facilities District Act of 1982. The application and fee shall be submitted a minimum four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact the Financial Services Department at (909) 395-2353 to initiate the CFD application process.
- 2.49 Other conditions: _____

K. FIBER OPTIC

- 2.50 **Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole.**
- 2.51 **Refer to the City's Fiber Optic Master Plan for design and layout guidelines. Contact the Information Technology Department at (909) 395-2000, regarding this requirement.**

L. Solid Waste

- 2.52 **Onsite solid waste shall be designed in accordance with the City's Solid Waste Manual location at:**
<http://www.ontarioca.gov/municipal-utilities-company/solid-waste>



- 2.53 Other conditions:**
 A. A Final Solid Waste Handling Plan (SWHP) shall be submitted with the Precise Grading Plan for review and approval of Ontario Municipal Utility Company.

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

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

4. PRIOR TO FINAL ACCEPTANCE, APPLICANT SHALL:

- 4.01 Complete all Conditions of Approval listed under Sections 1-3 above.**
- 4.02 Pay all outstanding fees pursuant to the City of Ontario Municipal Code, including but not limited to, plan check fees, inspection fees and Development Impact Fees.**
- 4.03 The applicant/developer shall submit a written request for the City's final acceptance of the project addressed to the City Project Engineer. The request shall state that all Conditions of Approval have been completed and shall be signed by the applicant/developer. Upon receipt of the request, review of the request shall be a minimum of 10 business days. Conditions of Approval that are deemed incomplete by the City will cause delays in the acceptance process.**



EXHIBIT 'A'

**ENGINEERING DEPARTMENT
First Plan Check Submittal Checklist**

Project Number: PDEV19-049, and/or Parcel Map/Tract Map No. _____

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

1. **A copy of this check list**
2. **Payment of fee for Plan Checking**
3. **One (1) copy of Engineering Cost Estimate (on City form) with engineer's wet signature and stamp.**
4. **One (1) copy of project Conditions of Approval**
5. Two (2) sets of Potable and Recycled Water demand calculations (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size).
6. **Three (3) sets of Public Street improvement plan with street cross-sections**
7. Three (3) sets of Private Street improvement plan with street cross-sections
8. Four (4) sets of Public Water improvement plan (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size)
9. Four (4) sets of Recycled Water improvement plan (include recycled water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size and an exhibit showing the limits of areas being irrigated by each recycled water meter)
10. Four (4) sets of Public Sewer improvement plan
11. Five (5) sets of Public Storm Drain improvement plan
12. **Three (3) sets of Public Street Light improvement plan**
13. Three (3) sets of Signing and Striping improvement plan
14. **Three (3) sets of Fiber Optic plan (include Auto CAD electronic submittal)**
15. **Three (3) sets of Dry Utility plans within public right-of-way (at a minimum the plans must show existing and ultimate right-of-way, curb and gutter, proposed utility location including centerline dimensions, wall to wall clearances between proposed utility and adjacent public line, street work repaired per Standard Drawing No. 1306. Include Auto CAD electronic submittal)**
16. Three (3) sets of Traffic Signal improvement plan and One (1) copy of Traffic Signal Specifications with modified Special Provisions. Please contact the Traffic Division at (909) 395-2154 to obtain Traffic Signal Specifications.
17. **Two (2) copies of Water Quality Management Plan (WQMP), including one (1) copy of the approved Preliminary WQMP (PWQMP).**
18. **One (1) copy of Hydrology/Drainage study**
19. **One (1) copy of Soils/Geology report**
20. Payment for Final Map/Parcel Map processing fee
21. Three (3) copies of Final Map/Parcel Map



- 22. One (1) copy of approved Tentative Map
- 23. **One (1) copy of Preliminary Title Report (current within 30 days)**
- 24. **One (1) copy of Traverse Closure Calculations**
- 25. **One (1) set of supporting documents and maps (legible copies): referenced improvement plans (full size), referenced record final maps/parcel maps (full size, 18"x26"), Assessor's Parcel map (full size, 11"x17"), recorded documents such as deeds, lot line adjustments, easements, etc.**
- 26. Two (2) copies of Engineering Report and an electronic file (include PDF format electronic submittal) for recycled water use
- 27. **Other:**
 - A. **Two (2) copies of a Lot Line Adjustment (legal and plat)**



CITY OF ONTARIO

MEMORANDUM

TO: Lorena Mejia, Senior Planner
Planning Department

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

DATE: September 17, 2019

SUBJECT: PDEV19-049 – A Development Plan to construct a three-story, 30-unit residential apartment complex on 1.22 acres of land located on the eastern side of Benson Avenue, at 855 S Benson Ave, within the HDR-45 zoning district (25.1 - 45 du/acre). APN: 1011-361-01.

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

SITE AND BUILDING FEATURES:

- A. 2016 CBC Type of Construction: Type V B
- B. Type of Roof Materials: Ordinary
- C. Ground Floor Area(s): Varies, 4 Structures
- D. Number of Stories: 3
- E. Total Square Footage: Varies 8,464 Sq. Ft. to 19,932 Sq. Ft.
- F. 2016 CBC Occupancy Classification(s): R3

CONDITIONS OF APPROVAL:

1.0 GENERAL

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

2.0 FIRE DEPARTMENT ACCESS

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

3.0 WATER SUPPLY

- ☒ 3.1 The required fire flow per Fire Department standards, based on the 2016 California Fire Code, Appendix B, is 1875 gallons per minute (g.p.m.) for 2 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.
- ☒ 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.
- ☒ 3.4 The water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

4.0 FIRE PROTECTION SYSTEMS

- ☒ 4.1 On-site private fire hydrants are required per Standard #D-005, and identified in accordance with Standard #D-002. Installation and location(s) are subject to the approval of the Fire Department. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- ☒ 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.
- ☒ 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- ☒ 4.4 Wood frame buildings that are to be sprinkled shall have these systems in service (but not necessarily finalized) before the building is enclosed.
- ☒ 4.5 Fire Department Connections (FDC) shall be located on the address side of the building within one hundred fifty feet (150') of a public fire hydrant on the same side of the street. Provide identification for all fire sprinkler control valves and fire department connections per Standard #D-007. Raised curbs adjacent to Fire Department connection(s) shall be painted red, five feet either side, per City standards.
- ☒ 4.7 Portable fire extinguishers are required to be installed prior to occupancy per Standard #C-001. Please contact the Fire Prevention Bureau to determine the exact number, type and placement required.

5.0 BUILDING CONSTRUCTION FEATURES

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



CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Development Director
Cathy Wahlstrom, Planning Director (Copy of memo only)
Diane Ayala, Advanced Planning Division (Copy of memo only)
Charity Hernandez, Economic Development
Kevin Shear, Building Official
Khoi Do, City Engineer
Jamie Richardson, Landscape Planning Division
Ahmed Aly, Municipal Utility Company
Emily Hernandez, Police Department
Paul Ehrman, Deputy Fire Chief/Fire Marshal
Jay Bautista, T. E., Traffic/Transportation Manager
Lorena Mejia, Airport Planning
Eric Woosley, Engineering/NPDES
Joe De Sousa, Code Enforcement (Copy of memo only)
Jimmy Chang, IT Department

Michael

FROM: Lorena Mejia, Senior Planner

DATE: September 05, 2019

SUBJECT: FILE #: PDEV19-049

Finance Acct#:

The following project has been submitted for review. Please send one (1) copy and email one (1) copy of your DAB report to the Planning Department by .

- Note:**
- Only DAB action is required
 - Both DAB and Planning Commission actions are required
 - Only Planning Commission action is required
 - DAB, Planning Commission and City Council actions are required
 - Only Zoning Administrator action is required

PROJECT DESCRIPTION: A Development Plan to construct a three-story, 30-unit residential apartment complex on 1.22 acres of land located on the eastern side of Benson Avenue, at 855 S Benson Ave, within the HDR-45 zoning district (25.1 - 45 du/acre). APN: 1011-361-01.

The plan does adequately address the departmental concerns at this time.

- No comments
- Report attached (1 copy and email 1 copy)
- Standard Conditions of Approval apply

The plan does not adequately address the departmental concerns.

- The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.

Broadband Operations

Anna Vaca

Sr. Systems Analyst

10/01/2019

Department

Signature

Title

Date

1. The City of Ontario is developing a fiber-optic telecommunications system throughout the city commonly known as OntarioNet. The fiber-optic telecommunications system is capable of providing advanced Internet/data services to homes and businesses in feasible areas within the city. OntarioNet will provide community related services including: traffic management; online civic services; meter reading; educational services; and a variety of other community services. OntarioNet and the high-speed data services it provides will keep the city on par with the modern workforce and ever changing lifestyles of the people and the community.
2. Communication systems proposed on-site facilities will be placed underground within a duct and structure system to be installed by the developer, as illustrated in Exhibit A, "Fiber Optics Plan". Maintenance of the installed system will be the responsibility of the City and/or Special District fiber optic entity and not that of the developer, private homeowners association or private homeowners. Development of the project requires the installation by the developer of all fiber optic infrastructure necessary to service the project as a standalone development.
3. The City requires public utility easement for fiber optics on all private aisles/alley ways.
4. Trenching, joint trenching, and boring shall be used to install the fiber-optic conduits. Fiber-optic conduit placement will generally be in a joint trench with Street Light conduits or in a separate trench/bore and in the Right-of-Way (ROW) generally placed behind the sidewalk. Resulting conduit placement will be on the north side of street and the east side of street based on the direction of the street. Properly sized handholes shall be placed along the conduit path no greater than 500-feet apart in major streets and no greater than 300-feet apart within in-tract community streets. Handholes shall be strategically placed to allow for efficient entrance into commercial buildings, and residential properties and multi-dwelling units.
5. Structured Wiring – An integrated structured wiring system (low-voltage wiring) provides infrastructure for today's technology applications and the framework for the future technology advances. Requirements and benefits of a structured wiring system include:
 - Residential (single-family and multi-family), commercial and industrial developments shall adhere to the City's Structured Wiring ordinance
 - Allows for uniform receipt & distribution of technology services
 - Ensures scalability of wiring for future technology advances
 - Provides consistent & identical wiring protocols throughout developments
 - Enables the property infrastructure to interface efficiently with broadband networks for highest bandwidth capacity
 - Adoption of these standards will minimize retrofitting required to ensure new property owners are capable of the latest technologies and services
6. Building Entrance (Multi-family) - Design and install fiber optic conduit at a minimum depth of 36 inches. Trenching shall be per City Standard for Commercial Buildings. (1) 2-inch HDPE SDR-11 (Smoothwall) roll pipe (Orange) duct. Install locate/tracer wires minimum 12AWG within conduit bank and fiber warning tape 18-inch above the uppermost duct.
7. Multi-family and commercial properties shall terminate conduit in an electrical room adjacent to the wall no less than five inches above the finished floor. A 20" width X length 36" space shall be reserved on the plywood wall for OntarioNet equipment. This space shall be labeled "OntarioNet Only". Ontario Conduit shall be labeled "OntarioNet"
8. A minimum 1.5-inch joint use telecommunications conduit with pull-rope from the multi-family or commercial building communal telecom/electrical room/closet to each multi-family or commercial building unit shall be installed. See Structured Wiring Checklist on City's website for additional details.
9. A Fiber Optics Improvement Design Plan sheet should be part of the Design Plan submission and should be provided in digital format (PDF) as well, on future revisions



CITY OF ONTARIO

MEMORANDUM

TO: Lorena Mejia, Senior Planner

FROM: Emily Hernandez, Police Department

DATE: September 17, 2019

SUBJECT: PDEV19-049 – A DEVELOPMENT PLAN TO CONSTRUCT A THREE-STORY, 30-UNIT RESIDENTIAL APARTMENT COMPLEX LOACTED AT 855 S. BENSON AVENUE.

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

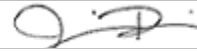
- Required lighting for walkways, driveways, doorways, parking lots, hallways, stairwells, and other areas used by the public shall be provided. Lights shall operate via photosensor. Photometrics shall be provided to the Police Department and include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting.
- Rooftop addresses shall be installed on the buildings as stated in the Standard Conditions. The numbers shall be at a minimum 3 feet tall and 1 foot wide, in reflective white paint on a flat black background, and oriented with the bottom of the numbers towards the addressed street.
- The Applicant shall comply with construction site security requirements as stated in the Standard Conditions.
- First floor stairwells shall be constructed so as to either allow for visibility through the stairwell risers or to prohibit public access to the areas behind stairwells.
- The development shall participate in the Crime-Free Multi Housing program offered by the Ontario Police Department COPS Division.

The Applicant is invited to contact Emily Hernandez at (909) 408-1755 with any questions or concerns regarding these conditions.

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

DAB CONDITIONS OF APPROVAL

Sign Off



05/21/2020

Jamie Richardson, Sr. Landscape Planner

Date

Reviewer's Name:

Jamie Richardson, Sr. Landscape Planner

Phone:

(909) 395-2615

D.A.B. File No.:

PDEV19-049

Case Planner:

Lorena Mejia

Project Name and Location:

Benson Apartments
 855 South Benson Avenue

Applicant/Representative:

Projection LLC hrd.wang@gmail.com
 1360 Darius Court
 City of Industry, CA 91745



A Preliminary Landscape Plan (dated 05/20/2020) meets the Standard Conditions for New Development and has been approved with the consideration that the following conditions below be met upon submittal of the landscape construction documents.



A Preliminary Landscape Plan (dated) has not been approved. Corrections noted below are required prior to Preliminary Landscape Plan approval.

A RESPONSE SHEET IS REQUIRED WITH RESUBMITTAL OR PLANS WILL BE RETURNED AS INCOMPLETE.
 Landscape construction plans with plan check number may be emailed to: landscapeplancheck@ontarioca.gov
DIGITAL SUBMITTALS MUST BE 10MB OR LESS.

Civil/ Site Plans

1. Replacement and mitigation for removed trees shall be equal to trunk diameter of heritage trees removed per the Development Code Tree Preservation Policy and Protection Measures, section 6.05.020. **Mitigation for Trees #3552 (20"), 3553 (19"), 3554 (34"), 3556 (11") = Total of 84" of heritage tree replacement. See below for mitigation options**
2. Show on demo plans and landscape construction plans trees to be preserved, removed or mitigation measures for trees removed, such as:
 - a. New 15 gallon trees min 1" diameter trunk, in addition to trees required. **Total of 84 trees.**
 - b. New 24" box trees min 1.5" diameter trunk, in addition to trees required. **Total of 56 trees.**
 - c. Upsizing trees on the plan one size larger such as 15 gallon to 24" box, or 24" to 36" box size.
 - d. Monetary value of the trees removed as identified in the "Guide for Plant Appraisal", approved certified arborist plant appraiser, or may be equal to the value of the installation cost of planting, fertilizing, staking and irrigating 15 gallon trees, (100\$ each) to the City of Ontario Historic Preservation Fund for city tree planting or city approved combination of the above items. **Total of \$8,400.**

Landscape Plans

3. Provide a planting list of proposed water efficient plants. Use turfgrass for recreation areas only. Proposed water use must meet water budget.
4. Replace invasive, high water using, short lived, high maintenance or poor performing plants; Carpenteria 'Elizabeth' (poor performer, hard to maintain use in accent areas only or consider Salvia 'Bee's Bliss), Calliandra eriophylla (deciduous, consider Callistemon) and Syagrus romanzoffiana (maintenance - messy, invasive; consider Washingtonia filifera or Chamaerops humilis (does not get

so tall).

5. Show 8' diameter of mulch only at new trees. Detail irrigation dripline outside of mulched root zone.
6. Designer or developer to provide agronomical soil testing and include report on landscape construction plans.
7. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
8. Provide phasing map for multi-phase projects.
9. After a project's entitlement approval, the applicant shall pay all applicable fees for landscape plan check and inspections at a rate established by resolution of the City Council. Fees are:

Plan Check—less than 5 acres.....	\$1,301.00
Inspection—Construction (up to 3 inspections per phase).....	<u>\$278.00</u>
Total.....	\$1,579.00
Inspection—Field – any additional.....	\$83.00

Landscape construction plans with building permit number for plan check may be emailed to:

landscapeplancheck@ontarioca.gov

CITY OF ONTARIO

MEMORANDUM

TO: PLANNING DEPARTMENT, Lorena Mejia
FROM: BUILDING DEPARTMENT, Kevin Shear
DATE: September 09, 2019
SUBJECT: PDEV19-049

-
- The plan **does** adequately address the departmental concerns at this time.
 No comments
 Report below.

Conditions of Approval

1. Standard Conditions of Approval apply.

KS:lr



Development Advisory Board Decision

August 17, 2020

DECISION NO.: [insert #]

FILE NOS.: PGPA18-002, PSPA18-003, PMTT18-009, PDA18-006 and PDEV18-031

DESCRIPTION: An Addendum to The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (SCH# 2008101140), certified by City Council on January 27, 2010) for the following entitlements: 1) A General Plan Amendment (File No. PGPA18-002) to modify the Policy Plan (General Plan) Land Use Plan (Exhibit LU-01) component of The Ontario Plan, changing the land use designation of approximately 46 acres of land from General Commercial and Business Park, to 4.13 acres of Community Commercial, 3.51 acres of Business Park and 39 acres of Industrial; 2) Modify the Future Buildout Table (Exhibit LU-03) to be consistent with the land use designation changes; and 3) An amendment (File No. PSPA18-003) to the Edenglen Specific Plan to change the land use designation from Community Commercial, Commercial/Business Park Flex Zone, and Business Park/Light Industrial to 4.13 acres of Neighborhood Commercial, 3.51 acres of Business Park, and 39 acres of Light Industrial, including updates to the development standards, exhibits and text changes to reflect the proposed land uses; 4) A Tentative Parcel Map (File No. PMTT18-009/TPM 20027) to subdivide 46.64 acres of land into 7 numbered parcels and 1 lettered lot; 5) A Development Agreement (File No. PDA18-006) between the City of Ontario and Ontario CC, LLC, to establish the terms and conditions for the development of Tentative Parcel Map 20027; and 6) A Development Plan (File No. PDEV18-031) to construct 5 industrial buildings totaling 968,092 square feet. The Project site is located on the southwest corner of Riverside Drive and Hamner Avenue; (APNs: 218-171-21 & 218-171-27) **submitted by Ontario CC, LLC. Planning Commission action is required.**

Part I—BACKGROUND & ANALYSIS

ONTARIO CC, LLC, (herein after referred to as “Applicant”) has filed six applications requesting an amendment to the General Plan, an amendment to the Edenglen Specific Plan, Tentative Parcel Map, Development Agreement, and Development Plan approval (File Nos. PGPA18-002, PSPA18-003, PMTT18-009, PDA18-006, and PDEV18-031, respectively), as described in the subject of this Decision (herein after referred to as "Application" or "Project").

(1) **Project Setting:** The Project site is comprised of 46.64 acres of land located at the southwest corner of Riverside Drive and Hamner Avenue. Existing land uses, General Plan and zoning designations, and specific plan land uses on and surrounding the Project site are as follows:

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
<i>Site:</i>	Vacant and Commercial Nursery	General Commercial and Business Park	Edenglen Specific Plan	Community Commercial, Commercial/Business Park Flex Zone,

	Existing Land Use	General Plan Designation	Zoning Designation	Specific Plan Land Use
				and Business Park/Light Industrial
<i>North:</i>	Vacant	Mixed-Use	Tuscana Village Specific Plan	Commercial and Residential
<i>South:</i>	SCE Substation	Business Park	Edenglen Specific Plan	Light Industrial
<i>East:</i>	City of Eastvale (Gas Station and Industrial)	Commercial Retail & Business Park	C-1/C-P (General Commercial) & IP (Industrial Park)	N/A
<i>West:</i>	SCE Easement	OS-NR	Edenglen Specific Plan	SCE Corridor

(2) **Project Description:** The Project applications analyzed under the Addendum to The Ontario Plan Environmental Impact Report (File No. PGPA06-001, State Clearinghouse No. 2008101140) ("Certified EIR"), consists of the following:

- A General Plan Amendment (File No. PGPA18-002) to modify the Policy Plan (General Plan) Land Use Plan (Exhibit LU-01) component of The Ontario Plan, changing the land use designation on approximately 46 acres of land from General Commercial and Business Park, to 4.13 acres of Community Commercial, 3.51 acres of Business Park, and 39 acres of Industrial.
- An amendment to the Edenglen Specific Plan (File No. PSPA18-003), changing the land use designations assigned to the Project site, from Community Commercial, Commercial/Business Park Flex Zone, and Business Park/Light Industrial, to 4.13 acres of Neighborhood Commercial, 3.51 acres of Business Park, and 39 acres of Light Industrial. The Specific Plan Amendment also includes updates to development standards and exhibits, along with text changes to reflect the proposed land use changes.
- A Tentative Parcel Map (File No. PMTT18-009/TPM 20027) to subdivide 46.64 acres of land into 7 numbered lots and one lettered lot, in conjunction with a Development Agreement (File No. PDA18-006) between the City of Ontario and Ontario CC, LLC, to establish the terms and conditions for the development of the Tentative Parcel Map.
- A Development Plan (File No. PDEV18-031) to construct five industrial buildings totaling 968,092 square feet.

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

environmental impacts beyond those previously analyzed in the Certified EIR, and all mitigation measures previously adopted by the Environmental Impact Report, are a condition of Project approval and are incorporated in the Initial Study/Addendum (see Attachment 1—Initial Study/Addendum, attached).

Part II—RECITALS

WHEREAS, The Ontario Plan Environmental Impact Report Environmental Impact Report (State Clearinghouse No. 2008101140) was certified by City Council on January 27, 2010 (hereinafter referred to as “Certified EIR”), in which development and use of the Project site was discussed; and

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

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

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

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

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

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

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

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

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

WHEREAS, approval of this Project is contingent upon City Council approving a General Plan Amendment (File No. PGPA18-002), an amendment to the Edenglen Specific Plan (File No. PSPA18-003), and an EIR Addendum to The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (State Clearinghouse No. SCH# 2008101140) that was certified on January 27, 2010; and

WHEREAS, on August 17, 2020, the DAB of the City of Ontario conducted a hearing on the Project, and concluded said hearing on that date; and

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

Part III—THE DECISION

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

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

(1) The environmental impacts of the Project were reviewed in conjunction with an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. SCH# 2008101140), certified by the Ontario City Council on January 27, 2010 in conjunction with File No. PGPA06-001; and

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

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

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

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

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

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

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

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

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

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

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

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

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

SECTION 3: *Development Advisory Board Action.* The DAB does hereby find that based upon the entire record of proceedings before it, and all information received, that there is no substantial evidence that the Project will constitute substantial changes to the Certified EIR, and does hereby recommend the Planning Commission recommend approval to the City Council on the adoption of the EIR Addendum to the Certified EIR, included as Attachment 1 of this Decision.

SECTION 4: *Indemnification.* The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 5: Custodian of Records. The EIR Addendum and all other documents and materials that constitute the record of proceedings on which these findings have been based, are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario. The records are available for inspection by any interested person, upon request.

APPROVED AND ADOPTED this 17th day of August 2020.

Development Advisory Board Chairman

Attachment 1—Addendum to The Ontario Plan Environmental Impact Report

(EIR Addendum follows this page)

Ontario Commerce Center
Screencheck
2020 Addendum
to
The Ontario Plan Certified EIR
(SCH No. 2008101140)

Prepared for:
City of Ontario
303 East "B" Street
Ontario, CA 91764

July 2020



**Ontario Commerce Center
2020 Addendum
to
The Ontario Plan Certified EIR
(SCH No. 2008101140)**

Prepared for:

City of Ontario
303 East "B" Street
Ontario, CA 91764

Prepared By:

Applied Planning, Inc.
11762 De Palma Road, 1-C 310
Corona, CA 92883

July 2020

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Appendix F: Noise Impact Analysis

Appendix G: WQMP

Appendix H: Transportation

1.0 INTRODUCTION

1.0 INTRODUCTION

1.1 OVERVIEW

This Addendum to The Ontario Plan Certified Environmental Impact Report (TOP EIR, Certified EIR) substantiates that the proposed Modification to the Edenglen Specific Plan described herein would not result in any new significant impacts not considered and addressed in the Certified EIR; nor would there be any substantial increase in the severity of, or substantial change in any previously-identified environmental impacts considered and addressed in the Certified EIR.

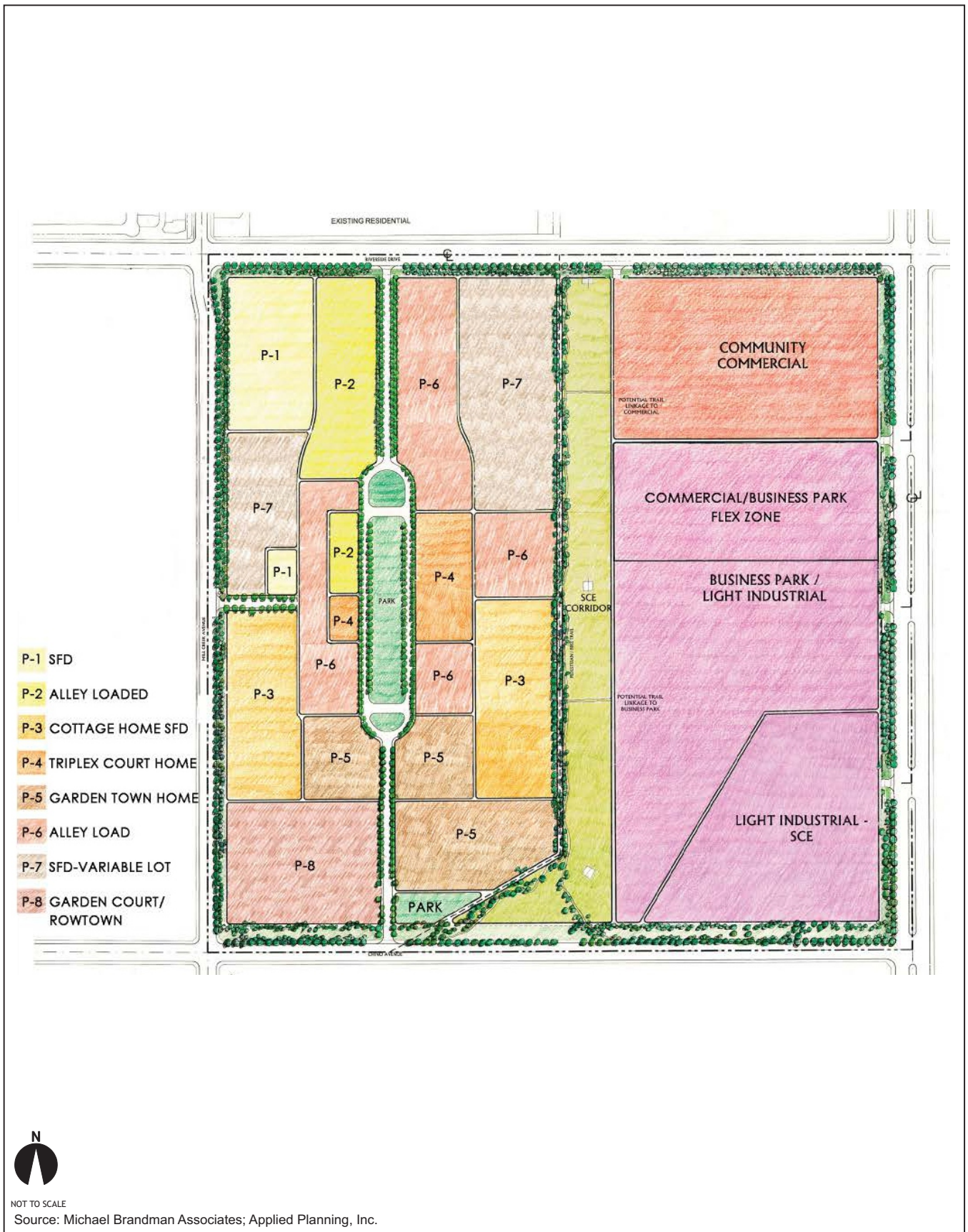
1.1.1 Original Project

Location of the Edenglen Specific Plan (Specific Plan, Original Project) is presented at Figure 1.1-1. The Specific Plan was approved by the City of Ontario in 2005. The approved Specific Plan Land Use Plan is presented at Figure 1.1-2. As approved by the City, the Original Project allows for development of various Residential, Community Commercial Retail, Commercial/Business Park, and Business Park/Light Industrial uses. The Original Project development concept also incorporated Open Space, Trail, and Edge Buffer/Roadway land use assignments. Residential uses proposed under the Original Project were assigned to areas located westerly of an approximately 150-foot-wide greenbelt/SCE Corridor (N - S) that physically separates westerly and easterly areas of the Specific Plan.



NOT TO SCALE

Source: Google Earth; Michael Brandman Associates; Applied Planning, Inc.

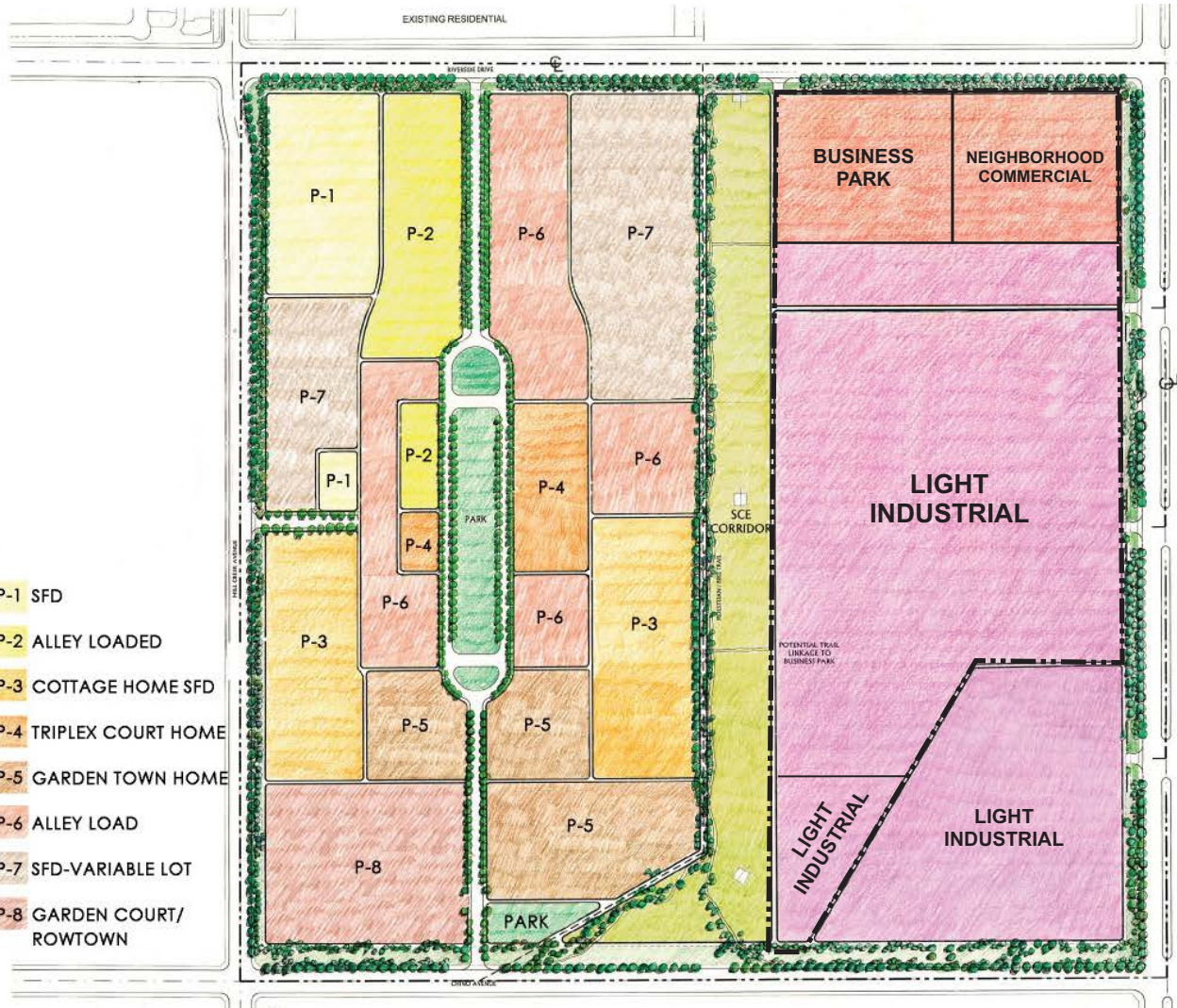


1.1.2 Modified Project

The proposed Modification to the Original Project (the Modified Project¹) would amend land uses and development types allowed in the easterly portion of the Specific Plan Area, east of the SCE Corridor (N – S) bisecting the site. In summary, the Modified Project would amend and reconfigure the Specific Plan Land Use Plan to allow for business park, light industrial, and commercial land uses in easterly areas of the Specific Plan, easterly of the SCE Corridor. The Modified Project would not affect any of the Specific Plan Residential, Open Space, or SCE Corridor Trail land uses.

The Modified Project Land Use Plan is illustrated at Figure 1.1-3. Under the Modified Project development concept evaluated herein, up to 968,092 of Light Industrial/ Business Park uses, and up to 40,000 square feet of Commercial Retail uses would be implemented on the northeasterly corner of the Specific Plan. The Modified Project would also construct necessary supporting site improvements including, but not limited to: site adjacent road improvements, site access improvements, loading dock areas, truck and car parking areas, landscaping, lighting, and signage. The Modified Project uses are assumed to operate 7 days per week, 24 hours per day.

¹ The Modified Project working title is the “Ontario Commerce Center.”



NOT TO SCALE

Source: Michael Brandman Associates; Applied Planning, Inc.

Figure 1.1-3
Modified Project Land Use Plan

1.2 CALIFORNIA ENVIRONMENTAL QUALITY ACT DOCUMENTATION

California Environmental Quality Act (CEQA) documentation for the Original Project is presented in *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140*, SCH No. 2008101140 (Certified EIR). This Addendum to the Certified EIR (Addendum) compares the impacts that were identified in the Certified EIR with the anticipated impacts of the proposed Modified Project. This Addendum substantiates that the proposed Modified Project would not result in new significant impacts, substantially different impacts, or impacts that would be substantially more severe than those evaluated and addressed in the Certified EIR.

1.3 ADDENDUM PURPOSE AND SUMMARY

The focus and purpose of this document is to determine if the Modified Project described herein would result in new or substantially different environmental impacts than those considered and addressed in the Certified EIR. To these ends, this Addendum defines, describes, compares, and contrasts potential environmental impacts of the Modified Project in the context of the environmental impacts assessed in the Certified EIR.

In so doing, this Addendum substantiates consistency with applicable California Environmental Quality Act Guidelines (*CEQA Guidelines*) provisions addressing preparation of an Addendum to a previously-Certified EIR.

In these regards, as presented at *CEQA Guidelines* Section 15164, an Addendum to a Certified EIR may be prepared if only minor technical changes or additions are necessary and none of the conditions described in Section 15162, calling for the preparation of a subsequent or supplemental EIR, have occurred. Further, Public Resources Code Section 21166 prohibits preparation of a subsequent or supplemental EIR for a Certified EIR unless substantial project changes are proposed requiring major revisions to the Certified EIR; a substantial change in circumstances has occurred requiring major revisions to the Certified EIR; or new information becomes available requiring major revisions to the Certified EIR. As supported by the information provided here, none of these conditions

apply to the Modified Project. This Addendum to the Certified EIR fulfills CEQA documentation requirements for the Modified Project.

1.4 INTENDED USE OF THIS ADDENDUM

The City of Ontario (City) is the Lead Agency for the purposes of CEQA because it has the principal responsibility and authority for consideration of discretionary actions and permitting for the Modified Project. As the Lead Agency, the City is also responsible for analyzing the Modified Project’s potential environmental impacts.

The Lead Agency will employ this Addendum in its evaluation of potential environmental impacts resulting from, or associated with, approval and implementation of the Modified Project. This Addendum may also be used by various Responsible Agencies, e.g., Air Quality Management District(s), Regional Water Quality Control Board(s), *et al.*; as well as utilities and service providers when such entities issue discretionary permits necessary to carry out the Modified Project. For example, if the Modified Project would require discretionary permits from the South Coast Air Quality Management District (SCAQMD), this Addendum would serve as the environmental assessment for such permits (please refer to California Code of Regulations, Section 15050).

In employing this Addendum, the City and other agencies need to recognize that the Modified Project plans and development concepts identified herein are just that – plans and concepts that are subject to refinement as the Modified Project is further defined. Acknowledging the potential for these future minor alterations to the Modified Project, this Addendum in all instances evaluates maximum impact scenarios that would account for these potential minor alterations.

1.5 DOCUMENT ORGANIZATION

This Addendum is presented in five sections, as follows:

- **Section 1.0, *Introduction***, provides an overview of the Modified Project, its context, and environmental documentation applicable to the proposed development.
- **Section 2.0, *Modified Project – Description***, presents the proposed Modified Project in greater detail.
- **Section 3.0, *Environmental Checklist***, presents the analysis of potential environmental impacts of the Modified Project. The analysis considers potential environmental impacts of the Modified Project relative to impacts identified in the Certified EIR.
- **Section 4.0, *Determination***, presents the determination regarding the appropriate environmental document for the Modified Project.
- **Section 5.0, *Mitigation Summary***, presents mitigation that would be implemented under the Modified Project.

1.6 CONCLUSION

This Addendum substantiates that implementation and operation of the proposed Modified Project described and evaluated herein would not result in any significant new, different, additional, or substantially increased environmental impacts than were previously considered and addressed in the Certified EIR.

2.0 PROJECT DESCRIPTION

2.0 MODIFIED PROJECT-DESCRIPTION

2.1 INTRODUCTION

The Edenglen Specific Plan (Specific Plan, Original Project) allows for development of various Residential, Community Commercial Retail, Commercial/Business Park, and Business Park/Light Industrial uses. The Original Project development concept also incorporated Open Space, Trail, and Edge Buffer/Roadway land use assignments. Residential uses proposed under the Original Project were assigned to areas located westerly of an approximately 150-foot-wide greenbelt/SCE Corridor (N - S) that physically separates westerly and easterly areas of the Specific Plan.

The Modified Project¹ considered here would amend and reconfigure the Edenglen Specific Plan Land Use Plan to allow for business park, industrial, and commercial development in easterly areas of the Specific Plan. Under the Modified Project development concept evaluated here, up to 968,092 of Light Industrial/ Business Park uses, and up to 40,000 square feet of Commercial Retail uses would be implemented on the northeasterly corner of the Specific Plan.

Within this Addendum, likely maximum impacts are evaluated for all environmental topics. At the discretion of the City, uses differing from those evaluated here, and that could result in substantially different impacts than the uses evaluated here would be subject to additional CEQA environmental analysis. Ultimate scope and configuration of the Modified Project uses would be as approved by the City.

¹ The Modified Project working title is the "Ontario Commerce Center."

2.2 EXISTING AND PROPOSED LAND USE DESIGNATIONS

Existing and proposed land use designations are described below. Tables 2.2-1 and 2.2-2 detail land use designations that would be amended under the Modified Project. Existing and Proposed Policy Plan Land Use designations under the Modified Project are illustrated at Figure 2.2-1. Existing and proposed Specific Plan Land Use Plan designations are illustrated at Figure 2.2-2.

Original Project Land Use Designations

The existing Policy Plan (General Plan) Land Use designations for the Original Project are: “Low Density Residential,” “Medium Density Residential,” “Open Space Non-Recreation,” “General Commercial,” and “Business Park.” Areas proposed for development under the Modified Project are currently designated General Commercial and Business Park.

The existing Specific Plan Land Use Plan assigns various residential land uses to areas located westerly of the SCE Corridor. The existing Specific Plan Land Use Plan assigns Community Commercial Retail, Commercial/Business Park, and Business Park/Light Industrial uses to areas located easterly of the SCE Corridor.

Modified Project Land Use Designations

The existing Policy Plan Land Use and Specific Plan Land Use designations for the easterly portions of the Specific Plan would be amended to allow for the development of land uses proposed under the Modified Project. More specifically, the existing Policy Plan Land Uses for easterly areas of the Specific Plan would be reconfigured and changed from General Commercial and Business Park to Neighborhood Commercial, Business Park, and Industrial. Specific Plan Land Use designations for areas proposed for development under the Modified Project are currently designated Community Commercial, Commercial/Business Park Flex Zone, Business Park/Light Industrial, and Business Park/SCE. As amended under the Modified Project, the Specific Plan Land Use designations for the Modified Project site would be changed to Business Park, Neighborhood Commercial, and Light Industrial.

**Table 2.2-1
Existing and Proposed Policy Plan Land Use Designations**

Existing		Proposed	
Policy Plan Land Use Designation	Approximate Acreage	Policy Plan Land Use Designation	Approximate Acreage
General Commercial	20.0	Neighborhood Commercial	4.1
Business Park	36.9	Business Park	3.5
---	---	Light Industrial [Includes SCE]	49.3
Total	56.9	Total	56.9

Notes:

- Existing Land Uses from: Edenglen Specific Plan EIR, (Michael Brandman Associates) July 2005.
- Proposed acreages are approximate, per TPM No. 20027 (Westland Group, Inc.) August 2018.

**Table 2.2-2
Existing and Proposed Specific Plan Land Use Designations**

Existing		Proposed	
Specific Plan Land Use Designation	Approximate Acreage	Specific Plan Land Use Designation	Approximate Acreage
Community Commercial	20.0	Neighborhood Commercial	4.1
Commercial/Business Park Flex Zone	10	Business Park	3.5
Business Park/Light Industrial	26.9	Light Industrial	39.0
		Light Industrial (SCE)	10.3
Total	56.9	Total	56.9

Notes:

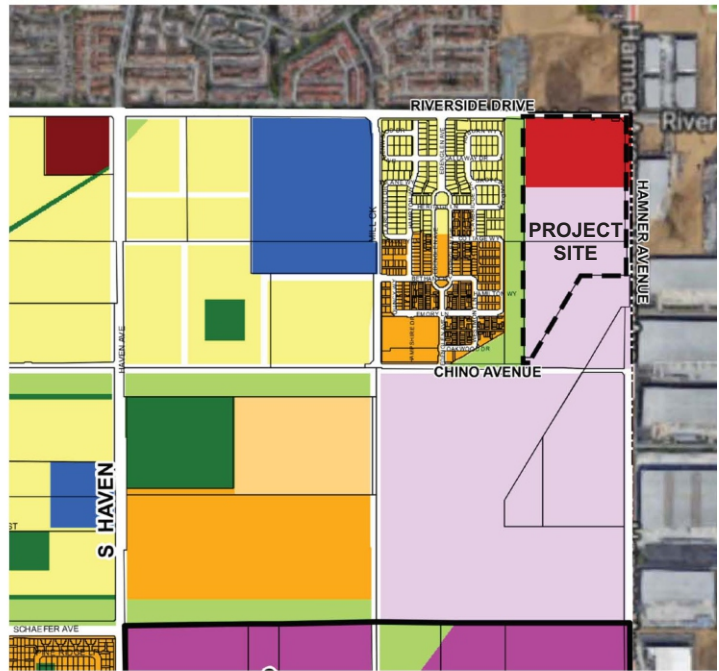
- Existing Land Uses from:** Edenglen Specific Plan EIR, (Michael Brandman Associates) July 2005.
- Proposed acreages are approximate, per TPM No. 20027 (Westland Group, Inc.) August 2018.

Retail/Service

- Neighborhood Commercial (0.4 FAR)
- General Commercial (0.4 FAR)
- Office Commercial (0.75 FAR)
- Hospitality (1.0 FAR)

Employment

- Business Park (0.6 FAR)
- Industrial (0.55 FAR)



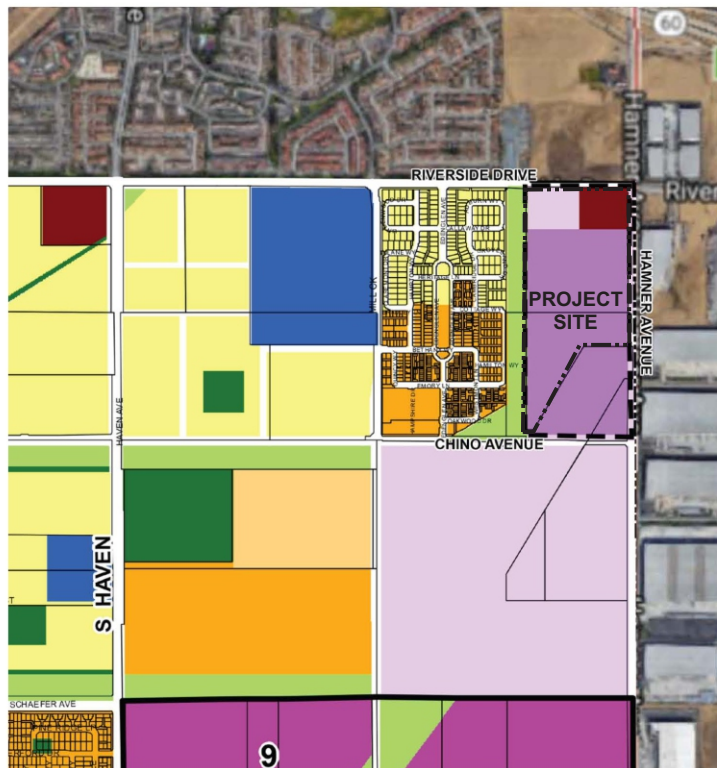
EXISTING

Retail/Service

- Neighborhood Commercial (0.4 FAR)
- General Commercial (0.4 FAR)
- Office Commercial (0.75 FAR)
- Hospitality (1.0 FAR)

Employment

- Business Park (0.6 FAR)
- Industrial (0.55 FAR)



PROPOSED



NOT TO SCALE
Source: The Galloway Group



Figure 2.2-2
Existing and Proposed Specific Plan Designations

Surrounding Properties Land Use Designations

Policy Plan Land Use and Zoning designations of surrounding properties are summarized below. The Modified Project would not affect Land Use and Zoning designations of these properties.

North

- Policy Plan Land Use Designation: General Commercial
- Zoning: Specific Plan (Tuscana Village Specific Plan-Commercial/Residential)²
See also: <https://www.ontarioca.gov/Planning/SpecificPlans>.

South

- Policy Plan Land Use Designation: Business Park
- Zoning: Agricultural

East

- City of Eastvale General Plan: Commercial Retail, Business Park
- City of Eastvale Zoning: C-1/C-P – General Commercial, I-P – Industrial Park

West

- Policy Plan Land Use Designation: Edenglen Specific Plan – Open Space Non-Recreation, Low Density Residential, Medium Density Residential; west of the Edenglen Specific Plan – Public School, Low Density Residential
- Zoning: Edenglen Specific Plan – Residential (Single Family Detached, Single Family Attached, Single Family Detached), Parks, Community Trail (SCE Corridor); west of the Edenglen Specific Plan – Civic (Colony High School),

² A proposed Specific Plan Amendment (SPA) for the Tuscana Village SP has been submitted to the City. The proposed SPA would allow for development of light industrial and commercial/retail/restaurant uses within the subject site.

Specific Plan (Rich Haven Specific Plan-Residential, Regional Commercial/Mixed Use) See also: <https://www.ontarioca.gov/Planning/SpecificPlans>.

2.3 EXISTING LAND USES

Existing land uses are described below, and are illustrated at Figure 2.3-1.

Project Site

The northerly portion of the Modified Project site is undeveloped and has been historically used for agricultural purposes. The southerly portion is a former commercial nursery (Sunshine Growers Nursery). Southeasterly of the Modified Project site is a property owned by SCE, but included within the boundaries of the Specific Plan. The Modified Project would not affect this SCE property.

North

North of the Modified Project site, across Riverside Avenue, is undeveloped vacant land.

South

Southerly of the Modified Project site, across Chino Avenue (alignment), is the SCE Mira Loma Substation.

East

East of the Modified Project site, across Hamner Avenue, are City of Eastvale properties developed with light industrial uses.

West

Westerly of the Modified Project site are residential uses developed as part of the approved Edenglen Specific Plan.



NOT TO SCALE

Source: Google Earth, Applied Planning, Inc.

Figure 2.3-1
Existing Land Uses

2.4 DEVELOPMENT CONCEPT

2.4.1 Site Plan and Architectural Concepts

The Modified Project considered herein would implement commercial retail, business park and light industrial uses on an approximately 56.9-acre site³ bounded by Riverside Drive to the north, Chino Avenue (alignment) to the south, Hamner Avenue to the east, and developed residential portions of the Edenglen Specific Plan to the west. Figure 2.4-1 illustrates the Modified Project Site Plan Concept. Figures 2.4-2 (a) through 2.4-2 (e) present architectural concepts for the Modified Project buildings. Final site plan and building designs would be subject to City review and approval.

2.4.2 Access and Circulation

Regional access to the Project site and surrounding areas is provided by State Route 60. Preliminary concepts indicate local access to the Modified Project would be provided via four driveways on Hamner Avenue and two driveways on Riverside Drive.

Access within the Project site would be provided by various internal drive aisles. Ultimate driveway locations, configurations, and internal circulation plans for the Modified Project would conform to City requirements based on detailed site plans.

As part of the Modified Project, both Hamner Avenue and Riverside Drive would be improved adjacent to the site.

All roads, drive aisles, and access points implemented under the Modified Project would conform to City engineering standards and City Fire Department requirements.

2.4.3 Parking

The Modified Project will adhere to the parking requirements set forth by the City of Ontario Development Code. Parking assignments and design of parking areas within the site are subject to City review and approval.

³ As directed by the City, the SCE substation property located at the northwest corner of Chino Avenue at Hamner Avenue is included within the boundaries of the Modified Project site. However, the Modified Project does not propose or require development within this SCE property.

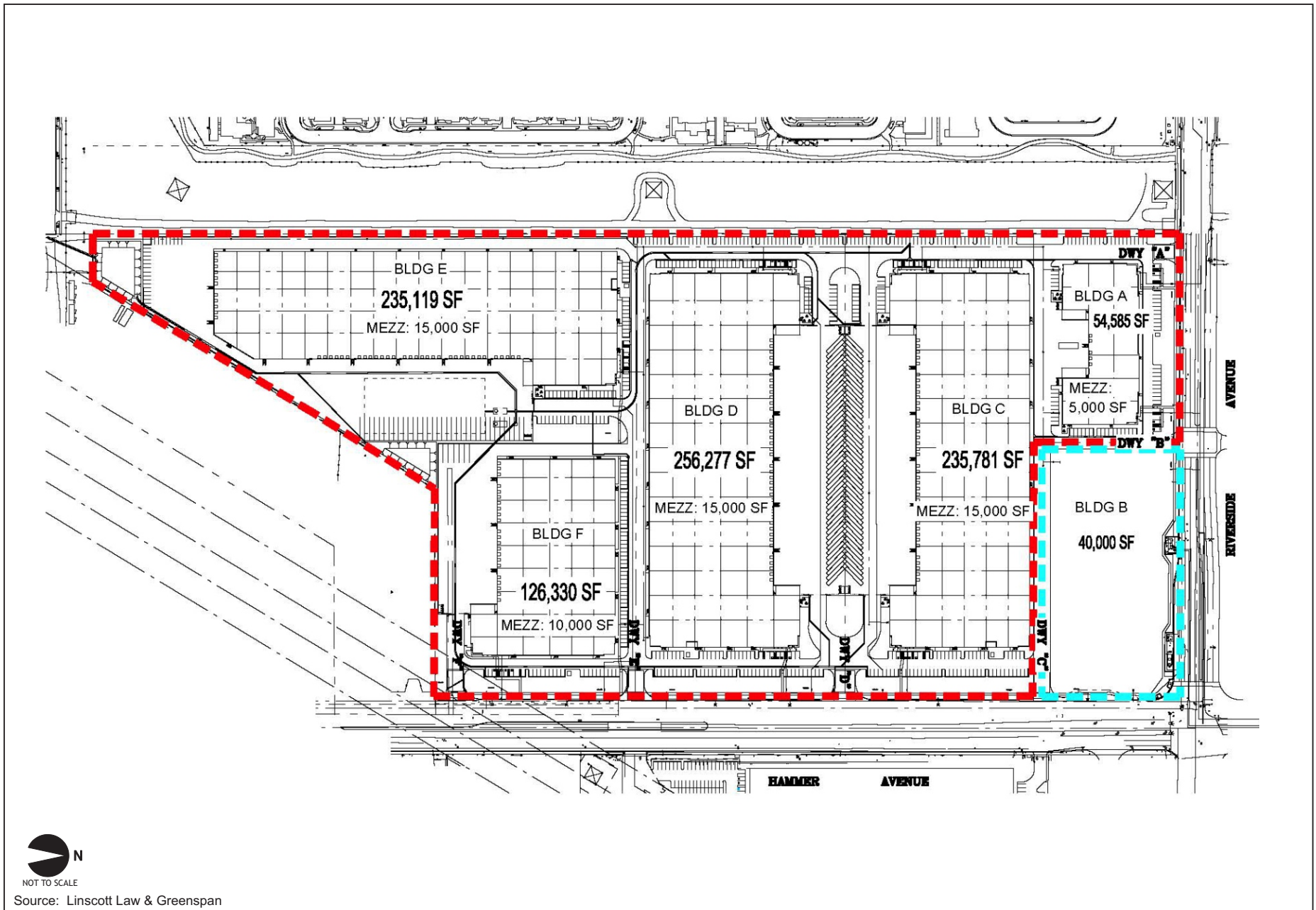
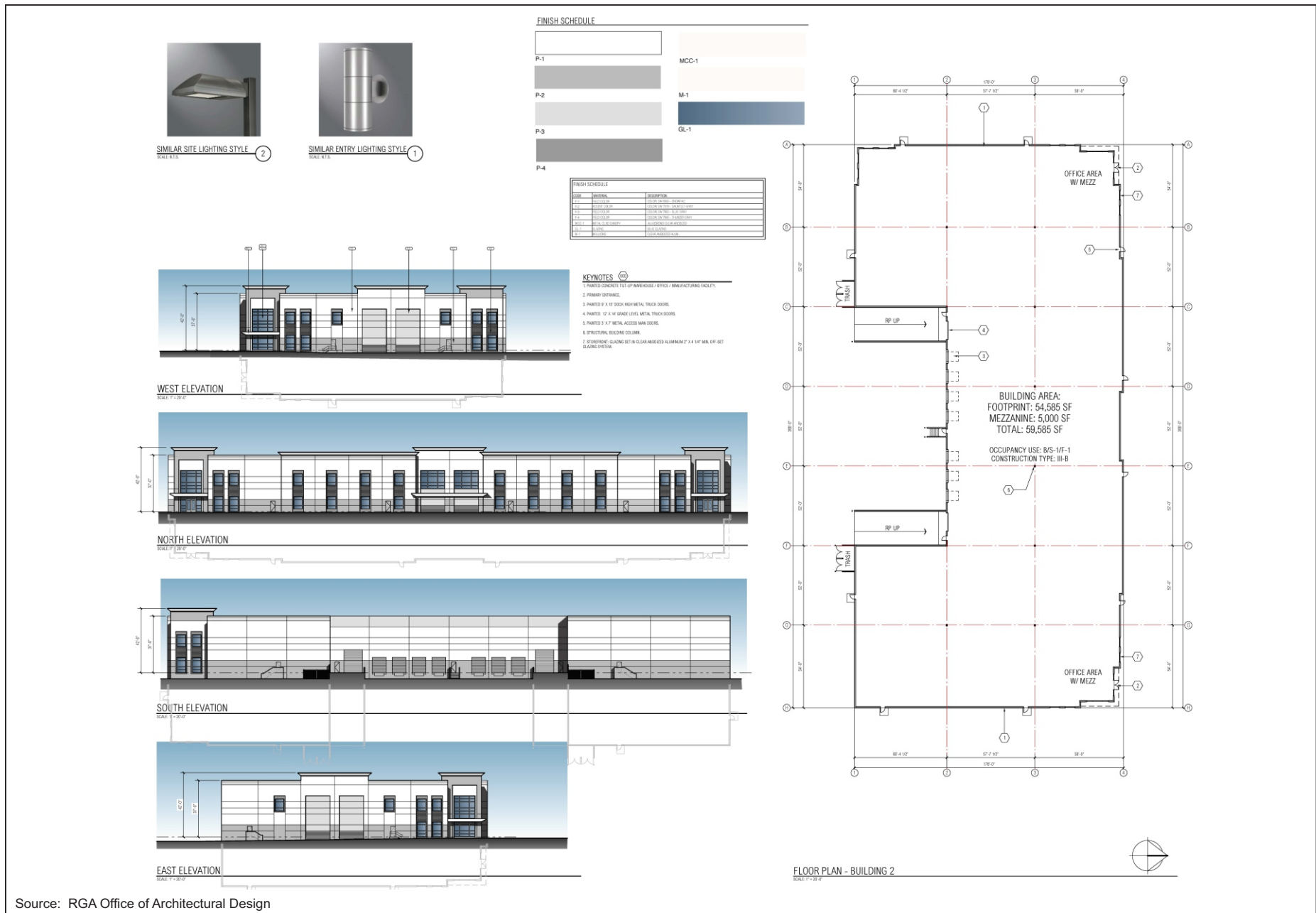
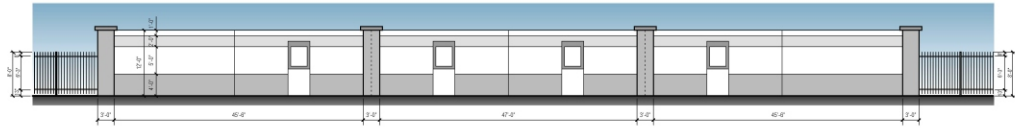


Figure 2.4-1
Site Plan Concept



Source: RGA Office of Architectural Design



SCREENWALL ELEVATION (WEST PROPERTY LINE)
SCALE: 1/8" = 1'-0"

FINISH SCHEDULE

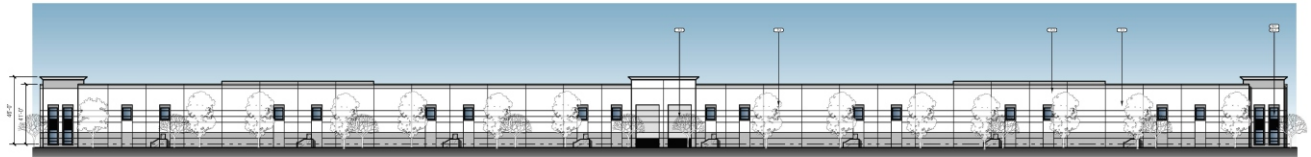
P-1	MCC-1
P-2	M-1
P-3	GL-1
P-4	

FINISH SCHEDULE

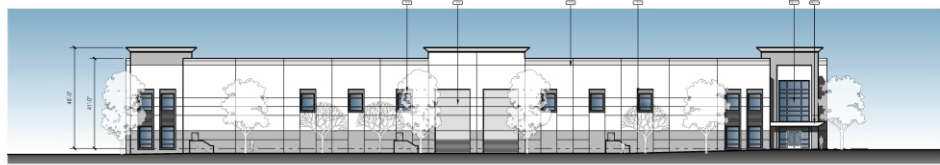
ITEM	DESCRIPTION
1	GLASS CURTAIN WALL
2	GLASS CURTAIN WALL
3	GLASS CURTAIN WALL
4	GLASS CURTAIN WALL
5	GLASS CURTAIN WALL
6	GLASS CURTAIN WALL
7	GLASS CURTAIN WALL
8	GLASS CURTAIN WALL
9	GLASS CURTAIN WALL
10	GLASS CURTAIN WALL



EAST ELEVATION
SCALE: 1/32" = 1'-0"



NORTH ELEVATION
SCALE: 1/32" = 1'-0"



WEST ELEVATION
SCALE: 1/32" = 1'-0"



SIMILAR SITE LIGHTING STYLE
SCALE: 1/8" = 1'-0"



SIMILAR ENTRY LIGHTING STYLE
SCALE: 1/8" = 1'-0"



SOUTH ELEVATION
SCALE: 1/32" = 1'-0"

Source: RGA Office of Architectural Design



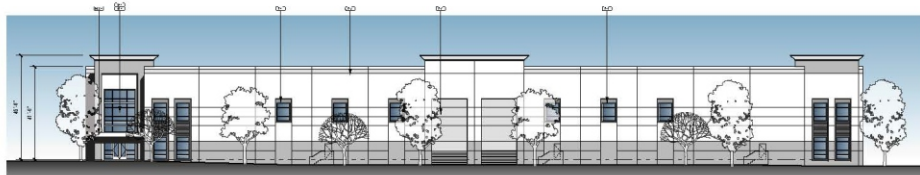
Figure 2.4-2 B
Building 3
Architectural Elevations



EAST ELEVATION
SCALE: 1" = 32'-0"



SOUTH ELEVATION
SCALE: 1" = 32'-0"



WEST ELEVATION
SCALE: 1" = 32'-0"



NORTH ELEVATION
SCALE: 1" = 32'-0"

FINISH SCHEDULE



CODE	SYMBOL	DESCRIPTION
P-1	PAINT	EXTERIOR WALL
P-2	PAINT	EXTERIOR WALL
P-3	PAINT	EXTERIOR WALL
P-4	PAINT	EXTERIOR WALL
MCC-1	MATERIAL	CONCRETE
M-1	MATERIAL	MECHANICAL
GL-1	MATERIAL	GLASS

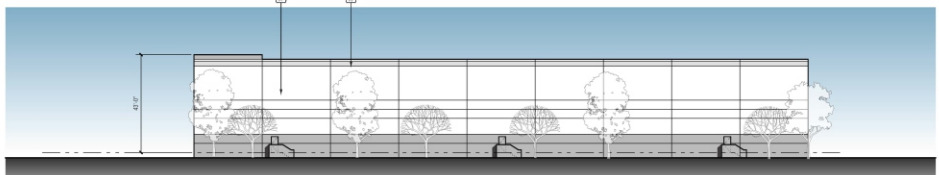


SIMILAR SITE LIGHTING STYLE ②
SCALE: 1/8" = 1'-0"

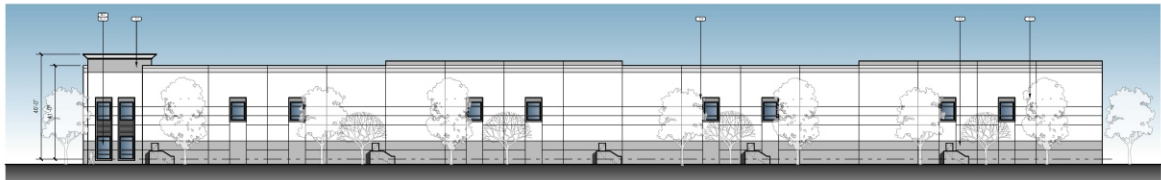


SIMILAR ENTRY LIGHTING STYLE ①
SCALE: 1/8" = 1'-0"

Source: RGA Office of Architectural Design



WEST ELEVATION
SCALE: 1" = 20'-0"



NORTH ELEVATION
SCALE: 1" = 20'-0"



SOUTH ELEVATION
SCALE: 1" = 20'-0"



EAST ELEVATION
SCALE: 1" = 20'-0"

FINISH SCHEDULE

P-1		MCC-1	
P-2		M-1	
P-3		GL-1	
P-4			

CODE	MATERIAL	DESCRIPTION
P-1	PAINT	COLOR BY NAME: GENERAL
P-2	PAINT	COLOR BY NAME: GENERAL
P-3	PAINT	COLOR BY NAME: GENERAL
P-4	PAINT	COLOR BY NAME: GENERAL
MCC-1	MATERIAL	COLOR BY NAME: GENERAL
M-1	MATERIAL	COLOR BY NAME: GENERAL
GL-1	MATERIAL	COLOR BY NAME: GENERAL



SIMILAR SITE LIGHTING STYLE ②
SCALE: 1/8" = 1'-0"



SIMILAR ENTRY LIGHTING STYLE ①
SCALE: 1/8" = 1'-0"

Source: RGA Office of Architectural Design



Figure 2.4-2 D
Building 5
Architectural Elevations

FINISH SCHEDULE

P-1	[Color swatch]	MCC-1	[Color swatch]
P-2	[Color swatch]	M-1	[Color swatch]
P-3	[Color swatch]	GL-1	[Color swatch]
P-4	[Color swatch]		

CODE	MATERIAL	DESCRIPTION
P-1	PAINT	PAINT
P-2	PAINT	PAINT
P-3	PAINT	PAINT
P-4	PAINT	PAINT
MCC-1	MATERIAL	DESCRIPTION
M-1	MATERIAL	DESCRIPTION
GL-1	MATERIAL	DESCRIPTION



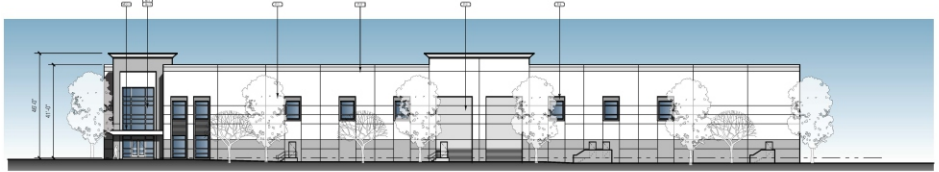
SOUTH ELEVATION
SCALE: 1" = 30'-0"



WEST ELEVATION
SCALE: 1" = 30'-0"



EAST ELEVATION
SCALE: 1" = 30'-0"



NORTH ELEVATION
SCALE: 1" = 30'-0"



SIMILAR SITE LIGHTING STYLE 2
SCALE: 1/8" = 1'-0"



SIMILAR ENTRY LIGHTING STYLE 1
SCALE: 1/8" = 1'-0"

Source: RGA Office of Architectural Design



Figure 2.4-2 E
Building 6
Architectural Elevations

2.4.4 Landscape/Streetscape

All landscaping/streetscaping would comply with applicable provisions of the City Municipal Code. The implemented landscape/streetscape concept would act to enhance perception of the site as developed under the Modified Project, and to screen views of the site interior from off-site vantages. Landscape and streetscape elements would provide shade and visual interest, define entry/access points, and accentuate site and architectural features. The Modified Project Landscape Concept is presented at Figure 2.4-3.

2.4.5 Infrastructure/Utilities

2.4.5.1 Water Services

Domestic water will be provided by the City of Ontario. The Modified Project would connect to water lines located in adjacent Riverside Drive and Hamner Avenue rights-of-way. Final designs and any necessary modification of water conveyance systems serving the Modified Project would conform to City of Ontario requirements.

2.4.5.2 Recycled Water Services

Recycled water will be supplied in the future by Inland Empire Utilities Agency (IEUA) from their facilities at Westwind Park. On-site recycled water lines will be charged with domestic water until such time as recycled water is available from IEUA. The Modified Project would connect to recycled water lines located in adjacent Riverside Drive.

2.4.5.3 Sewer Services

Sewer service will be provided by the City of Ontario consistent with the City's Sewer Master Plan. The Modified Project would connect to the sanitary sewer line located within Chino Avenue along the southerly boundary of the Modified Project site. Final designs and any necessary modification of sanitary sewer conveyance systems serving the Modified Project would conform to City of Ontario requirements.

2.4.5.4 Stormwater Management System

Existing drainage patterns on-site would be maintained. The Modified Project would implement on-site stormwater management systems to detain and treat stormwater discharges. Per the Preliminary Project WQMP,⁴ the entire design capacity volume (DCV) would be retained and treated on-site (Preliminary WQMP, p. 10). Treated stormwaters would be discharged southerly to the Master Plan of Drainage (MPD) storm drain located in the Chino Avenue right-of-way.

The Final WQMP, as approved by the City, would ensure that the Modified Project stormwater management systems have been designed to convey and treat stormwater discharges and limit the post-development peak flows consistent with available storm drain capacities.

2.4.5.5 Solid Waste Management

The City of Ontario provides solid waste collection services for the City and will service the Modified Project.

2.4.5.6 Electricity

SCE will provide electricity to the site from existing vicinity facilities. As part of the Modified Project, existing SCE power poles and transmission lines located along Riverside Drive (the northerly boundary of the Modified Project site) would be relocated to allow for development of the Modified Project site and improvement of adjacent Riverside Drive. All proposed connections and modifications to SCE facilities would conform to SCE and City requirements.

2.4.5.7 Natural Gas

The Gas Company will provide natural gas to the site. All proposed connections and modifications to Gas Company facilities would conform to Gas Company and City requirements.

⁴ Preliminary Water Quality Management Plan For: Crow Holdings Industrial Project, January 9, 2020 (Addendum Appendix G).

2.4.5.8 Communications Services

Communications services, including wired and wireless telephone and internet services are available through numerous private providers and would be provided on an as-needed basis. To the extent practical and consistent with City Conditions of Approval, existing and proposed wires, conductors, conduits, raceways, and similar communications improvements within the Project area would be installed underground. Any necessary surface-mounted equipment, e.g., terminal boxes, transformers, meters, service cabinets, etc., would be screened and would conform to City building setback requirements.

2.4.6 Energy Efficiency/Sustainability

Energy-saving and sustainable design features and operational programs would be incorporated in all facilities developed pursuant to the Modified Project. The Modified Project would be required to comply with incumbent energy efficiency and performance standards established under the CALGreen Code and the City of Ontario Climate Action Plan (CAP).

2.4.7 Construction Area Traffic Management Plan

Temporary and short-term traffic detours and traffic disruptions could result during construction activities including implementation of access and circulation improvements noted above. Accordingly, the Applicant would be responsible for the preparation and submittal of a Construction Area Traffic Management Plan (Plan). Typical elements and information incorporated in the Plan would include, but not be limited to:

- **Name of on-site construction superintendent and contact phone number.**
- **Identification of Construction Contract Responsibilities** - For example, for excavation and grading activities, describe the approximate depth of excavation, and quantity of soil import/export (if any).
- **Identification and Description of Truck Routes** - to include the number of trucks and their staging location(s) (if any).

- **Identification and Description of Material Storage Locations (if any).**
- **Location and Description of Construction Trailer (if any).**
- **Identification and Description of Traffic Controls** - Traffic controls shall be provided per the Manual of Uniform Traffic Control Devices (MUTCD) if the occupation or closure of any traffic lanes, parking lanes, parkways or any other public right-of-way is required. If the right-of-way occupation requires configurations or controls not identified in the MUTCD, a separate traffic control plan must be submitted to the City for review and approval. All right-of-way encroachments would require permitting through the City.
- **Identification and Description of Parking** - Estimate the number of workers and identify parking areas for their vehicles.
- **Identification and Description of Maintenance Measures** - Identify and describe measures taken to ensure that the work site and public right-of-way would be maintained (including dust control).

The Plan would be reviewed and approved by the City prior to the issuance of the first building permit. The Plan and its requirements would also be required to be provided to all contractors as one component of building plan/contract document packages.

2.4.8 Opening Year

For the purposes of this analysis, the Project Opening Year is defined as mid-2021, by which time all proposed uses are assumed to be complete, occupied, and operational.

2.5 PROJECT OBJECTIVES

The primary goal of the Modified Project is the development of the subject site with a productive mix of light industrial, business park, and commercial/retail uses. Complementary objectives include the following:

- Create an integrated development that provides a range of employment opportunities for residents in surrounding areas.
- Create a development wherein commercial uses would benefit from the site's visibility from adjacent Hamner Avenue and Riverside Drive.
- Locate commercial shopping and service uses proximate to underserved residential uses.
- Provide an industrial park supporting varied warehouse distribution and industrial tenants.
- Provide safe and convenient access for trucks in a manner that minimizes any potential disruption to residential areas.
- Facilitate goods movement.
- Establish new development that would further the City's near-term and long-range fiscal goals.

2.6 DISCRETIONARY APPROVALS and PERMITS

Discretionary actions, permits, and related consultation(s) necessary to approve and implement the Project include, but are not limited to, the following.

2.6.1 Lead Agency Discretionary Actions and Permits

- CEQA Compliance;
- Make findings pursuant to CEQA Guideline 15162 that the Modified Project creates no new significant impacts than those otherwise disclosed in Environmental Impact Report SCH No. 2008101140;
- Approval of a General Plan Land Use Designation Amendment (PGPA 18-002);

- Approval of a Specific Plan Amendment (PSPA 18-003);
- Approval of Tentative Parcel Maps (PMTT18-009 – PM 20027)
- Approval of Development Plans (PDEV 18-031); and
- Approval of a Development Agreement (PDA 18-006).

2.6.2 Other Consultation and Permits

Anticipated consultation and permits necessary to realize the Modified Project would or may include the following:

- Permitting by/through the Regional Water Quality Control Board (RWQCB) pursuant to requirements of the City's National Pollutant Discharge Elimination System (NPDES) Permit.
- Permitting by/through the South Coast Air Quality Management District (SCAQMD) for certain equipment or land uses that may be implemented pursuant to the Modified Project.
- Permitting (i.e., utility construction and connection permits) from affected utility purveyors, notably the City of Ontario, IEUA, and SCE.
- Other ministerial permits necessary to realize all on- and off-site improvements related to the development of the site.

3.0 ENVIRONMENTAL CHECKLIST

ENVIRONMENTAL CHECKLIST

Ontario Commerce Center

2020 Addendum to The Ontario Plan Certified EIR (SCH No. 2008101140)

General Note: The CEQA Initial Study Checklist categories and topics presented below conform to the suggested content presented in the *2019 CEQA Guidelines*, Appendix G. In certain instances, the 2019 CEQA Initial Study Checklist content differs from that presented in *The Ontario Plan Certified EIR (Certified EIR)*. Additional or new environmental topics considered in the 2019 CEQA Initial Study Checklist, and not reflected in the Certified EIR, are recognized in the discussions below. Other Certified EIR discussions have been restructured or paraphrased to align with the format and content of the 2019 CEQA Initial Study Checklist, with no substantial effect on environmental findings or conclusions.

1. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Have a substantial adverse effect on a scenic vista?					X	
b) Substantially damage visible scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?					X	
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?					X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?					X	

Substantiation:

a-d) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR recognizes that buildout of the City would alter the visual character of the City. However, the Certified EIR concludes that compliance with the City Municipal Code, as well as applicable policies presented within the Policy Plan, would ensure that potential aesthetics impacts would be less-than-significant (Certified EIR, pp. 5.1-7 – 5.1-17).

Certified EIR Mitigation Measures: None.

Modified Project: Final designs of the Modified Project facilities including, but not limited to, the proposed buildings, landscape/hardscape features, and lighting configurations would be required to conform to the Specific Plan Design Guidelines and Development Standards¹ and applicable provisions of the City Municipal Code. Final designs of all uses would be subject to City review and approval. Conformance with the Specific Plan Design Guidelines and Development Standards and City Municipal Code requirements would ensure that the Modified Project would not substantially degrade scenic vistas, substantially degrade scenic resources, adversely alter the existing visual character or quality of the area, or create a new source of substantial light or glare which would adversely affect day or nighttime views. On this basis, when compared to the Certified EIR findings, no new or substantially increased aesthetic impacts would result from the Modified Project.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

¹ The Specific Plan Design Guidelines and Development Standards have been amended to address new or modified uses proposed by the Modified Project.

2. AGRICULTURE AND FORESTRY RESOURCES

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?					X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?					X	
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?					X	
d) Result in the loss of forest land or conversion of forest land to non-forest use?					X	
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use, or conversion of forest land to non-forest use?					X	

Substantiation:

a) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR recognizes that implementation of The Ontario Plan would potentially convert all of the City’s Important Farmland to non-farmland uses, and have significant and unavoidable impacts in this regard (Certified EIR, pp. 5.2-9 – 5.2-10).

Certified EIR Mitigation Measures: The Certified EIR examined several alternatives that would further preservation of agricultural land, including the retention of on-site agricultural uses, the replacement of agricultural resources off-site, the relocation of Prime Farmland topsoil, the establishment of conservation easements or preserves, and the transfer of development rights. However, no feasible alternatives or mitigation measures were identified that would substantially minimize significant impacts to Farmlands projected to occur under The Ontario Plan.

Modified Project: No designated Farmlands exist within the Modified Project site. The Modified Project does not propose or require uses that would otherwise result in potentially adverse impacts to Farmlands. Implementation of the Modified Project would not result in impacts to Farmlands or agricultural resources beyond those previously addressed by the Certified EIR. On this basis, when compared to the Certified EIR findings, no new or substantially increased impacts to Farmlands would result from the Modified Project.

Modified Project Mitigation Measures: None.

b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR noted that implementation of The Ontario Plan would affect all active Williamson Act contracts within the City, and concluded that impacts to these resources would be significant and unavoidable (Certified EIR, p. 5.2-10).

Certified EIR Mitigation Measures: The Certified EIR identified no feasible alternatives or mitigation measures to minimize this significant impact.

Modified Project: No Williamson Act contracts are in place for the subject site. The Modified Project will therefore not conflict with any existing agricultural zoning designations, nor affect any existing Williamson Act contract(s).

Modified Project Mitigation Measures: None.

c) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: This environmental topical concern has been added to the *CEQA Guidelines Appendix G, Environmental Checklist Form* since the adoption of the Certified EIR and was therefore not specifically addressed in the Certified EIR.

Certified EIR Mitigation Measures: Not Applicable.

Modified Project: The Modified Project site is not zoned for forest land, timberland, or timberland zoned Timberland Production. The Modified Project would therefore have no impact on forest land or timberland.

Modified Project Mitigation Measures: None.

d) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: This question has been added to the *CEQA Guidelines Appendix G, Environmental Checklist Form* since the adoption of the Certified EIR and was therefore not specifically addressed in the Certified EIR.

Certified EIR Mitigation Measures: Not Applicable.

Modified Project: No forest land is located on the Modified Project site or in the vicinity. The Modified Project would therefore have no impact on forest land.

Modified Project Mitigation Measures: None.

e) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: This question has been added to the *CEQA Guidelines Appendix G, Environmental Checklist Form* since the adoption of the Certified EIR and was therefore not specifically addressed in the Certified EIR.

Certified EIR Mitigation Measures: Not Applicable.

Modified Project: The Modified Project does not require or propose other changes to the environment which could result in the conversion of farmland or forestland to other uses. The Modified Project would therefore have no impact on the existing environment that could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

3. AIR QUALITY

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?					X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?					X	
c) Expose sensitive receptors to substantial pollutant concentrations?					X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?					X	

Substantiation:

a) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR determined that The Ontario Plan would be inconsistent with the Air Quality Management Plan (AQMP) because air pollutant emissions associated with buildout of the City would cumulatively contribute to the nonattainment designations in the South Coast Air Basin (SCAB). Furthermore, buildout of the City consistent with The Ontario Plan would exceed current estimates of population, employment, and vehicle miles traveled (VMT) for the City and therefore these emissions are not included in the current regional emissions inventory for the SCAB. For these reasons, the Certified EIR concluded that The Ontario Plan would result in significant AQMP consistency impacts (Certified EIR, p. 5.3-11).

Certified EIR Mitigation Measures: The Certified EIR determined that the Goals and Policies included in the Policy Plan would facilitate continued City cooperation with the South Coast Air Quality Management District (SCAQMD) and Southern California Association of Governments (SCAG) and thereby support regional air quality improvement goals. The Certified EIR concluded however that no mitigation measures are available that would substantially reduce AQMP inconsistency impacts.

Modified Project: The Modified Project would amend the site's current land use designations. However, the Modified Project would not substantively increase or otherwise alter the development intensities beyond that currently anticipated for the subject site under the Original Project and reflected in the Certified EIR. Moreover, the Modified Project uses would result in fewer emissions than would result from development of the subject site pursuant to the Original Project. More specifically, for urban development such as that considered here, traffic is the dominant source of air pollutant emissions, typically accounting for more than 90 percent of a given development proposal's criteria air pollutant emissions. Total trips generated by the Modified Project would be reduced by at least 50 percent when compared to the Original Project (see subsequent discussions at Checklist Item 17., *Transportation*). Comparable reductions in criteria air pollutant emissions would result from the Modified Project. On

this basis, the Modified Project would result in a net reduction in air pollutant emissions when compared to the Original Project.

Based on the preceding, when compared to the Certified EIR findings, no new or substantially increased AQMP consistency impacts would occur under the Modified Project.

Modified Project Mitigation Measures: None.

b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR determined that buildout of The Ontario Plan may generate short-term and long-term emissions that exceed the SCAQMD's regional significance thresholds for VOC, CO, NO_x, PM₁₀, and PM_{2.5}, and would cumulatively contribute to the SCAB nonattainment designations for O₃, PM₁₀ and PM_{2.5}. Even with the implementation of mitigation measures, air quality impacts were considered significant and unavoidable (Certified EIR, pp. 5.3-11 – 5.3-14).

Certified EIR Mitigation Measures:

3-1 *The City of Ontario Building Department shall require that all new construction projects incorporate all feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include:*

- *Requiring fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as:*
 - *Requiring use of nontoxic soil stabilizers to reduce wind erosion.*
 - *Applying water every four hours to active soil-disturbing activities.*
 - *Tarpping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.*
 - *Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits.*

- *Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.*
- *Limiting nonessential idling of construction equipment to no more than five consecutive minutes.*
- *Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at:*
http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf.

3-2 *The City of Ontario shall evaluate new development proposals within the City and require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g., sidewalks).*

Modified Project:

Construction-Source Emissions

Modified Project construction activities would result in emissions of carbon monoxide (CO), Volatile Organic Compounds (VOCs), Nitrogen Oxides (NOX), Sulfur Oxides (SOX), particulate matter ≤ 10 microns (PM₁₀), and particulate matter ≤ 2.5 microns (PM_{2.5}). Construction equipment types and construction methodologies employed in development of the Modified Project would be typical of industrial/commercial development, and would not require equipment or activities not reflected in the Certified EIR. The Modified Project would comply with all City Conditions of Approval, including those addressing control and reduction of construction-source emissions. On this basis, when compared to the Certified EIR findings, no new or substantially increased construction-source emissions impacts would occur under the Modified Project.

Operational-Source Emissions

For urban development such as that considered here, traffic is the dominant source of air pollutant emissions, typically accounting for more than 90 percent of a given development proposal's criteria air pollutant emissions. Total trips generated by the Modified Project would be reduced by at least 50 percent when compared to the Original Project (see subsequent discussions at Checklist Item 17., *Transportation*). Comparable

reductions in criteria air pollutant emissions would result from the Modified Project. On this basis, the Modified Project would result in a net reduction in air pollutant emissions when compared to the Original Project.

As indicated, the Modified Project would result in a net decrease in operational-source criteria pollutant emissions when compared to operational-source criteria pollutant emissions generated by the Original Project and reflected in the Certified EIR. As such, when compared to the Certified EIR findings, no new or substantially increased operational-source emissions impacts would occur under the Modified Project.

Modified Project Mitigation Measures: None.

c) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR concluded that development pursuant to the Policy Plan would result in significant and unavoidable air quality impacts due to elevated concentrations of air pollutants at sensitive receptors (Certified EIR, p. 5.3-26).

Certified EIR Mitigation Measures:

3-3 *The City of Ontario shall evaluate new development proposals within the City for potential incompatibilities with regard to the California Air Resources Board's Air Quality and Land Use Handbook: A Community Health Perspective (April 2005). New development that is inconsistent with the recommended buffer distances shall only be approved if all feasible mitigation measures, such as high efficiency Minimum Efficiency Reporting Value filters have been incorporated into the project design to protect future sensitive receptors from harmful concentrations of air pollutants as a result of proximity to existing air pollution sources.*

Modified Project: As required by the City, a Health Risk Assessment (HRA) has been prepared for the Modified Project (*Ontario Commerce Center Mobile Source Health Risk Assessment, City of Ontario [Urban Crossroads, Inc.] July 9, 2020 (HRA, Addendum Appendix A)*). The HRA identifies potential sources of toxic air contaminants (TACs), and

evaluates potential effects of TAC concentrations at proximate sensitive receptors. Results of the HRA are summarized below.

The HRA evaluated potential health risk impacts to proximate receptors (residents, workers, and school children) that could result from exposure to diesel particulate matter (DPM) generated by heavy-duty diesel trucks accessing the Modified Project site. The Modified Project does not otherwise propose or require uses that could generate TACs or other emissions that could adversely affect area receptors. Health risk exposures were modeled in accordance with the guidelines presented in *Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (SCAQMD) 2003.

The SCAQMD *CEQA Air Quality Handbook* (1993) states that emissions of Toxic Air Contaminants (TACs) are considered significant if a Health Risk Assessment shows an increased carcinogenic risk of greater than 10 incidents per million population. Consistent with the stated SCAQMD *Handbook* cancer risk threshold, for the purposes of this analysis, an increase in cancer risk of 10 incidents per million population is considered potentially significant.

The SCAQMD has also established non-carcinogenic risk parameters for use in HRAs. Non-carcinogenic risks are quantified by calculating a Hazard Index, expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure Level (REL). An REL is a concentration at or below which health effects are not likely to occur. A Hazard Index less of than one (1.0) means that adverse health effects are not expected. Within this analysis, non-carcinogenic exposures not exceeding the SCAQMD Hazard Index of 1.0 are considered less-than-significant.

As substantiated in the HRA, at the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to the Modified Project is estimated at 6.15 in one million, which is less than the SCAQMD threshold of 10 in one million (HRA, p. 21). At this same location, non-cancer risks were estimated at 0.002, which would not exceed the applicable SCAQMD threshold of 1.0 (HRA, p. 2).

As substantiated in the HRA, at the maximally exposed individual worker (MEIW), the maximum incremental cancer risk attributable to the Modified Project is estimated at 2.00 in one million, which is less than the SCAQMD threshold of 10 in one million (HRA, p. 2). At this same location, non-cancer risks were estimated at 0.007, which would not exceed the applicable SCAQMD threshold of 1.0 (HRA, p. 2).

As substantiated in the HRA, at the maximally exposed individual school child (MEISC), the maximum incremental cancer risk attributable to the Modified Project is estimated at 0.23 in one million, which is less than the SCAQMD threshold of 10 in one million (HRA, p. 2). At this same location, non-cancer risks were estimated at 0.0004, which would not exceed the applicable SCAQMD threshold of 1.0 (HRA, p. 2).

Based on the preceding, the Modified Project would not expose sensitive receptors to substantial pollutant concentrations. When compared to the Certified EIR findings, no new or substantially increased impacts to sensitive receptors would result from the Modified Project.

Modified Project Mitigation Measures: None.

d) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR concluded that development pursuant to The Policy Plan would result in significant and unavoidable temporary odor impacts associated with transition of agricultural lands to nonagricultural uses (Certified EIR, p. 5.3-28).

Certified Mitigation Measures: No feasible mitigation.

Modified Project: The Modified Project does not propose or require transition of agricultural land uses to nonagricultural uses. Nor would the developed Modified Project site be affected by proximate agricultural use odor sources. Construction-source and operational-source odor impacts that may result from the Modified Project are controlled as a byproduct of hazardous/potentially hazardous materials handling plans and Best

Management Practices implemented under SCAQMD Rule 402 et al. The Modified Project would comply with all SCAQMD Rules regulating and controlling odors and odor sources. The Modified Project would therefore not create objectionable odors affecting a substantial number of people. The Modified Project does not propose or require uses that would generate other emissions that could adversely affect a substantial number of people. On this basis, when compared to the Certified EIR findings, no new or substantially increased “other emissions” impacts would occur under the Modified Project.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; *Ontario Commerce Center Mobile Source Health Risk Assessment, City of Ontario* (Urban Crossroads, Inc.) July 9, 2020; Modified Project Design Concepts.

4. BIOLOGICAL RESOURCES

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?					X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies and regulations; or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?					X	

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?					X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?					X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?					X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?					X	

Substantiation:

a) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR notes that implementation of The Ontario Plan would not directly affect sensitive species since the General Plan does not confer entitlements for development. However, development in accordance with The Ontario Plan could impact sensitive species. Projects considered for approval under The Ontario Plan would be subject to independent CEQA review to determine whether there is potential habitat on-site for sensitive species. The Certified EIR did not identify any significant impacts in this regard (Certified EIR, pp. 5.4-26 – 5.4-28).

Certified EIR Mitigation Measures: None.

Modified Project: Consistent with direction provided in the Certified EIR, a development-level biological resources assessment has been prepared for the Modified Project. Analysis of the Modified Project's potential impacts to protected species is presented in: *Burrowing Owl and Delhi Sands Flower-Loving Fly Habitat Assessment Technical Memorandum* (Chambers Group) January 4, 2019 (2019 Biological Resources Report, Addendum Appendix B). Conclusions of the 2019 Biological Report are excerpted below:

The open Ruderal vegetation community, combined with the presence of California ground squirrel burrows, provides suitable habitat for [burrowing owl] BUOW. Due to the presence of suitable habitat for BUOW, according to the 2012 CDFW BUOW Staff Report, occupancy surveys will be required. In addition, regardless of the presence or absence of BUOW during the habitat assessment or occupancy surveys, because suitable habitat is present on the [Modified] Project site and in the buffer, a take avoidance survey will be required no less than 14 days prior to ground disturbance.²

The compacted, heavily mixed, silty, sandy soils; regular disking; non-native vegetation; and isolation from undisturbed Delhi sands soil offers unsuitable to low quality habitat for DSF; therefore, no further surveys are recommended for DSF (2019 Biological Report, p. 6).

Based on the findings of the 2019 Biological Report, the Modified Project could result in potentially significant impacts to the BUOW. Additionally, the Modified Project site serves generally as habitat for migratory birds, and implementation of the Project could adversely affect nesting migratory birds.

² A subsequent burrowing owl (BUOW) survey conducted at the Modified Project site indicates that all natural or artificial burrows were unoccupied by burrowing owl. Nor did any burrows show any evidence of burrowing owl occupancy. Burrowing owls are presumed absent from the site (*Burrowing Owl Survey Report for the Ontario Development Project Site* (Harmsworth Associates) April 2020, p. 6. See: April 2020 BUOW Survey, Addendum Appendix B.

The following Conditions of Approval (COA) are recommended as means of addressing potential impacts to the BUOW and nesting migratory birds. The City may also implement additional/other biological resources requirements through the Project COA.

Recommended Conditions of Approval:

- ***Avoidance of Nesting Migratory Birds:*** *If possible, all vegetation removal activities shall be scheduled from August 1 to February 1, which is outside the general avian nesting season. This would ensure that no active nests would be disturbed and that removal could proceed rapidly. If vegetation is to be cleared during the nesting season, all suitable habitat will be thoroughly surveyed within 72 hours prior to clearing for the presence of nesting birds by a qualified biologist (Biologist). The Biologist shall be approved by the City and retained by the Applicant. The survey results shall be submitted by the Applicant to the City Planning Department. If any active nests are detected, the area shall be flagged and mapped on the construction plans along with a minimum 300-foot buffer, with the final buffer distance to be determined by the Project Biologist. The buffer area shall be avoided until, as determined by the Biologist, the nesting cycle is complete or it is concluded that the nest has failed. In addition, the Biologist shall be present on the site to monitor the vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed.*
- ***Avoidance of Nesting Burrowing Owls:*** *No more than 72 hours prior to any site disturbances, focused surveys for the burrowing owl shall be conducted. If absence of this species is confirmed, project work can proceed. If, however, burrowing owl is located on site, the appropriate resource agencies (CDFW and USFWS) shall be contacted. The Applicant shall consult with the wildlife agencies regarding the most appropriate methods and timing for removal of owls. As necessary, owls will be actively evicted following agency approved protocols (i.e., placing a one-way door at the burrow entrance to ensure that owls cannot access the burrow once they leave). Any such active eviction shall occur outside of the breeding/nesting season. That is, active eviction shall be accomplished between September 1 and February 15. If more than 30 days has elapsed between owl*

eviction and completion of clearing and grubbing activities, a subsequent survey for the burrowing owl shall be conducted to ensure that owls have not re-populated the site. Any reoccupation by owls will require subsequent protocol active eviction.

With implementation of the above COA's potential biological resources impacts of the Modified Project would be reduced to levels that would be less-than-significant.

Based on the preceding discussions, when compared to the Certified EIR findings, no new or substantially increased impacts to protected species would occur under the Modified Project.

b, c) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR determined that implementation of The Ontario Plan would not result in direct impacts, however, projects approved pursuant to the General Plan could indirectly result in impacts to such resources. As such, individual projects undergoing environmental review under CEQA would be required to determine whether there is potential habitat onsite for sensitive species. The Certified EIR did not identify any significant impacts in this regard. (Certified EIR, p. 5.4-28).

Certified EIR Mitigation Measures: None.

Modified Project: No riparian habitat, sensitive natural communities, or federally protected wetlands exist within the subject site. Nor does the Modified Project propose or require uses or facilities that would result in potentially significant impacts to offsite riparian habitat, sensitive natural community, or federally protected wetlands. The Modified Project would not have a substantial adverse effect on any riparian habitat, sensitive natural community, or federally protected wetlands. On this basis, when compared to the Certified EIR findings, no new or substantially increased impacts to riparian habitat, sensitive natural communities, or federally protected wetlands would occur under the Modified Project.

Modified Project Mitigation Measures: None.

d) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR states that no regional wildlife movement corridors have been identified in the City, and most of the City is ill-suited for the purposes of wildlife movement. Additionally, compliance with existing policies and regulations would ensure impacts in this regard are less-than-significant (Certified EIR, p. 5.4-30).

Certified EIR Mitigation Measures: None.

Modified Project: No wildlife corridors or linkages are located onsite, and it is unlikely that the site is of any significance to wildlife movement. Consistent with the conclusion of the Certified EIR, the Modified Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. On this basis, when compared to the Certified EIR findings, no new or substantially increased impacts to wildlife corridors, wildlife linkages, or wildlife movement would occur under the Modified Project.

Modified Project Mitigation Measures: None.

e, f) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR did not identify any conflicts with any local policies or ordinances protecting biological resources, adopted Habitat Conservation Plan, Natural Community Plan, or other approved local, regional, or state habitat conservation plan (Certified EIR, pp. 5.4-30 – 5.4-31).

Certified EIR Mitigation Measures: None.

Modified Project: The Modified Project would comply with local policies or ordinances protecting biological resources. The Modified Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation

Plan, or other approved local, regional, or state habitat conservation plan. When compared to the Certified EIR findings, no new or substantially increased impacts to a Habitat Conservation Plan, Natural Community Plan, or other approved local, regional, or state habitat conservation plan would result from the Modified Project.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; *Burrowing Owl and Delhi Sands Flower-Loving Fly Habitat Assessment Technical Memorandum* (Chambers Group) January 4, 2019; Modified Project Design Concepts.

5. CULTURAL RESOURCES

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?					X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?					X	
c) Disturb any human remains, including those interred outside of formal cemeteries?					X	

Substantiation:

- a) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: Historic resources in the City include historic districts, historic landmarks or points of historical interest, and other buildings, structures, objects, and sites that appear eligible for listing on the National, California, or Local Registers of Historic Places. The Certified EIR concluded that adoption of The Ontario Plan itself would not directly affect any historical structures; however, identified and potential

historic structures and sites may be vulnerable as development occurs. The Certified EIR concluded this was a potentially significant impact (Certified EIR, pp. 5.5-16 – 5.5-19).

Certified EIR Mitigation Measures:

5-1 *Historic or potentially historic resources in the City shall be evaluated for historic significance through the City's tier system prior to the issuance of development approvals in the Focus Areas.*

Even with the implementation of Mitigation Measure 5-1, the Certified EIR concluded that impacts to historical resources would be significant and unavoidable.

Modified Project: To assess the potential for historic resources, a Cultural Resources Assessment has been conducted for the Modified Project site.³ The Cultural Resources Assessment determined that no cultural resources, including prehistoric, historic, or archaeological sites or historic-period buildings, exist within the Modified Project boundaries (Cultural Resources Assessment, p. 9). The Modified Project does not propose or require uses or operations that would otherwise potentially affect cultural resources. The potential for the Modified Project to cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064 is therefore considered less-than-significant.

Modified Project Mitigation Measures: None.

b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: Adoption of The Ontario Plan in itself would not directly affect archaeological resources. However, implementation of the proposed Land Use Plan could allow development and redevelopment of potentially sensitive areas. The Certified EIR concluded this was a potentially significant impact (Certified EIR, p. 5.5-20).

³ See: *Cultural Resources Assessment, The Hamner Avenue/Riverside Drive/Mill Creek Avenue Project, City of Ontario, San Bernardino County, California* (BCR Consulting, LLC) April 20, 2020 (Cultural Resources Assessment, Addendum Appendix C).

Certified EIR Mitigation Measures:

5-2 *In areas of documented or inferred archaeological and/or paleontological resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements:*

a) Archaeologists and/or paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.

b) Should any cultural/scientific resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director is satisfied that adequate provisions are in place to protect these resources.

c) Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Archaeologist/Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including catalog with museum numbers.

5-3 *Upon receipt of an application for a Specific Plan or a project that requires a General Plan amendment subject to CEQA and is within the City's jurisdiction, the City's representative shall consult with the relevant tribe(s)' representative(s) to determine if the proposed project is within a culturally sensitive area to the tribe. If sufficient evidence is provided to reasonably ascertain that the site is within a [tribal] culturally sensitive area, then a cultural resources assessment prepared by an archaeologist shall be required. The findings of the cultural resources assessment shall be incorporated into the CEQA documentation. A copy of the report shall be forwarded to the tribe(s). If mitigation is recommended in the CEQA document, the procedure described in Mitigation Measure 5-4 shall be followed.*

5-4 *Prior to the issuance of grading permits for a Specific Plan or project that requires a General Plan amendment for which the CEQA document defines cultural resource mitigation for potential tribal resources, the project applicant shall contact the designated tribe(s) to notify them of the grading, excavation, and monitoring program. The applicant shall coordinate with the City of Ontario and the tribal representative(s) to develop mitigation measures that address the designation, responsibilities, and participation of tribal monitors during grading, excavation, and ground-disturbing activities; scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The City of Ontario shall be the final arbiter of the conditions for projects within the City's jurisdiction.*

With the implementation of Mitigation Measures 5-2 through 5-4, the Certified EIR concluded that impacts to archaeological and/or paleontological resources would be less-than-significant.

Modified Project: The Cultural Resources Assessment determined that no cultural resources, including prehistoric or historic archaeological sites or historic-period buildings, exist within the Modified Project boundaries (Cultural Resources Assessment, p. 9). The Modified Project does not propose or require uses or operations that would otherwise potentially affect known cultural resources. However, previously undocumented cultural resources may be identified during ground-disturbing activities at the Modified Project site. This is a potentially significant impact.

Modified Project Mitigation Measures: To address potentially significant impacts to previously-undocumented cultural resources, the Modified Project shall implement Certified EIR Mitigation Measures 5-2, 5-3, 5-4. No additional measures are required or proposed for the Modified Project.

With implementation of mitigation, the potential for the Modified Project to result in cause a substantial adverse change in the significance of an archaeological resource would be less-than-significant. When compared to the Certified EIR findings, no new or substantially increased impacts to archaeological resources would result from the Modified Project.

c) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR concluded that compliance with existing regulations would ensure that the potential for The Ontario Plan to disturb any human remains, including those interred outside of formal cemeteries was less-than-significant (Certified EIR, p. 5.5-21).

Certified EIR Mitigation Measures: None.

Modified Project: The Modified Project would be required to comply with all existing regulations, including the California Public Resources Code Section 5097.98, which would afford protection for any human remains discovered during development activities. On this basis, the potential for the Modified Project to result in disturbance of any human remains, including those interred outside of formal cemeteries would be less-than-significant. When compared to the Certified EIR findings, no new or substantially increased impacts related to potential disturbance of human remains would result from the Modified Project.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; *Cultural Resources Assessment, The Hamner Avenue/Riverside Drive/Mill Creek Avenue [Ontario Commerce Center] Project City of Ontario, San Bernardino County, California* (BCR Consulting, LLC) April 20, 2020; Modified Project Design Concepts.

6. ENERGY

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?					X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?					X	

Substantiation:

a, b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: This environmental topical concern has been added to the *CEQA Guidelines Appendix G, Environmental Checklist Form* since the adoption of the Certified EIR, and was therefore not specifically addressed in the Certified EIR.

Certified EIR Mitigation Measures: Not Applicable.

Modified Project: The Modified Project in total would be required to comply with incumbent performance standards established under the Building Energy Efficiency Standards contained in the California Code of Regulations (CCR), Title 24, Part 6 (Title 24, Energy Efficiency Standards). The Modified Project would be required to conform to applicable CALGreen provisions (CCR, Title 24, Part 11 – CALGreen). CALGreen was implemented in 2007 to support the goals of the State’s greenhouse gas reduction and building energy efficiency programs. The Project would also implement applicable efficiency/conservation measures provisions of the City of Ontario Community Climate Action Plan (CAP) and updates.

Additionally, developers and owners/tenants generally have vested financial incentives to avoid imprudent energy consumption practices. In this regard, there is growing recognition among developers and owners/tenants that energy-efficient and sustainable practices yield both environmental and economic benefits.

Based on the preceding, the Modified Project would not result in or cause wasteful, inefficient, and unnecessary consumption of energy; and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. When compared to impacts addressed in the Certified EIR, no new or substantially increased energy impacts would occur under the Modified Project.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

7. GEOLOGY AND SOILS

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:						
(i) rupture of a known earthquake fault;					X	
(ii) strong seismic ground shaking;					X	
(iii) seismic-related ground failure, including liquefaction; or					X	
(iv) landslides?					X	
b) Result in substantial soil erosion or the loss of topsoil?					X	

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?					X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?					X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?						X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?					X	

Substantiation:

a – d) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR recognizes existing geological conditions and location of the City within a seismically active area. The Certified EIR concludes that compliance with California Building Code (CBC) regulations and standard City Conditions of Approval would preclude significant geology/soils impacts (Certified EIR, pp. 5.7-16 – 5.7-19).

Certified EIR Mitigation Measures: None.

Modified Project: Geology and soils conditions affecting the Modified Project site are preliminarily evaluated in: *Preliminary Geotechnical Investigation, Proposed Industrial Building Development, SWC Hamner Avenue and E. Riverside Drive Ontario, California (GPI)*

January 31, 2018 (2018 Geotechnical Investigation, Addendum Appendix D). The 2018 Geotechnical investigation identifies the following geology/soils conditions affecting the subject site.

- Undocumented fill and upper disturbed natural soils are not considered to be suitable for uniform support of new foundations or floor slabs.
- There are approximately 25 small to medium sized stockpiles located onsite along Hamner Avenue. A few stockpiles contain soils consisting of clays and sands with varying amounts of gravel. The remaining stockpiles consist of concrete, brick, metal, and plastic debris. The stockpile materials were likely generated from offsite sources. Existing stockpiled materials are not considered suitable for use as compacted fill.
- Current moisture contents of the upper soils are generally slightly moist to moist and likely near or below the optimum moisture content. Moisture conditions (wetting) will likely be required during subgrade processing and placement and compaction of fill.
- The upper on-site soils are predominantly dry to slightly moist, loose to medium dense silty sands. As such, these soils are considered to be susceptible to caving in open cuts and excavations. Care should be taken to maintain support of the soils and structures left in-place adjacent to planned excavations.
- Due to the presence of loose to medium dense sands and silty sands and high peak ground acceleration, potential total dry seismic settlements of ¼- to ½-inch and differential seismic settlement of less than ¼-inch over a span of 60 feet were computed. These settlements are based on values obtained using the 2016 California Building Code (CBC) and should be considered in addition to the static settlement when evaluating the design of the proposed structures.

- Although not tested, the upper onsite soils (silty sands and sandy silts) are anticipated to have a low potential for expansion. Expansion index testing will need to be performed as part of subsequent comprehensive geotechnical investigation(s).
- Corrosivity soils testing indicates a negligible level of soluble sulfate content with respect to concrete. The soils are considered to be moderately corrosive to corrosive to buried ferrous metals. Testing also indicates negligible levels of chloride by most standards. However, the building footings will be exposed to moisture in the adjacent soil and could be susceptible to corrosion. Final designs should be evaluated for potential corrosion effects and incorporate corrosion protection if/as required.

[2018 Geotechnical Investigation, pp. 6 – 7]

The 2018 Geotechnical Investigation at Sections 4.2 – 4.11 provides preliminary recommendations addressing the above issues and development of the site generally. Issues and design considerations addressed include: seismic design, earthwork, foundations, concrete slabs, retaining structures, pavements, corrosion, drainage, surface infiltration, and geotechnical observation and testing.

As part of the City's standard review and approval of development projects, the Modified Project would be required to comply with recommendations of the 2018 Geotechnical Investigation as incorporated in a Final City-approved geotechnical report. Design of the Modified Project would also be required to comply with applicable provisions of the Uniform Building Code (UBC) and California Building Code (CBC). Compliance with recommendations of the final City-approved geotechnical report and provisions of the UBC and CBC would reduce potential geology and soils impacts to levels that would be less-than-significant. The Modified Project would therefore not result in new, additional, or different geological/soils impacts not considered and addressed in the Certified EIR.

Modified Project Mitigation Measures: None.

e) *No Impact.*

Certified EIR Conclusions: Wastewater generated by new development pursuant to the Ontario Plan would be conveyed to and treated at wastewater treatment facilities owned and operated by the Inland Empire Utilities Agency (Regional Plant No. 1 in the City of Ontario and Regional Plant No. 5 in the City of Chino). The use of septic tanks for new commercial/industrial development such as that evaluated herein is not envisioned. (Certified EIR, p. 5.7-18).

Certified EIR Mitigation Measures: None.

Modified Project: The Modified Project would connect to the City sanitary sewer system. No septic tanks or other alternative wastewater disposal systems are proposed. On this basis, the Modified Project would not result in any impacts related to on-site or alternative wastewater disposal systems. The Modified Project would therefore not result in new, additional, or different impacts regarding use of alternative wastewater treatment systems not considered and addressed in the Certified EIR.

Modified Project Mitigation Measures: None.

f) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: Adoption of The Ontario Plan in itself would not directly affect paleontological resources. However, implementation of the Ontario Plan Land Use Plan could allow development and redevelopment of potentially sensitive areas. The Certified EIR concluded this was a potentially significant impact (Certified EIR, p. 5.5-20).

Certified EIR Mitigation Measures: Please refer to previous Mitigation Measure 5-2. With the implementation of this Mitigation Measure, the Certified EIR concluded that impacts to paleontological resources would be less-than-significant.

Modified Project: The Cultural Resources Assessment at Appendix C concluded that ground-disturbing activities at the Modified Project site could result in potentially significant impacts to paleontological resources (Cultural Resources Assessment *Paleontological Overview*). Pursuant to recommendations presented in the *Paleontological Overview*, the Modified Project shall implement a paleontological resource mitigation program to monitor, salvage, and curate any recovered fossils associated with the current study area.

Modified Project Mitigation Measures: To address potentially significant impacts to paleontological resources, a paleontological resource mitigation program shall be implemented as recommended under the Cultural Resources Assessment *Paleontological Overview*, and required under Certified EIR Mitigation Measure 5-2. With implementation of Certified EIR Mitigation Measure 5-2, the potential for the Project to directly or indirectly destroy a unique paleontological resource or site or unique geological feature would be less-than-significant. No additional mitigation is required under the Modified Project.

With implementation of mitigation, the Modified Project would not result in new, additional, or different paleontological resource impacts not considered and addressed in the Certified EIR.

Sources: *Preliminary Geotechnical Investigation, Proposed Industrial Building Development, SWC Hamner Avenue and E. Riverside Drive Ontario, California* (GPI) January 31, 2018; *Cultural Resources Assessment, The Hamner Avenue/Riverside Drive/Mill Creek Avenue Project, City of Ontario, San Bernardino County, California* (BCR Consulting, LLC) April 20, 2020; Modified Project Design Concepts.

8. GREENHOUSE GAS EMISSIONS

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?					X	
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?					X	

Substantiation:

a, b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR determined that buildout of The Ontario Plan would contribute to global climate change through direct emissions of GHG from onsite area sources, offsite energy production required for onsite activities, and indirect emissions from water use and vehicle trips. As such, the potential for implementation of The Ontario Plan to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases was deemed significant and unavoidable, even with the implementation of the following mitigation measures (Re-Circulated Portions of The Ontario Plan Draft Environmental Impact Report, p. 2-118).

Certified EIR Mitigation Measures:

6-1 *The City of Ontario shall prepare a Climate Action Plan within 18 months after adopting The Ontario Plan. The goal of the Climate Action Plan shall be to reduce GHG emissions from all activities within the City boundaries to support the State's efforts under AB 32*

and to mitigate the impact of climate change on the City, State, and world. Once completed, the City shall update The Ontario Plan and associated policies, as necessary, to be consistent with the Climate Action Plan and prepare a subsequent or supplemental Environmental Impact Report, if new significant impacts are identified. The Climate Action Plan shall include the following:

- *Emission Inventories: The City shall establish GHG emissions inventories including emissions from all sectors within the City, using methods approved by, or consistent with guidance from, the CARB; the City shall update inventories every 3 years or as determined by state standards to incorporate improved methods, better data, and more accurate tools and methods, and to assess progress. If the City is not on schedule to achieve the GHG reduction targets, additional measures shall be implemented, as identified in the CAP.*
 - *The City shall establish a baseline inventory of GHG emissions including municipal emissions, and emissions from all business sectors and the community.*
 - *The City shall define a “business as usual” scenario of municipal, economic, and community activities, and prepare a projected inventory for 2020 based on that scenario.*
- *Emission Targets: The City will develop Plans to reduce or encourage reductions in GHG emissions from all sectors within the City:*
 - *A Municipal Climate Action Plan which shall include measures to reduce GHG emissions from municipal activities by at least 30 percent by 2020 compared to the “business as usual” municipal emissions (including any reductions required by the California Air Resource Board under AB 32.*
 - *A Business Climate Action Plan in collaboration with the business community, which shall include measures to reduce GHG emissions from business activities, and which shall seek to reduce emissions by at least 30 percent by 2020 compared to “business as usual” business emissions.*

- *A Community Climate Action Plan in collaboration with the stakeholders from the community at large, which shall include measures reduce GHG emissions from community activities, and which shall seek to reduce emissions by at least 30 percent by 2020 compared to "business as usual" community emissions.*

6-2 *The Climate Action Plan shall include specific measures to achieve the GHG emissions reduction targets identified in Mitigation Measure 6-1. The Climate Action Plan shall quantify the approximate greenhouse gas emissions reductions of each measure and measures shall be enforceable. Measures listed below, along with others, shall be considered during the development of the Climate Action Plan (CAP):*

- *Require all new or renovated municipal buildings to seek Silver or higher Leadership in Energy and Environmental Design (LEED) standard, or compliance with similar green building rating criteria.*
- *Require all municipal fleet purchases to be fuel efficient vehicles for their intended use based on the fuel type, design, size, and cost efficiency.*
- *Require that new development projects in Ontario that require demolition prepare a demolition plan to reduce waste by recycling and/or salvaging a nonhazardous construction and demolition debris.*
- *Require that new developments design buildings to be energy efficient by siting buildings to take advantage of shade, prevailing winds, landscaping, and sun screening to reduce energy required for cooling.*
- *Require that cool roofs for non-residential development and cool pavement to be incorporated into the site/building design for new development where appropriate.*
- *Evaluate the feasibility of implementing a Public Transit Fee to support Omnitrans in developing additional transit service in the City.*

- *Require diesel emission reduction strategies to eliminate and/or reduce idling at truck stops, warehouses, and distribution facilities throughout the City.*
- *Install energy efficient lighting and lighting control systems in all municipal buildings.*
- *Require all new traffic lights installed be energy efficient traffic signals. Require the use of reclaimed water for landscape irrigation in all new development and on public property where such connections are within the service boundaries of the City's reclaimed water system.*
- *Require all new landscaping irrigation systems installed within the City to be automated, high-efficient irrigation systems to reduce water use and require use of bubbler irrigation; low-angle, low-flow spray heads; or moisture sensors. Conduct energy efficiency audits of existing municipal buildings by checking, repairing, and readjusting heating, ventilation, and air conditioning systems, lighting, water heating equipment, insulation, and weatherization.*
- *Ensure that its local Climate Action, Land Use, Housing, and Transportation Plans are aligned with, support, and enhance any regional plans that have been developed consistent with state guidance to achieve reductions in GHG emissions.*
- *Mitigate climate change by decreasing heat gain from pavement and other hard surfaces associated with infrastructure.*
- *Reduce heat gain from pavement and other similar hardscaping.*
- *Work with appropriate agencies to create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car-sharing, bicycling and walking.*
 - *Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets.*
- *Facilitate employment opportunities that minimize the need for private vehicle trips, by:*

- *Amending zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations.*
- *Encouraging telecommuting options with new and existing employers, through project review and incentives, as appropriate.*
- *Establish policies and programs to reduce onsite parking demand and promote ridesharing and public transit at large events.*
- *Support and promote the use of low-and zero-emission vehicles, by:*
 - *Encouraging the necessary infrastructure to facilitate the use of zero emission vehicles and clean alternative fuels, such as electric vehicle charging facilities and conveniently located alternative fueling stations.*
 - *Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate ZEV and/or plug in electric hybrids (PHEV).*
 - *Encouraging transportation fleet standards to achieve the lowest emissions possible, using a mix of alternate fuels, PZEV or better fleet mixes.*
 - *Establishing incentives, as appropriate, to taxicab owners to use alternative fuel or gas-electric hybrid vehicles.*
- *Establish green building requirements and standards for new development and redevelopment projects, and work to provide incentives for green building practices and remove barriers that impede their use.*
- *Allow increased height limits and/or flexibility in other standards for projects that incorporate energy efficient green building practices where not prohibited by Airport Land Use Compatibility Plan (ALUCP)/Federal Aviation Administration (FAA).*

- *Identify and remove regulatory or procedural barriers to implementing green building practices within its jurisdiction, such as updating codes, guidelines, and zoning, and ensure that all plan review and building inspection staff are trained in green building materials, practices, and techniques.*
- *Support the use of green building practices by:*
 - *Providing information, marketing, training, and technical assistance about green building practices.*
 - *Adopting a Green Building ordinance with guidelines for green building practices in residential and commercial development.*
- *Adopt energy efficiency performance standards for buildings designed to achieve a greater reduction in energy and water use than currently required by state law, including:*
 - *Standards for the installation of “cool roofs”.*
 - *Standards for improved overall efficiency of lighting systems.*
 - *Requirements for the use of Energy Star appliances and fixtures in discretionary new development.*
- *Encourage the performance of energy audits for residential and commercial buildings prior to completion of sale, and that audit results and information about opportunities for energy efficiency improvements be presented to the buyer.*
- *Establish policies and programs that facilitate the siting of new renewable energy generation.*
- *Require that any building constructed in whole or in part with City funds incorporate passive solar design features, such as daylighting and passive solar heating, where feasible.*

- *Prepare and implement a comprehensive plan to improve energy efficiency of municipal facilities, including:*
 - *Conducting energy audits.*
 - *Retrofitting municipal facilities for energy efficiency where feasible and when remodeling or replacing components, including increased insulation, installing green or reflective roofs and low-emissive window glass.*
 - *Implementing an energy tracking and management system for its municipal facilities.*
 - *Installing energy-efficient exit signs, street signs, and traffic lighting, subject to life/safety considerations.*
 - *Installing energy-efficient lighting retrofits and occupancy sensors, and institute a "lights out at night" policy, subject to life/safety considerations.*
 - *Retrofitting heating and cooling systems to optimize efficiency (e.g., replace chillers, boilers, fans, pumps, belts, etc.).*
 - *Installing Energy Star® appliances and energy-efficient vending machines.*
 - *Improving water use efficiency, including a schedule to replace or retrofit system components with high-efficiency units (i.e., ultra-low-flow toilets, fixtures, etc.).*
 - *Installing irrigation control systems which maximize water use efficiency and minimize off-peak use.*
 - *Adopting an accelerated replacement schedule for energy inefficient systems and components.*

- *Ensure that staff receives appropriate training and support to implement objectives and policies to reduce GHG emissions, including:*
 - *Providing energy efficiency training to design, engineering, building operations, and maintenance staff.*
 - *Providing information on energy use and management, including data from the tracking and management system, to managers and others making decisions that influence energy use.*
 - *Providing energy design review services to departments undertaking new construction or renovation projects, to facilitate compliance with LEED standards.*
- *Maximize efficiency at drinking water treatment, pumping, and distribution facilities, including development of off-peak demand schedules for heavy commercial and industrial users.*
- *Establish a replacement policy and schedule to replace fleet vehicles and equipment with the most fuel-efficient vehicles practical, including gasoline hybrid and alternative fuel or electric models.*
- *Require the installation of outdoor electrical outlets on buildings to support the use, where practical, of electric lawn and garden equipment, and other tools that would otherwise be run with small gas engines or portable generators.*
- *Implement measures to reduce employee vehicle trips and to mitigate emissions impacts from municipal travel.*
- *Conduct a comprehensive inventory and analysis of the urban forest, and coordinate tree maintenance responsibilities with all responsible departments, consistent with best management practices.*

- *Evaluate existing landscaping and options to convert reflective and impervious surfaces to landscaping, and will install or replace vegetation with drought-tolerant, low-maintenance native species or edible landscaping that can also provide shade and reduce heat-island effects.*
- *Implement enhanced programs to divert solid waste from landfill operations, by:*
 - *Establishing a diversion target which meets or exceeds AB 939 requirements.*
 - *Promoting and expanding recycling programs, purchasing policies, and employee education to reduce the amount of waste produced.*
- *Reduce per capita water consumption consistent with state law by 2020.*
- *Establish a water conservation plan that may include such policies and actions as:*
 - *Maintaining and refining the City's tiered rate structure for water use.*
 - *Establishing restrictions on time of use for landscape watering, or other demand management strategies.*
 - *Establishing performance standards for irrigation equipment and water fixtures, consistent with state law.*
- *Establish programs and policies to increase the use of recycled water, including:*
 - *Promoting the use of recycled water for agricultural, industrial, and irrigation purposes, including grey water systems for residential irrigation.*
- *Ensure that building standards and permit approval processes promote and support water conservation, by:*

- *Establishing building design guidelines and criteria to promote water efficient building design, including minimizing the amount of non-roof impervious surfaces around the building(s).*
- *Establishing menus and check-lists for developers and contractors to ensure water-efficient infrastructure and technology are used in new construction, including low-flow toilets and shower heads, moisture-sensing irrigation, and other such advances.*
- *Organize workshops on waste reduction activities for the home or business, such as backyard composting, or office paper recycling, and shall schedule recycling dropoff events and neighborhood chipping/mulching days.*
- *Organize workshops on steps to increase energy efficiency in the home or business, such as weatherizing the home or building envelope, installing smart lighting systems, and how to conduct a self-audit for energy use and efficiency.*

6-3 *The City of Ontario will amend the Municipal Code within 18 months after adopting The Ontario Plan, with provisions implementing the following GHG emission reduction concepts:*

- *Increase densities in urban core areas to support public transit, by, among other means:*
 - *Removing barriers to the development of accessory dwelling units in existing residential neighborhoods.*
- *Reduce required road width standards wherever feasible to calm traffic and encourage alternative modes of transportation.*
- *Add bicycle facilities to city streets and public spaces, where feasible.*
- *Promote infill, mixed-use, and higher density development, and provide incentives to support the creation of affordable housing in mixed use zones.*

- *Plan for and create incentives for mixed-use development.*
- *Identify sites suitable for mixed-use development and establish appropriate site-specific standards to accommodate mixed uses which could include:*
 - *Increasing allowable building height or allow height limit bonuses, in appropriate areas and where safe to do so.*
 - *Allowing flexibility in applying development standards (such as FAR2 and lot coverage) based on the location, type, and size of the units, and the design of the development.*
 - *Allowing reduced and shared parking based on the use mix, and availability of and proximity to public transit stops.*
 - *Allowing for tandem parking, shared parking and off-site parking leases.*
- *Enable prototype mixed-use structures for use in neighborhood center zones that can be adapted to new uses over time with minimal internal remodeling.*
- *Identify and facilitate the inclusion of complementary land uses not already present in local zoning districts, such as supermarkets, parks and recreational fields, schools in neighborhoods, and residential uses in business districts, to reduce the vehicle miles traveled and promote bicycling and walking to these uses.*
- *Revise zoning ordinance(s) to allow local-serving businesses, such as childcare centers, restaurants, banks, family medical offices, drug stores, and other similar services near employment centers to minimize midday vehicle use.*
- *Develop form-based community design standards to be applied to development projects and land use plans, for areas designated mixed-use.*
- *Implement a Housing Overlay Zone for residential properties at transit centers and along transit corridors. This may include average minimum residential densities of 25 units per acre*

within one quarter miles of transit centers; average minimum densities of 15 units per acre within one quarter mile of transit corridors; and minimum FAR of 0.5:1 for non-residential uses within a quarter mile of transit centers or corridors.

- *Identify transit centers appropriate for mixed-use development, and promote transit oriented, mixed-use development within these targeted areas, by:*
 - *Providing maximum parking standards and flexible building height limitations.*
 - *Providing density bonus programs.*
 - *Establishing guidelines for private and public spaces for transit-oriented and mixed-use development.*
 - *Discouraging auto-oriented development.*
- *Ensure new development is designed to make public transit a viable choice for residents, including:*
 - *Locating medium to high density development near activity centers that can be served efficiently by public transit and alternative transportation modes.*
 - *Locating medium to high density development near streets served by public transit whenever feasible.*
 - *Linking neighborhoods to bus stops by continuous sidewalks or pedestrian paths.*
- *Develop form-based community design standards to be applied to development projects and land use plans, for areas designated mixed-use.*
- *Create and preserve distinct, identifiable neighborhoods whose characteristics support pedestrian travel, especially within, but not limited to, mixed-use and transit-oriented development areas, by:*

- *Designing or maintaining neighborhoods where the neighborhood amenities can be reached in approximately five minutes of walking.*
- *Encouraging pedestrian-only streets and/or plazas within developments, and destinations that may be reached conveniently by public transportation, walking, or bicycling.*
- *Allowing flexible parking strategies in neighborhood activity centers to foster a pedestrian-oriented streetscape.*
- *Providing continuous sidewalks with shade trees and landscape strips to separate pedestrians from traffic.*
- *Encouraging neighborhood parks and recreational centers near concentrations of residential areas (preferably within one quarter mile) and include pedestrian walkways and bicycle paths that encourage nonmotorized travel.*
- *Ensure pedestrian access to activities and services, especially within, but not limited to, mixed-use and transit-oriented development areas, by:*
 - *Ensuring new development that provides pedestrian connections in as many locations as possible to adjacent development, arterial streets, thoroughfares.*
 - *Ensuring a balanced mix of housing, workplaces, shopping, recreational opportunities, and institutional uses, including mixed-use structures.*
 - *Locating schools in neighborhoods, within safe and easy walking distances of residences served.*
 - *Encouraging new development in which primary entrances are pedestrian entrances, with automobile entrances and parking located to the rear.*
 - *Supporting development where automobile access to buildings does not impede pedestrian access, by consolidating driveways between buildings or developing alley access.*

- *Utilizing street parking as a buffer between sidewalk pedestrian traffic and the automobile portion of the roadway.*
- *Prioritizing the physical development of pedestrian connectors for existing areas that do not meet established connectivity standards.*
- *Mitigate climate change by decreasing heat gain from pavement and other hard surfaces associated with infrastructure.*
- *Reduce heat gain from pavement and other similar hardscaping, by:*
 - *Including low-water landscaping in place of hardscaping around transportation infrastructure and in parking areas.*
 - *Establishing standards that provide for pervious pavement options.*
 - *Removing obstacles to natural, drought tolerant landscaping and low-water landscaping.*
- *Coordinate with appropriate agencies to create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car-sharing, bicycling and walking, including, but not limited to:*
 - *Providing safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets.*
- *Upgrade and maintain the following transit system infrastructure to enhance public use, including:*
 - *Ensuring transit stops and bus lanes are safe, convenient, clean and efficient.*
 - *Ensuring transit stops have clearly marked street-level designation, and are accessible.*
 - *Ensuring transit stops are safe, sheltered, benches are clean, and lighting is adequate.*

- *Working with transit providers to place transit stations along transit corridors within mixed-use or transit-oriented development areas at intervals appropriate for the mode of transit.*
- *Facilitate employment opportunities that minimize the need for private vehicle trips, by:*
 - *Amending zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations.*
 - *Encouraging telecommuting options with new and existing employers, through project review and incentives, as appropriate.*
- *Establish standards for new development and redevelopment projects to support bicycle use, including:*
 - *Amending the Development Code to include standards for pedestrian and bicyclist accommodations, including:*
 - *Providing access for pedestrians and bicyclist to public transportation through construction of dedicated paths, where feasible.*
 - *Requiring new development and redevelopment projects to include bicycle facilities, as appropriate with the new land use, including:*
 - *Where feasible, promote the construction of weatherproof bicycle facilities and at a minimum, provide bicycle racks or covered, secure parking near the building entrances.*
- *Establish a network of multi-use trails to facilitate direct off-street bicycle and pedestrian travel, and will provide bike racks along these trails at secure, lighted locations.*
- *Establish policies and programs to reduce onsite parking demand and promote and public transit at large events.*

- *Require new commercial and retail developments to provide prioritized parking for electric vehicles and vehicles using alternative fuels.*
- *Support and promote the use of low-and zero-emission vehicles (NEV), by:*
 - *Encouraging the necessary infrastructure to facilitate the use of zero emission vehicles and clean alternative fuels, such as electric vehicle charging facilities and conveniently located alternative fueling stations.*
 - *Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate ZEV and/or plug in electric hybrids (PHEV).*
 - *Encouraging transportation fleet standards to achieve the lowest emissions possible, using a mix of alternate fuels, PZEV or better fleet mixes.*
 - *Establishing incentives, as appropriate, to taxicab owners to use alternative fuel or gas-electric hybrid vehicles.*
- *Establish green building requirements and standards for new development and redevelopment projects, and work to provide incentives for green building practices and remove barriers that impede their use.*
- *Allow increased height limits and/or flexibility in other standards for projects that incorporate energy efficient green building practices where not prohibited by ALUCP/FAA.*
- *Identify and remove regulatory or procedural barriers to implementing green building practices within its jurisdiction, such as updating codes, guidelines, and zoning, and ensure that all plan review and building inspection staff are trained in green building materials, practices, and techniques.*
- *Support the use of green building practices by:*

- *Establishing guidelines for green building practices in residential and commercial development.*
- *Providing incentives, which may include reduction in development fees, administrative fees, and/or expedited permit processing for projects that use green building practices.*
- *Adopt energy efficiency performance standards for buildings that achieve a greater reduction in energy and water use than otherwise required by current state law, including:*
 - *Standards for the installation of “cool roofs”.*
 - *Standards for improved overall efficiency of lighting systems.*
 - *Requirements for the use of Energy Star appliances and fixtures in discretionary new development.*
 - *Requirements for new residential lots and/or structures to be arranged and oriented to maximize effective use of passive solar energy.*
- *Require that affordable housing development incorporate energy efficient design and features to the maximum extent feasible.*
- *Identify possible sites for production of renewable energy (such as solar, wind, small hydro, and biogas).*
- *Identify and remove or otherwise address barriers to renewable energy production, including:*
 - *Reviewing and revising building and development codes, design guidelines, and zoning ordinances to remove renewable energy production barriers.*
 - *Working with related agencies, such as fire, water, health and others that may have policies or requirements that adversely impact the development or use of renewable energy technologies.*

- *Developing protocols for safe storage of renewable and alternative energy products with the potential to leak, ignite or explode, such as biodiesel, hydrogen, and/or compressed air.*
- *Allow renewable energy projects in areas zoned for open space, where consistent with the Land Use element, and other uses and values.*
- *Promote and encourage renewable energy generation, and co-generation projects where feasible and appropriate.*
- *Require that, where feasible, all new buildings be constructed to allow for easy, cost effective installation of solar energy systems in the future, using such “solar-ready” features as:*
 - *Optimal roof orientation (between 20 to 55 degrees from the horizontal), with sufficient south-sloped roof surface, where such buildings architecture and construction are designed for sloped roofs.*
 - *Clear access without obstructions (chimneys, heating and plumbing vents, etc.) on the south sloped roof.*
 - *Roof framing that will support the addition of solar panels.*
 - *Installation of electrical conduit to accept solar electric system wiring.*
 - *Installation of plumbing to support a solar hot water system and provision of space for a solar hot water storage tank.*
- *Require that any building constructed in whole or in part with City funds incorporate passive solar design features, such as daylighting and passive solar heating, where feasible.*
- *Prepare and implement a comprehensive plan to improve energy efficiency of municipal facilities, including:*
 - *Conducting energy audits.*

- *Retrofitting municipal facilities for energy efficiency where feasible and when remodeling or replacing components, including increased insulation, installing green or reflective roofs and low-emissive window glass.*
- *Implementing an energy tracking and management system for its municipal facilities.*
- *Installing energy-efficient exit signs, street signs, and traffic lighting, subject to life/safety considerations.*
- *Installing energy-efficient lighting retrofits and occupancy sensors, and institute a “lights out at night” policy, subject to life/safety considerations.*
- *Retrofitting heating and cooling systems to optimize efficiency (e.g., replace chillers, boilers, fans, pumps, belts, etc.).*
- *Installing Energy Star® appliances and energy-efficient vending machines.*
- *Improving water use efficiency, including a schedule to replace or retrofit system components with high-efficiency units (i.e., ultra-low-flow toilets, fixtures, etc.).*
- *Installing irrigation control systems maximizing water use efficiency and minimizing off-peak use.*
- *Adopting an accelerated replacement schedule for energy inefficient systems and components.*
- *Require that any newly constructed, purchased, or leased municipal space meet minimum standards, such as:*
 - *The Energy Star® New Homes Program established by U.S. EPA.*
 - *The incorporation of passive solar design features in new buildings, including daylighting and passive solar heating.*

- *Reduce per capita water consumption consistent with state law by 2020.*
- *Establish a water conservation plan that may include such policies and actions as:*
 - *Maintaining and refining the City's tiered rate structure for water use.*
 - *Establishing restrictions on time of use for landscape watering, or other demand management strategies.*
 - *Establishing performance standards for irrigation equipment and water fixtures, consistent with State Law.*
- *The City will establish programs and policies to increase the use of recycled water, including:*
 - *Promoting the use of recycled water for agricultural, industrial, and irrigation purposes, including grey water systems for residential irrigation.*
- *Ensure that building standards and permit approval processes promote and support water conservation, by:*
 - *Establishing building design guidelines and criteria to promote water efficient building design, including minimizing the amount of non-roof impervious surfaces around the building(s).*
 - *Establishing menus and check-lists for developers and contractors to ensure water-efficient infrastructure and technology are used in new construction, including low-flow toilets and shower heads, moisture-sensing irrigation, and other such advances.*
- *Install water-efficient landscapes and irrigation, including:*
 - *Requiring planting drought-tolerant and native species, and covering exposed dirt with moisture-retaining mulch or other materials such as decomposed granite.*

- *Requiring the installation of water-efficient irrigation systems and devices, including advanced technology such as moisture-sensing irrigation controls.*
- *Promote the planting of shade trees and establish shade tree guidelines and specifications, including:*
 - *Establishing guidelines for tree planting based on the land use (residential, commercial, parking lots, etc.).*
 - *Establishing guidelines for tree types based on species size, branching patterns, whether deciduous or evergreen, whether roots are invasive, etc.*
 - *Establishing tree guidelines for placement, including distance from structures, density of planting, and orientation relative to structures and the sun.*
- *Develop an Urban Forestry Program to consolidate policies and ordinances regarding tree planting, maintenance, and removal, including:*
 - *Establishing guidelines for tree planting, including criteria for selecting deciduous or evergreen trees low-VOC-producing trees, and emphasizing the use of drought-tolerant native trees and vegetation.*

6-4 *Measures listed in Mitigation Measure 6-2 and 6-3 shall be considered by the City while reviewing all new development, as appropriate, between the time of adoption of The Ontario Plan and adoption of the Climate Action Plan (CAP).*

6-5 *Pursuant to a goal of overall consistency with the Sustainable Communities Strategies, the City of Ontario shall evaluate new development for consistency with the development pattern set forth in the Sustainable Communities Strategies plan, upon adoption of the plan by the Southern California Association of Governments.*

6-6 *The City of Ontario shall participate in the County of San Bernardino's Green Valley Initiative.*

Modified Project: The Modified Project proposes development comparable in design and intensity to development entitled under the Original Project. The Modified Project does not propose or require uses or operations that would substantially increase GHG emissions when compared to the Original Project. Further, based on decreased trip generation and related decreases in vehicular-source energy consumption that would result from the Modified Project, the Modified Project would likely reduce GHG emissions impacts when compared to GHG emissions impacts of the Original Project.

When compared to the Certified EIR analysis, no new or substantially increased GHG emissions impacts would occur under the Modified Project. Moreover, in comparison to the Original Project, GHG emissions impacts would be diminished under the Modified Project.

Further, the Modified Project would implement applicable provisions of the City CAP. The City CAP supports and complies with state and regional plans, policies, and regulations adopted for the purpose of reducing GHGs. On this basis, the Modified Project would not conflict with plans, policies, and regulations adopted for the purpose of reducing GHGs. The Modified Project would therefore not result in new, additional, or different impacts regarding consistency with applicable GHG emissions reduction plans, policies, and regulations not considered and addressed in the Certified EIR.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?					X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?					X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?					X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?					X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?					X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?					X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?					X	

Substantiation:

a-c) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR determined that buildout in accordance with The Ontario Plan would involve the transport, use, and/or disposal of hazardous materials; however, these activities would be in compliance with federal, state, and local regulations thus precluding significant impacts in this regard (Certified EIR, p. 5.8-24).

Certified EIR Mitigation Measures: None.

Modified Project: The Modified Project would not result in or cause exposure(s) to hazards or potentially hazardous conditions. That is, uses proposed by the Modified Project are not considered hazardous. Nor does the Project propose or require facilities or operations involving inherent substantial hazards.

During the normal course of construction and operation activities, there would be limited transport of potentially hazardous materials (e.g., gasoline, diesel fuel, paints, solvents, fertilizer, etc.) to and from the Modified Project site. However, as presented within the Certified EIR, the Project would be required to comply with all City and County Hazardous Materials Management Plans and regulations addressing transport, use, storage and disposal of these materials. The Modified Project does not propose or require uses or activities that would result in atypical transportation, use, storage, or disposal of hazardous or potentially hazardous materials not addressed under current regulations and policies.

Further, any occupancies that would store or use hazardous materials would be required to comply with California Hazardous Materials Business Plan (HMBP) requirements (*California Health & Safety Code*, Division 20, Chapter 6.95) The HMBP contains detailed information on the storage of hazardous materials at regulated facilities. The purpose of the HMBP is to prevent or minimize damage to public health, safety, and the environment, from a release or threatened release of a hazardous material. The HMBP

also provides emergency response personnel with adequate information to help them better prepare and respond to chemical-related incidents at regulated facilities.

The Modified Project does not propose or require uses that would handle hazardous or acutely hazardous materials, substances, or waste. Heavy duty truck traffic accessing the Modified Project would generate diesel particulate matter (DPM). DPM is a known carcinogen. The Modified Project Health Risk Assessment (HRA, Addendum Appendix A) substantiates that the DPM emissions generated by the Modified Project would not result in potentially significant hazardous impacts at vicinity schools.

Based on the preceding, when compared to impacts identified in the Certified EIR, the Modified Project, would not result in new or substantially increased impacts or substantially different impacts related to use, transport, or potential upset of hazardous materials. Nor, when compared to impacts identified in the Certified EIR, would the Modified Project result in new or substantially increased impacts or substantially different impacts related to potentially hazardous emissions or hazardous materials impacts at vicinity schools.

Modified Project Mitigation Measures: None.

d) No Changes or New Information Requiring Preparation of an MND or EIR.

Certified EIR Conclusions: Many properties within the City of Ontario are included on State and federal lists of registered hazardous materials sites. The Certified EIR concluded that compliance with federal, state, and local regulations would ensure these properties would not cause significant impacts (Certified EIR, p. 5.8-25).

Certified EIR Mitigation Measures: None.

Modified Project: A Phase I ESA and Phase II ESI have been prepared for the Modified Project site.⁴ The Phase I Assessment indicates that the subject site is not listed on any of the researched hazards/hazardous materials databases (Phase I ESA, Appendix E, *EDR Database Report*, Executive Summary, p. 3). On this basis, there is no potential for the Modified Project to be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

The Phase I ESA concluded further that the diesel fuel above ground storage tank (AST) associated with the Sunshine Growers Nursery (located in the southerly portion of the Modified Project site) constituted a recognized environmental condition (REC). The Phase I ESA recommended additional investigation of shallow soils in the area of the diesel fuel AST to screen for possible hydrocarbon releases. The Modified Project site is not otherwise considered to be substantially affected by potential hazards or potentially hazardous conditions (Phase I ESA, pp. iv-v).

Consistent with recommendations of the Project Phase I ESA, a Phase II ESI has been prepared to screen for possible hydrocarbon releases associated with the diesel fuel AST located on the Sunshine Growers Nursery property. The Phase II ESI concluded that “no obvious indications of contamination were noted in the soil samples recovered for analysis. Laboratory analysis did not detect VOCs [volatile organic compounds] or TPH [total petroleum hydrocarbons] in the four soil samples. In conclusion, the results of this investigation did not identify any fuel-related impacts in shallow soils in the area of the AST. Additional investigation is not warranted or recommended” (Phase II ESI, p. 3).

Based on the preceding, the Modified Project would result in less-than-significant impacts related to hazards/hazardous materials. Further, the Modified Project would not result in substantially increased or substantially different hazards/hazardous materials impacts than were considered and addressed in the Certified EIR.

⁴ See Addendum Appendix E: *Phase I Environmental Site Assessment 47.38-Acre Property, 13130 Hamner Avenue And Undeveloped Parcel At Southwest Corner Of East Riverside Drive And South Hamner Avenue, Ontario, California 91761 (Assessor's Parcel Number: 0218 - 171- 21 - 0000 & - 27)* (SCS Engineers) February 7, 2018; *Phase II Soil Investigation Report, Sunshine Growers Nursery Inc., 13130 Hamner Avenue Ontario, California 91761 (Assessor's Parcel Number: 0218-171-21-0000)* (SCS Engineers) March 12, 2018.

Modified Project Mitigation Measures: None.

e) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: Ontario International Airport (ONT), as well as a small portion of the Chino Airport property, is located within the City of Ontario. The Certified EIR determined that consistency reviews of new development with the appropriate Airport Land Use Compatibility Plan (ALUCP) would be sufficient to prevent significant impacts (Certified EIR, p. 5.8-27).

Certified EIR Mitigation Measures: None.

Modified Project: Location of area airports relative to the Original Project site [inclusive of the proposed Modified Project site] has not changed since preparation of the Certified EIR – the site remains more than two miles distant from the nearest airport; the nearest airport is ONT, located approximately 2.5 miles northwesterly of the site.

The Modified Project site is located within the area subject to provisions of The ONT Airport Land Use Compatibility Plan, ALUCP (July 2018). The ALUCP defines the ONT Airport Influence Area (AIA) as an area in which current and future airport-related noise, overflight, safety, and airspace protection factors may significantly affect land uses or necessitate restriction on those uses. The Modified Project site is located outside the ONT safety zones⁵. As with the development anticipated under the Original Project and evaluated in the Certified EIR, development implemented pursuant to the Modified Project would comply with all requirements set forth within the ALUCP. Based on the preceding, no new or substantially increased impacts related to airport hazards/airport compatibility would result from the Modified Project.

Modified Project Mitigation Measures: None.

⁵ See: ONT Compatibility Policy Map: Safety Zones

<http://www.ontarioplan.org/wp-content/uploads/sites/4/2015/05/policy-map-2-2.pdf>

f) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The City manages disaster preparedness through the Technical Services Bureau of the Ontario Fire Department, which is responsible for the preparation of the community for disasters and the organization of recovery efforts. The Fire Department also works with other local public departments, such as the San Bernardino County Fire Department Hazardous Materials Division and, if necessary, the Countywide HazMat Team of the County Environmental Health Department, to enact these principles and to protect the community in the event of a disaster. Additionally, the City maintains a Local Hazard Mitigation Plan and participates in the Standardized Emergency Management System (SEMS) as required under Government Code Section 8607(a).

The Certified EIR concluded that buildout in accordance with The Ontario Plan would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan (Certified EIR, p. 5.8-28).

Certified EIR Mitigation Measures: None.

Modified Project: The Modified Project does not propose or require permanent alteration to vehicle circulation routes, and would not interfere with any identified emergency response or emergency evacuation plan. In accordance with existing City policies, coordination with the local fire and police departments during pre-construction review of the Project's plans would ensure that potential interference with emergency response plans and evacuation plans are avoided. When compared to impacts identified in the Certified EIR, no new or substantially increased impacts regarding emergency response plans or emergency evacuation plans would result from the Modified Project.

Modified Project Mitigation Measures: None.

g) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR determined that adherence to existing regulations and review of building plans by the Ontario Fire Department would reduce risks from urban and wildland fire threats to the City. No significant impacts were identified (Certified EIR, p. 5.8-32).

Certified EIR Mitigation Measures: None.

Modified Project: The Modified Project site is located in an urbanized area, and no wildlands are located in the vicinity of the site. Fire protection services are provided to the City and the Modified Project site by the Ontario Fire Department. Pre-construction coordination with Ontario Fire Department staff and adherence to local fire department regulations during construction and operation of the Modified Project would be required. As such, no new or substantially increased impacts related to wildland fire impacts would result from the Modified Project.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

10. HYDROLOGY AND WATER QUALITY

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?					X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?					X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:					X	
(i) result in substantial erosion or siltation on- or off-site?					X	
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?					X	
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?					X	
(iv) impede or redirect flood flows?					X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?					X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?						X

Substantiation:

a) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR recognizes that buildout of The Ontario Plan would increase concentrations of pollutants during construction and post-construction activities. To address potential water quality impacts resulting from project construction and operations, projects are required to comply with provisions of the City's National Pollutant Discharge Elimination System (NPDES) permit. NPDES permit requirements include, but are not limited to, mandated preparation of a Stormwater Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP). Mandated SWPPPs and WQMPs are required to develop and implement Best Management Practices (BMPs) to reduce construction-source and operational-source stormwater pollutant discharges. Based on compliance with the City NPDES Permit and implementation of required SWPPPs and WQMPs, the Certified EIR did not identify any significant water quality impacts (Certified EIR, p. 5.9-23).

Certified EIR Mitigation Measures: None.

Modified Project: Consistent with City requirements, a WQMP and SWPPP would be prepared for the Modified Project.⁶ City review and approval of these documents is required prior to issuance of Grading Permits. As with the Original Project, implementation of an approved SWPPP and WQMP would reduce the potential for the Modified Project to violate water quality standards or otherwise adversely affect water quality to levels that would be less-than-significant.

Based on the preceding, the Modified Project's potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality is considered less-than-significant. When compared to the Certified EIR findings, no new or substantially increased water quality impacts would result from the Modified Project.

⁶ A Preliminary WQMP has been prepared for the Modified Project (see: *Preliminary Water Quality Management Plan For: Crow Holdings Industrial Project*, January 9, 2020 [Modified Project WQMP] Addendum Appendix G).

Modified Project Mitigation Measures: None.

b) No Changes or New Information Requiring Preparation of an MND or EIR.

Certified EIR Conclusions: The Certified EIR recognizes that development pursuant to The Ontario Plan would increase the amount of impervious surface within the City. However, groundwater recharge efforts would not be hindered. All development projects would be required to prepare project-specific hydrology studies, implement BMPs for compliance with NPDES regulations, and comply with City policies promoting infiltration of runoff and groundwater recharge (Certified EIR, pp. 5.9-19 – 5.9-20).

Certified EIR Mitigation Measures: None.

Modified Project: Direct additions or withdrawals of groundwater are not proposed or required by the Modified Project. Construction proposed by the Project would not involve massive substructures at depths that would significantly impair or alter the direction or rate of flow of groundwater. The Modified Project does not propose or require uses or facilities that would affect designated groundwater recharge areas.

Based on the preceding, the Modified Project would not contribute to groundwater depletion or interfere with groundwater recharge to an environmentally significant degree. When compared to impacts identified in the Certified EIR, no new or substantially increased groundwater impacts would result from the Modified Project.

Modified Project Mitigation Measures: None.

c) No Changes or New Information Requiring Preparation of an MND or EIR.

Certified EIR Conclusions: Consistent with NPDES requirements, post-development runoff quantities would not be permitted to substantially increase as a result of a development project considered for approval under The Ontario Plan. In this regard, projects would be required to prepare project-specific hydrology studies. Further, existing City policies encourage the use of low impact development strategies to intercept

runoff, slow the discharge rate, increase infiltration and ultimately reduce discharge volumes to traditional storm drain systems.

The Certified EIR notes that while the amount of impervious surfaces would be increased under The Ontario Plan (and thus surface water flows into drainage systems), existing City and County requirements would ensure significant impacts related to alteration of drainage patterns do not occur (Certified EIR, p. 5.9-19).

Certified EIR Mitigation Measures: None.

Modified Project: Existing drainage patterns within the subject site would be maintained. The Modified Project would implement on-site stormwater management systems to detain and treat stormwater discharges. Per the Preliminary WQMP, the entire design capacity volume (DCV) would be retained and treated on-site (Preliminary WQMP, p. 10). Treated stormwaters would be discharged southerly to the Master Plan of Drainage (MPD) storm drain to be located in East Chino Avenue.

The Final WQMP as approved by the City would ensure that the Modified Project stormwater management systems have been designed to convey and treat stormwater discharges and limit the post-development peak flows consistent with available storm drain capacities. Based on the preceding, when compared to the Certified EIR findings, no new or substantially increased impacts related to alteration of drainage patterns would result from the Modified Project.

Modified Project Mitigation Measures: None.

d) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR concluded that, although inundation within the City is possible, the gently sloping terrain and emergency procedures in place would preclude significant hazards in this regard (Certified EIR, pp. 5.9-23 – 5.9-24).

Certified EIR Mitigation Measures: None.

Modified Project: Conditions at the subject site have not changed since preparation of the Certified EIR – the site remains unaffected by potential flood hazards, tsunami hazards, or seiche hazards. No new or substantially increased flood hazard impacts, tsunami hazard impacts, or seiche hazard impacts would result from the Modified Project.

Modified Project Mitigation Measures: None.

e) *No Impact.*

Certified EIR Conclusions: This checklist item was not specifically addressed within the Certified EIR.

Certified EIR Mitigation Measures: Not Applicable.

Modified Project: The Modified Project does not propose or require uses or facilities that would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The Project would have no impact in these regards.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140 (The Planning Center) April 2009; Preliminary Water Quality Management Plan For: Crow Holdings Industrial Project, January 9, 2020; Modified Project Design Concepts.*

11. LAND USE AND PLANNING

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Physically divide an established community?					X	
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?					X	

Substantiation:

a, b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR concludes that implementation of The Ontario Plan would not result in significant land use impacts (Certified EIR, p. 5.10-31).

Certified EIR Mitigation Measures: None.

Modified Project: No established community is located within the Modified Project site. The Modified Project would not otherwise result in potential division of an established community.

The Modified Project site designated as “General Commercial” and “Business Park” under the Policy Plan (General Plan) Land Use Element. The Modified Project site is currently zoned “Specific Plan” (Edenglen Specific Plan). To accommodate the Modified Project, the site’s land use designations would be amended. Amended Policy Plan designations of the site would be “Industrial” and “General Commercial.” Additionally, the Edenglen Specific Plan Land Use Plan would be amended to reflect the industrial and commercial land uses proposed by the Modified Project. The Specific Plan Development Standards and Design Regulations would be amended to guide development of industrial and commercial uses that would be implemented under the Modified Project.

Tables 11-1 and 11-2 detail land use designations that would be amended under the Modified Project.

**Table 11-1
Existing and Proposed Policy Plan Land Use Designations**

Existing		Proposed	
Policy Plan Land Use Designation	Approximate Acreage	Policy Plan Land Use Designation	Approximate Acreage
General Commercial	20.0	Neighborhood Commercial	4.0
Business Park	44.3	Business Park	4.0
---	---	Industrial	56.3
Total	64.3	Total	64.3

Sources: Edenglen Specific Plan, May 2009; Edenglen Specific Plan Amendment, April 2020.

**Table 11-2
Existing and Proposed Specific Plan Land Use Designations**

Existing		Proposed	
Specific Plan Land Use Designation	Approximate Acreage	Specific Plan Land Use Designation	Approximate Acreage
Community Commercial	20.0	Business Park	4.0
Commercial/Business Park Flex Zone	10	Neighborhood Commercial	4.0
Business Park/Light Industrial	34.3	General Industrial	39.4
		Light Industrial	16.9
Total	64.3	Total	64.3

Sources: Edenglen Specific Plan, May 2009; Edenglen Specific Plan Amendment, April 2020.

The Modified Project would be required to comply with applicable Policy Plan Policies, applicable requirements of the Edenglen Specific Plan (as amended), and provisions of the City Development Code. Collectively, the Policy Plan Policies, the amended Specific Plan, and the City Development Code act to minimize potential environmental effects that may result from the land uses implemented under the Modified Project. On this basis, the potential for the Modified Project to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect is considered less-than-significant.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140 (The Planning Center) April 2009; Edenglen Specific Plan Amendment, April 2020; Modified Project Design Concepts.*

12. MINERAL RESOURCES

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?					X	
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?					X	

Substantiation:

a, b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR concludes that implementation of The Ontario Plan would have no potential to result in the loss of a known mineral resource of value to the region or the state; or result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan (Certified EIR, p. 5.11-7).

Certified EIR Mitigation Measures: None.

Modified Project: Underlying conditions at the subject site have not changed since preparation of the Certified EIR, and the site remains devoid of any potentially valuable or locally-important mineral resources. On this basis, the Modified Project would have no potential to result in the loss of a known mineral resource of value to the region or the state; or result in the loss of availability of a locally-important mineral resource recovery

site delineated on a local general plan, specific plan, or other land use plan. No new or substantially increased mineral resources impacts would result from the Modified Project.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

13. NOISE

Would the project result in:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?					X	
b) Generation of excessive groundborne vibration or groundborne noise levels?					X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?					X	

Substantiation:

a) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR determined that new development implemented pursuant to The Ontario Plan would result in an increase in traffic on local

roadways, and substantially increase the existing noise environment (Certified EIR, p. 5.12-27). The Certified EIR determined that “[n]o mitigation measures are available that would prevent noise levels along major transportation corridors from increasing as a result of substantial increases in traffic volumes” (Certified EIR, p. 5.12-40). The Certified EIR also concluded that new development could be exposed to excessive transportation-source noise levels. Mitigation Measure 12-1, below, would reduce but would not avoid this impact or reduce the impact to levels that would be less-than-significant.

Additionally, because construction activities associated with new development may occur near noise-sensitive receptors and noise disturbances may occur for prolonged periods of time, construction noise impacts were considered potentially significant (Certified EIR, p. 5.12-37). Mitigation Measure 12-4, below, would reduce but would not avoid this impact or reduce the impact to levels that would be less-than-significant.

Certified EIR Mitigation Measures:

12-1 Prior to the issuance of building permits for any project that involves a noise-sensitive use within the 65 dBA CNEL contour along major roadways, freeways, railroads, or the Los Angeles/Ontario International Airport, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features (e.g., setbacks, berms, or sound walls) and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City’s Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Title 24 and 21 of the California Code of Regulations).

12-4 Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Mitigation measures such as installation of temporary sound barriers for adjacent construction activities that occur adjacent to occupied noise-sensitive structures, equipping construction equipment with mufflers, and reducing nonessential idling of construction equipment to no more than five minutes shall be incorporated into the construction operations to reduce construction-related noise to the extent feasible.

Even with the implementation of Mitigation Measures 12-1 and 12-4, the Certified EIR concluded that development pursuant to The Policy Plan would result in a substantial temporary and/or permanent increase in ambient noise levels (Certified EIR, pp. 5.12-41 – 5.12-42).

Modified Project: Potential noise impacts of the Modified Project are evaluated in *Ontario Commerce Center, Noise Impact Analysis* (Urban Crossroads, Inc.) July 9, 2020 (Noise Impact Analysis, Addendum Appendix F). Analysis and conclusions of the Noise Impact Analysis are summarized below. As substantiated in the Noise Impact Analysis, when compared to findings of the Certified EIR, the Modified Project would not result in any new or substantially increased noise impacts.

Noise Standards⁷

Construction

The City of Ontario has set restrictions to control noise impacts associated with construction. Construction noise would be considered significant if construction activities occurring outside of the hours specified (7:00 AM and 6:00 PM weekdays and 9:00 AM to 6:00 PM weekends, excluding federal holidays) or if construction activities substantially elevate the ambient noise environment at noise-sensitive uses for a substantial period. It is assumed that the Modified Project construction activities would comply with the City approved hour of activity restrictions, thereby precluding construction activities during noise-sensitive time periods. To present a conservative approach, this analysis nonetheless evaluates construction noise based on the 65 dBA Leq exterior noise level limit for the neighboring residential land uses (Noise Zone I).

Operational

The City of Ontario requires that noise from new stationary sources in the City comply with the City's Noise Ordinance, which limits the acceptable noise at the property line of

⁷ Although the Project site is located within the City of Ontario, potentially affected receivers in the adjacent City of Eastvale were also considered. A review of the area indicates that existing land uses east of Milliken Avenue in the City of Eastvale consist mostly of developed industrial land uses. Proximate City of Eastvale land uses are not noise/vibration sensitive. Noise and/or vibration generated by the Modified Project and that may be received at these City of Eastvale land uses would not comprise potentially significant impacts.

the impacted property, to reduce nuisances to sensitive land uses. For Manufacturing and Industrial land uses (Noise Zone V), such as the Modified Project, ambient exterior noise levels may not exceed 70 dBA Leq. For residential land uses (Noise Zone I), ambient exterior noise levels may not exceed 65 dBA Leq during the daytime hours (7:00 a.m. to 10:00 p.m.), and may not exceed 45 dBA Leq during the nighttime hours (10:00 p.m. to 7:00 a.m.).

Ambient Conditions

To assess the existing noise level environment, five 24-hour noise level measurements were taken at noise sensitive receiver locations in the Modified Project study area. Table 13-1 presents the ambient noise measurements. Please also refer to Noise Impact Analysis Exhibit 5-A, *Noise Measurement Locations*.

Table 13-1
Ambient Noise Measurements

Location	Description	Energy Average Noise Level (dBA Leq)		CNEL
		Daytime	Nighttime	
L1	Located northwest of the Project site on Riverside Drive near the existing single-family residence at 2965 McCloud River Lane.	58.3	56.1	63.2
L2	Located west of the Project site and south of Riverside drive near existing single-family residential home at 4097 East Auburn Way.	53.8	52.3	59.3
L3	Located west of the Project site near existing single-family residential home at 4088 East Heritage Lane.	51.0	47.7	55.1
L4	Located west of the Project site on East Cottage Way near existing single-family residential home at 4096 East Cottage Way.	48.8	48.1	54.8
L5	Located southwest of the Project site on East Emory Lane near existing single-family residential home at 4099 East Emory Lane.	57.2	53.4	60.6

Source: Ontario Commerce Center Noise Impact Analysis (Urban Crossroads, Inc.) July 9, 2020.

Sensitive Receivers

The following receiver locations, shown at Noise Impact Analysis Exhibit 6-A, *Sensitive Receiver Locations*, were identified as representative noise impact analysis locations.

R1: Located approximately 312 feet northwest of the Modified Project site, R1 represents the private residential outdoor living area at 2965 McCloud River Lane.

R2: Location R2 represents the residence located at 4097 E. Auburn Way, approximately 209 feet west of the Modified Project site. There are no private outdoor living areas (backyards) facing the Modified Project site at this location. R2 is established at the residential building façade.

R3: Location R3 represents the residence at 4087 E. Groveland Drive, located approximately 218 feet west of the Modified Project site. As above, R3 is established at the building façade.

R4: Location R4 represents the existing noise sensitive residence at 4088 E. Heritage Lane located approximately 208 feet west from the Project site. Location R4 describes the exterior noise levels at the building façade.

R5: Location R5 represents the existing noise sensitive residence at 4097 E. Springfield Paseo located roughly 259 feet west of the Project site. Since there are no private outdoor living areas, Location R5 describes the exterior noise levels at building façade.

R6: Location R6 represents the multi-family attached residence location at 4098 E. Emory Lane located west of the Project site at roughly 229 feet. Location R6 describes the exterior noise levels at the building façade.

Construction-Source Noise Impacts

In the evaluation of construction-source noise impacts, the Noise Impact Analysis employs empirical reference noise measurements obtained from similar construction activities. Based on the reference construction noise levels, maximum received noise levels attributable to the Modified Project construction activities were calculated, and are summarized at Table 13-2. Compliance with applicable significance thresholds is also presented.

Table 13-2
Maximum Received Construction-Source Noise Levels

Receiver Location	Maximum Received Noise Level (dBA Leq)	Threshold (dBA Leq)	Threshold Exceeded?
R1	59.2	65	No
R2	58.8	65	No
R3	62.0	65	No
R4	59.5	65	No
R5	62.9	65	No
R6	63.2	65	No

Source: Ontario Commerce Center Noise Impact Analysis (Urban Crossroads, Inc.) July 9, 2020.

As shown at Table 13-2, received construction-source noise levels would satisfy the City of Ontario exterior noise level limit of 65 dBA Leq at potentially affected receivers.

Incremental effects of construction-source noise were also considered. For the purposes of this analysis, when considering temporary construction-source noise contributions to ambient conditions, relevant State-level guidance was reviewed. More specifically, Caltrans' May 2011 Traffic Noise Analysis Protocol identifies a relative noise increase of 12 dBA Leq as substantial. While the Caltrans 12.0 dBA Leq threshold was not created specifically to address construction-source noise, it is applied in this analysis as a reasonable threshold to assess temporary noise level increases during Project construction. Received construction-source noise levels in the context of ambient conditions are summarized at Table 13-3. Compliance with applicable significance thresholds is also presented.

Table 13-3
Maximum Construction-Source Noise Contributions to Ambient Conditions

Receiver Location	Maximum Received Noise Level (dBA Leq)	Ambient Noise Levels (dBA Leq)	Combined Project and Ambient	Maximum Project Incremental Contribution* (dBA Leq)	Incremental Threshold (dBA Leq)	Incremental Threshold Exceeded?
R1	59.2	58.3	61.8	3.5	12.0	No
R2	58.8	53.8	60.0	6.2	12.0	No
R3	62.0	51.0	62.3	11.3	12.0	No
R4	59.5	51.0	60.1	9.1	12.0	No

Table 13-3
Maximum Construction-Source Noise Contributions to Ambient Conditions

Receiver Location	Maximum Received Noise Level (dBA Leq)	Ambient Noise Levels (dBA Leq)	Combined Project and Ambient	Maximum Project Incremental Contribution* (dBA Leq)	Incremental Threshold (dBA Leq)	Incremental Threshold Exceeded?
R5	62.9	48.8	63.1	14.3	12.0	Yes
R6	63.2	57.2	64.2	7.0	12.0	No

Sources: Ontario Commerce Center Noise Impact Analysis (Urban Crossroads, Inc.) July 9, 2020; Applied Planning, Inc.

Notes: *Decibels (dBA) is a logarithmic scale – noise levels are not arithmetically calculated. For example, 59.3 dBA received construction-source noise + 55.1 dBA ambient noise level= 60.6 dBA. The incremental contribution to ambient conditions in this case is 5.5 dBA.

As summarized in the preceding discussions, received construction-source noise levels would comply with applicable City standards. With the exception of the temporary incremental increase in ambient noise at Receptor R5, construction-source noise would not represent a substantial temporary or periodic increase in ambient noise levels. The Certified EIR has previously acknowledged and disclosed that construction-source noise was a significant and unavoidable impact. The received noise levels generated by the Modified Project construction activities would not result in construction-source noise impacts not already considered and addressed in the Certified EIR. Moreover, Certified EIR Mitigation Measure 12-4 and Project Conditions of Approval would be imposed to reduce all received construction-source noise levels to the extent practical.

Operational-Source Noise Impacts

The Noise Impact Analysis assumes the Modified Project would be operational 24 hours per day, seven days per week. The Modified Project operations would primarily be conducted within the enclosed buildings, except for traffic movement, parking, and the loading/unloading of trucks at designated loading bays. Operational noise sources are expected to include: short term truck idling, delivery truck activities, backup alarms, loading/unloading of dry goods, roof-top air conditioning units, and parking lot vehicle movements. In the evaluation of operational-source noise impacts, the Noise Impact Analysis employs empirical reference noise measurements obtained from existing similar uses. Maximum received noise levels attributable to the Modified Project operational activities were calculated, and are summarized at Table 13-4. Compliance with applicable significance thresholds is also presented.

Table 13-4
Maximum Received Operational-Source Noise Levels

Receiver Location	Received Operational-Source Operational Noise Levels (dBA Leq)		Noise Level Standards (dBA Leq)		Noise Level Standards Exceeded?	
	Daytime	Nighttime	Daytime	Nighttime*	Daytime	Nighttime
R1	39.9	38.1	65.0	56.1	No	No
R2	39.6	38.1	65.0	52.3	No	No
R3	45.3	44.5	65.0	47.7	No	No
R4	45.2	44.7	65.0	47.7	No	No
R5	42.3	40.7	65.0	48.1	No	No
R6	49.2	49.0	65.0	53.4	No	No

Source: Ontario Commerce Center Noise Impact Analysis (Urban Crossroads, Inc.) July 9, 2020.

Notes: Per City of Ontario Municipal Code 5-29.04 (a), "If the ambient noise level exceeds the resulting standard, the ambient noise level shall be the standard." In this case, the ambient condition exceeds the City's baseline 45 dBA standard.

As shown at Table 13-4, received operational-source noise levels would satisfy the City of Ontario daytime and nighttime exterior noise standards.

Incremental operational-source noise impacts in the context of existing conditions were also evaluated. For the purposes of evaluating long-term operational noise increases, Federal Interagency Committee on Noise (FICON) guidance has been employed in this analysis. FICON guidance is based on studies that relate aircraft noise levels to the percentage of persons highly annoyed by aircraft noise. Although the FICON guidance was specifically developed to assess aircraft noise impacts, this guidance is often used in environmental noise impact assessments involving the use of cumulative noise exposure metrics, such as the average-daily noise level (CNEL) and equivalent continuous noise level (L_{eq}). FICON guidance is employed in this analysis when considering the significance of incremental operational-source noise increases attributable to the Modified Project in the context of ambient conditions. Applicable significance criteria are summarized at Table 13-5.

Table 13-5
Incremental Noise Contribution Significance Criteria

Significance Criteria	
Contributions to Ambient Conditions	
if ambient is < 60 dBA Leq	≥ 5 dBA Leq increase
if ambient is 60 - 65 dBA Leq	≥ 3 dBA Leq increase
if ambient is > 65 dBA Leq	≥ 1.5 dBA Leq increase

Source: Ontario Commerce Center Noise Impact Analysis (Urban Crossroads, Inc.) July 9, 2020.

Incremental operational-source noise impacts of the Modified Project under daytime and nighttime conditions are summarized at Tables 13-6 and 13-7, respectively.

Table 13-6
Maximum Operational-Source Noise Contributions to Ambient Conditions (Daytime)

Receiver Location	Maximum Received Noise Level (dBA Leq)	Ambient Noise Levels (dBA Leq)	Combined Project and Ambient	Maximum Project Incremental Contribution* (dBA Leq)	Incremental Threshold (dBA Leq)	Incremental Threshold Exceeded?
R1	39.9	58.3	58.4	0.1	5.0	No
R2	39.6	53.8	54.0	0.2	5.0	No
R3	45.3	51.0	52.0	1.0	5.0	No
R4	45.2	51.0	52.0	1.0	5.0	No
R5	42.3	48.8	49.7	0.9	5.0	No
R6	49.2	57.2	57.8	0.6	5.0	No

Source: Ontario Commerce Center Noise Impact Analysis (Urban Crossroads, Inc.) July 9, 2020.

Table 13-7
Maximum Operational-Source Noise Contributions to Ambient Conditions (Nighttime)

Receiver Location	Maximum Received Noise Level (dBA Leq)	Ambient Noise Levels (dBA Leq)	Combined Project and Ambient	Maximum Project Incremental Contribution (dBA Leq)	Incremental Threshold (dBA Leq)	Incremental Threshold Exceeded?
R1	38.1	56.1	56.2	0.1	5.0	No
R2	38.1	52.3	52.5	0.2	5.0	No
R3	44.5	47.7	49.4	1.7	5.0	No
R4	44.7	47.7	49.5	1.8	5.0	No
R5	40.7	48.1	48.8	0.7	5.0	No
R6	49.0	53.4	54.8	1.4	5.0	No

Source: Ontario Commerce Center Noise Impact Analysis (Urban Crossroads, Inc.) July 9, 2020.

As summarized in the preceding discussions, received operational-source noise levels would comply with applicable City standards. Moreover, operational-source noise would not represent a substantial temporary or periodic increase in ambient noise levels.

Vehicular-Source Noise Impacts

Trip generation for the Modified Project was compared to trip generation that would occur under the development of the subject site envisioned under the Original Project. When compared to the Original Project land uses, total daily trip generation (passenger car equivalents, PCE) under the Modified Project would be reduced by at least 50 percent (see: Checklist Item 17., *Transportation*). Reduced trip generation under the Modified Project would translate to diminished vehicular-source noise impacts when compared to impacts resulting from the Original Project and reflected in the Certified EIR. On this basis, when compared to the Certified EIR findings, no new or substantially increased vehicular-source noise impacts would occur under the Modified Project.

Modified Project Mitigation Measures: None.

b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR determined that mobile-source and stationary/area-source vibration impacts associated with buildout of The Ontario Plan would be less-than-significant. However, construction activities associated with buildout of the individual land uses could expose sensitive uses to strong levels of groundborne vibration. Additionally, sensitive land uses along the Union Pacific railroad corridor would be exposed to strong levels of groundborne vibration. These are potentially significant impacts.

Certified EIR Mitigation Measures:

12-2 Individual projects that involve vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers, occurring near sensitive receptors shall be evaluated for potential vibration impacts. If construction-related vibration is determined to be perceptible at vibration-sensitive uses (i.e., exceed the Federal Transit Administration vibration-annoyance criteria of 78 VdB during the daytime), additional requirements, such as use of less vibration

intensive equipment or construction techniques, shall be implemented during construction (e.g., drilled piles to eliminate use of vibration-intensive pile driver).

12-3 *Prior to the issuance of building permits for any project that involves a vibration-sensitive use directly adjacent to the Union Pacific Railroad or Southern California Regional Rail Authority main lines shall retain an acoustical engineer to evaluate potential for trains to create perceptible levels of vibration indoors. If vibration-related impacts are found, mitigation measures, such as use of concrete, iron, or steel, or masonry materials to ensure that levels of vibration amplification are within acceptable limits to building occupants, shall be implemented. Pursuant to the Federal Transit Administration vibration-annoyance criteria, these acceptable limits are 78 VdB during the daytime and 72 VdB during the nighttime for residential uses, 84 VdB for office uses, and 90 VdB for workshops.*

The Certified EIR concluded even with the implementation of Mitigation Measures 12-2, construction-source groundborne vibration would be a significant and unavoidable impact. The Certified EIR concluded further that Mitigation Measure 12-3 would reduce vibration impacts along the Union Pacific railroad corridor to levels that would be less-than-significant (Certified EIR, pp. 5.12-40 – 5.12-42).

Modified Project:

Construction-Source Vibration

Construction activities can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that groundborne vibration from construction activities would cause only intermittent, localized intrusion. Construction activities most likely to cause vibration impacts include:

- **Heavy Construction Equipment:** Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration, the vibration is usually short-term and is not of sufficient magnitude to cause building damage. It is not expected that heavy equipment such as large bulldozers would operate close enough to any residences to cause a vibration impact.

- Trucks: Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

In the evaluation of construction-source vibration impacts, the Noise Impact Analysis employs reference construction-source vibration data published by the Federal Transit Administration (FTA). Maximum received construction-source vibration levels are summarized at Table 13-8.

Table 13-8
Maximum Received Construction-Source Vibration Levels

Receiver Location	Maximum Received Vibration Level (VdB)	Threshold (VdB)	Threshold Exceeded?
R1	54.1	78	No
R2	59.3	78	No
R3	58.8	78	No
R4	59.4	78	No
R5	56.5	78	No
R6	58.1	78	No

Source: Ontario Commerce Center Noise Impact Analysis (Urban Crossroads, Inc.) July 9, 2020.

Table 13-8 shows the maximum received construction-source vibration levels are expected to range from 54.1 to 59.1 VdB. These vibration levels would not exceed the acceptable 78 VdB criteria for residential uses established by the FTA. Moreover, received vibration levels are unlikely to be sustained during the entire construction period. Rather, maximum vibration levels would be received only during times that heavy construction equipment is operating at the site perimeter. Based on the preceding, construction-source vibration impacts would be less-than-significant.

Operational-Source Vibration

Operations within the subject site would include heavy trucks moving on-site, to and from loading dock areas. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. Typical vibration levels for heavy trucks operating at

normal traffic speeds do not exceed 65 VdB at 25 feet. Therefore, given that delivery trucks would be traveling on-site at lower speeds, unmitigated operational-source vibration levels at potentially affected receiver locations are anticipated to remain below 65 VdB. As such, received operational-source vibration levels would not exceed the acceptable 78 VdB criteria for residential uses identified by the FTA. On this basis, the operational-source vibration impacts resulting from transiting heavy trucks would be less-than-significant.

Based on the preceding, the potential for the Modified Project to result in the generation of excessive groundborne vibration or groundborne noise levels is considered less-than-significant. When compared to findings of the Certified EIR, no new or substantially increased vibration impacts would result from the Modified Project.

Modified Project Mitigation Measures: None.

c) No Changes or New Information Requiring Preparation of an MND or EIR.

Certified EIR Conclusions: Aircraft overflights, takeoffs, and landings in the City of Ontario contribute to the ambient noise environment. The Certified EIR concluded that Chino Airport does not significantly affect sensitive receptors within the City of Ontario. However, sensitive land uses within the 65 dba CNEL noise contour of the Ontario International Airport would be exposed to substantial levels of airport-related noise. Even with the implementation of mitigation, airport-related noise was deemed a significant and unavoidable impact of The Ontario Plan (Certified EIR, pp. 5.12-40 – 5.12-42).

Certified EIR Mitigation Measures: Please Refer to Mitigation Measure 12-1, above.

Modified Project: The Modified Project site is located approximately 2.7 miles southeasterly of the Ontario International Airport (ONT). The Ontario International Airport Land Use Compatibility Plan was adopted by Ontario City Council on April 19, 2011 to promote compatibility between the airport and the land uses that surround it. The Modified Project site is located within the airport influence area, exposing the site to exterior noise levels ranging from 60 – 65 dBA CNEL. Ontario International Airport Land Use Compatibility Plan Table 2-3, *Noise Criteria*, identifies land uses that are normally compatible, conditionally

compatible, or incompatible with the airport and airport operations. Industrial/business park/commercial land uses (such as proposed by the Modified Project) located within the 60 – 65 dBA CNEL noise level contours of ONT are considered a normally compatible land use and must reduce interior noise levels for office, retail or other noise-sensitive areas to 50 dBA CNEL. Standard building construction practices required under the State of California Green Building Standards Code (CALGreen) typically provide up to 25 dBA CNEL of attenuation. As such, application of standard CALGreen construction practices would yield acceptable Project interior noise levels of approximately 35 to 40 dBA CNEL.

Based on the preceding, the Modified Project would not be adversely affected by airport/airfield noise, nor would the Modified Project contribute to or result in adverse airport/airfield noise impacts. When compared to the Certified EIR findings, no new or substantially increased airport/airfield noise impacts would result from the Modified Project.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; *Ontario Commerce Center Noise Impact Analysis* (Urban Crossroads, Inc.) July 9, 2020; Modified Project Design Concepts.

14. POPULATION AND HOUSING

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?					X	

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?					X	

Substantiation:

a, b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR concluded that, while development of the City pursuant to The Ontario Plan would increase both population and employment, impacts would be less-than-significant (Certified EIR, pp. 5.13-12 – 5.13-20).

Certified EIR Mitigation Measures: None.

Modified Project:

Direct Population Growth Inducement

No housing would be implemented under the Modified Project. The Modified Project would not otherwise affect existing housing or residential land uses. No direct population growth would result from the Modified Project.

Indirect Growth Inducement

Indirect population growth inducement could result from creation of additional jobs and the extension of infrastructure and services to areas not currently served, or substantial capacity/capability upgrades to existing systems and services.

In general terms, job creation furthers growth via wages, salaries and general fiscal benefits; increased demands for housing; and increased demand for consumer goods and services. Jobs created by or resulting from the Modified Project would be typical of area

employment opportunities, and would be filled by the local residents with no substantial increase in population.

The Modified Project would implement infrastructure improvements that are consistent with the City and purveyor master plans. Growth that may result from or be facilitated by the Modified Project infrastructure improvements would not result in growth and growth-related impacts not previously considered and addressed in the Certified EIR.

Consistency with Population Growth Projections

SCAG population growth projections reflect assumptions and development scenarios incorporated in local plans including City general plans. As demonstrated in the preceding discussions, the Project would not induce or generate growth beyond that reflected in The Ontario Plan and evaluated in the Certified EIR. Accordingly, the Project would not result in growth not already anticipated within SCAG population growth projections for the region.

As supported by the preceding discussions, the Modified Project would not induce substantial population growth; displace substantial numbers of existing housing; or displace substantial numbers of people. When compared to the Certified EIR findings, no new or substantially increased population and housing impacts would result from the Modified Project.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

15. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any public service:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Fire protection?					X	
b) Police protection?					X	
c) Schools?					X	
d) Parks?					X	
e) Other public facilities?					X	

Substantiation:

a – e) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: Certified EIR Section 5.14, *Public Services*, concluded that implementation of The Ontario Plan would not result in potentially significant public services impacts (Certified EIR, pp. 5.14-1 – 5.14-24).

Certified EIR Mitigation Measures: None.

Modified Project: The Modified Project would be constructed within an already-developed urban environment. Fire protection and police protection services are currently available to the subject site via existing facilities. Further, the industrial and commercial uses proposed by the Project would not create substantive additional demands for school or park facilities. Development impact fees and sales tax revenues generated by the Modified Project would provide funding sources available for support and enhancement of public services commensurate with incremental demands of the development. By law, the Modified Project would be required to remit school impact fees.

When compared to the Certified EIR findings, no new or substantially increased public service impacts would result from the Modified Project.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

16. RECREATION

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?					X	
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?					X	

Substantiation:

a, b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR determined that because new development would be required to provide sufficient public parkland or pay in-lieu fees, impacts to recreational facilities would be less-than-significant (Certified EIR, pp. 5.15-12 – 5.15-15).

Certified EIR Mitigation Measures: None.

Modified Project: The Modified Project does not propose residential uses or recreational facilities. Proposed industrial and commercial uses implemented under the Modified

Project would not generate resident populations that would require or use recreational facilities. The Modified Project would therefore have no potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or to include or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. When compared to the Certified EIR findings, no new or substantially increased recreation impacts would result from the Modified Project.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

17. TRANSPORTATION

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?					X	
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?					X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?					X	
d) Result in inadequate emergency access?					X	

Substantiation:

a) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR concluded that with the implementation of regulatory requirements, all transportation impacts would be less-than-significant, with the exception of the following:

“Trips generated as a result of buildout of the proposed land use plan would cause a deficient level of service for the existing area intersections without implementation of the recommended lane geometry improvements. In addition, buildout of the proposed land use plan would also cumulatively contribute to the cumulatively significant freeway level of service impact that is already projected to occur in the future.”

The Certified EIR concluded that cumulative impacts in this regard would be significant and unavoidable. More specifically, the Certified EIR states:

Mitigation Measure 16-1 includes development of more enhanced intersections throughout the City, as identified in Table 5.16-6, and construction of additional turn and through lanes. Implementation of these improvements would result in LOS E or above at all intersections during both AM and PM peak hours. These improvements would occur through the entitlement process. Under the City’s development impact fee program, project applicants for new developments can either contribute their fair share toward traffic improvements or make the improvements as part of the project. Additionally, the City of Ontario has a Capitol [sic] Improvement Program that details the implementation of regional improvements. With implementation of the mitigation measure, impacts to local roadways would be less than significant. However, buildout of the Proposed Land Use Plan would result in additional traffic volume that would significantly cumulatively contribute to mainline freeway segment impacts. The City’s development impact fees cannot be used for improvements to roadway facilities under Caltrans’ sole jurisdiction, such

as freeway mainline segments, and the City cannot widen the freeway itself. Indeed, the widening of a freeway would require the acquisition of additional right-of-way, often at the expense of residential uses, and the high cost financially and socially of such a disruption would render such cumulative mitigation infeasible, even if it were within the City's jurisdiction. Consequently, impacts to freeway segments within the City under Impact 5.16-1 would be significant and unavoidable (Certified EIR, p. 5.16-47).

Certified EIR Mitigation Measure:

16-1 *The Mobility Element of the Ontario Plan shall be consistent with the traffic study prepared by Kimley-Horn and Associates. [Certified EIR] Table 5.16-6 shows the recommended lane geometry for the Proposed Land Use Plan.*

Modified Project: Relative traffic impacts of the Modified Project can be inferred by comparing the estimated trip generation of land uses that were assumed for the Original Project to trip generation of the Modified Project land uses. To this end, a Focused Traffic Assessment⁸ has been prepared for the Modified Project.

Based on the Specific Plan entitlements for Community Commercial, Commercial/Business Park Flex Zone, and Business Park/Light Industrial Land Uses, the Focused Traffic Assessment trip generation analysis assumed the following alternative tenant mixes for the Original Project:

Original Project Alternative 1

- Retail: 217,520 SF
- Business Park: 550,000 SF

Original Project Alternative 2

- Retail: 217,520 SF
- Industrial Park: 550,000 SF

⁸ Revised Focused Traffic Assessment for Edenglen Business Park Project, Ontario, California (Linscott Law & Greenspan) April 21, 2020 (Addendum Appendix H).

Based on the Modified Project land uses, the Focused Traffic Assessment trip generation analysis assumed the following Alternative tenant mixes for the Modified Project.

Modified Project Alternative 1:

- General Light Industrial: 59,585 SF
- Warehousing: 908,507 SF
- Retail: 40,000 SF

Modified Project Alternative 2:

- General Light Industrial: 59,585 SF
- Warehousing: 522,058 SF
- Manufacturing: 386,449 SF
- Retail: 40,000 SF

The Focused Traffic Assessment notes: “the proposed [Modified] Project will likely be developed based on Alternative 1. However, the other alternative [Alternative 2] was included to provide flexibility in development options” (Focused Traffic Assessment, p. 3). Trip generation of the Original Project Alternatives 1 and 2, and trip generation of the Modified Project Alternatives 1 and 2 are summarized and compared at Table 17-1. Trips identified at Table 17-1 are presented in terms of Passenger Car Equivalents (PCE). In this regard, the Focused Traffic Assessment recognizes the relative transportation impacts of passenger cars vs. trucks that would access the Project, and converts truck traffic to passenger car equivalents as follows: All 2-axle, 3-axle and 4+-axle trucks are converted to Passenger Car Equivalents using a factor of 1.5 PCE per truck, 2.0 PCE per truck, and 3.0 PCE per truck, respectively.

**Table 17-1
Trip Generation Comparison Summary (PCE)**

Scenario	Total Daily Trips	AM Peak Hour Total	PM Peak Hour Total
Modified Project Alternative 1 (General Light Industrial + Warehouse + Retail)	5,358	442	500
Modified Project Alternative 2 (General Light Industrial + Warehousing + Manufacturing + Retail)	6,459	693	789
Original Project Alternative 1 (Retail + Business Park)	16,020	455	869

**Table 17-1
Trip Generation Comparison Summary (PCE)**

Scenario	Total Daily Trips	AM Peak Hour Total	PM Peak Hour Total
Original Project Alternative 2 (Retail + Industrial Park)	12,613	617	1,057
Net Trip Generation: Modified Project Alternative 1 Trips – Original Project Alternative 1 Trips	-10,662	-13	-369
Net Trip Generation: Modified Project Alternative 1 Trips – Original Project Alternative 2 Trips	-7,255	-175	-557
Net Trip Generation: Modified Project Alternative 2 Trips – Original Project Alternative 1 Trips	-9,561	238	-80
Net Trip Generation: Modified Project Alternative 2 Trips – Original Project Alternative 2 Trips	-6,154	76	-268

Source: Revised Focused Traffic Assessment for Edenglen Business Park Project, Ontario, California (Linscott Law & Greenspan) April 21, 2020.

As indicated at Table 17-1, the Modified Project under all scenarios would result in reduced total daily trips when compared to the Original Project. In this regard, under all comparative scenarios, total PCE trips generated by the Modified Project would be reduced by at least 50 percent when compared to the Original Project.⁹

Modified Project Alternative 1 – the likely development scenario – would generate fewer total daily trips and fewer AM and PM peak hour trips than would result from the Original Project (Alternatives 1 and 2). Total reduced trip generation and total peak hour trip generation under the Modified Project Alternative 1 would result in reduced traffic impacts when compared to the Original Project.

Modified Project Alternative 2 would generate fewer total daily trips and fewer PM peak hour trips than would result from the Original Project (Alternatives 1 and 2). However, AM peak hour trip generation would increase. Based on the reduction in total daily trips and reduction in PM peak hour traffic, it is likely that the Modified Project Alternative 2 would result in reduced traffic impacts when compared to the Original Project. However,

⁹ A subsequent traffic study (*Edenglen Business Park Project Alternative Trip Generation Assessment Ontario, California* [Linscott Law & Greenspan] June 15, 2020, Addendum Appendix H) addressed potential traffic impacts of the Modified Project assuming development of the site with refrigerated warehouse uses. The Alternative Trip Generation Assessment substantiates that peak hour trip generation and potential LOS impacts resulting from refrigerated warehouse uses would be further reduced when compared to both the Original Project and the Modified Project as evaluated in the April 21, 2020 Revised Focused Traffic Assessment.

based on the projected increase in AM peak hour traffic, the City may require additional focused analysis should the Modified Project Alternative 2 be implemented.

Based on the preceding, the Modified Project would not result in new or substantially increased transportation (Level of Service, LOS) impacts not identified in the Certified EIR.

Modified Project Mitigation Measures: None.

b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: *CEQA Guidelines* Section 15064.3, subdivision (b) was added to the *CEQA Guidelines* in 2019. The Vehicle Miles Traveled (VMT) metric established under Section 15064.3 is recognized. The VMT metric is effective as of July 2020. The VMT metric and related provisions were therefore not considered in the Certified EIR.

Certified EIR Mitigation Measures: None.

Modified Project: Consistent with *CEQA Guidelines* Section 15064.3, subdivision (b), potential VMT impacts of the Modified Project have been evaluated in Technical Memorandum *Vehicle Miles Traveled (VMT) Analysis for the Ontario Commerce Center, Ontario* (Linscott Law & Greenspan, Engineers) June 4, 2020 (Modified Project VMT Impact Analysis, Addendum Appendix H).

Per the City VMT thresholds, to avoid a potentially significant VMT impact, the Modified Project VMT/employee is required to be a minimum of 15% below the existing City Average VMT/employee. As presented in the Modified Project VMT Impact Analysis, the existing (2020) City Average VMT/employee is estimated at 16.38 VMT/employee. The Modified Project Average VMT/employee is estimated at 5.89 VMT/employee (Modified Project VMT Impact Analysis, pp. 9, 10). On this basis, The Modified Project Average VMT/employee is reduced by approximately 64% when compared to the existing City Average VMT/employee. The Modified Project VMT impact is therefore considered less-than-significant.

Modified Project Mitigation Measures: None.

c, d) No Changes or New Information Requiring Preparation of an MND or EIR.

Certified EIR Conclusions: The Certified EIR concluded that buildout of the City pursuant to The Ontario Plan would result in changes to the circulation network. Such changes would however be implemented consistent with City roadway classification and roadway design standards, acting to preclude potential design hazards. Additionally, City Design Review processes ensure that adequate emergency access is provided for all new development projects. On this basis, there would be no impacts related to hazardous design features, or emergency access provisions (Certified EIR, pp. 5.16-36).

Certified EIR Mitigation Measures: None.

Modified Project: The Modified Project does not propose elements or aspects that would substantially increase transportation/traffic hazards. Moreover, all improvements would be designed and implemented consistent with recommendations of the Focused Traffic Assessment (see: Focused Traffic Assessment, pp. 9 – 11) and City traffic engineering and safety standards, thereby minimizing the potential to result in or cause hazardous traffic/transportation conditions.

The Modified Project would generate urban traffic comparable to and compatible with the vehicle mix and vehicle categories present within the area roadway system. The Project uses would therefore not cause or result in incompatible vehicle movements or traffic that would substantively increase hazards. Further, based on the projected net decrease in trip generation under the Modified Project, the potential for the Project to result in potential traffic hazards would likely be reduced when compared to the uses assumed within the Certified EIR.

Additionally, pursuant to the Project Construction Traffic Management Plan (please refer to Addendum Section 2, *Project Description, 2.4.6 Construction Traffic Management Plan*), the Modified Project would be required to maintain appropriate access during construction activities.

Based on the preceding, when compared to the Certified EIR findings, no new or substantially increased design hazards or emergency access impacts would occur under the Modified Project.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140 (The Planning Center) April 2009; Revised Focused Traffic Assessment for Edenglen Business Park Project, Ontario, California (Linscott Law & Greenspan) April 21, 2020; Modified Project Design Concepts.*

18. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or						X
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.						X

Substantiation:

a, b) *No Impact*

Certified EIR Conclusions: This environmental topical concern has recently been added to the *CEQA Guidelines* Appendix G, Environmental Checklist Form and was therefore not specifically addressed in the Certified EIR. Impacts to archaeological and tribal resources generally are addressed at Certified EIR Section 5.5, *Cultural Resources*. With the implementation of mitigation, the Certified EIR concluded that impacts to archaeological resources would be less-than-significant (Certified EIR, p. 5.5-24).

Certified EIR Mitigation Measures:

5-3 *Upon receipt of an application for a Specific Plan or a project that requires a General Plan amendment subject to CEQA and is within the City's jurisdiction, the City's representative shall consult with the relevant tribe(s)' representative(s) to determine if the proposed project is within a culturally sensitive area to the tribe. If sufficient evidence is provided to reasonably ascertain that the site is within a [tribal] culturally sensitive area, then a cultural resources assessment prepared by an archaeologist shall be required. The findings of the cultural resources assessment shall be incorporated into the CEQA documentation. A copy of the report shall be forwarded to the tribe(s). If mitigation is recommended in the CEQA document, the procedure described in Mitigation Measure 5-4 shall be followed.*

5-4 *Prior to the issuance of grading permits for a Specific Plan or project that requires a General Plan amendment for which the CEQA document defines cultural resource mitigation for potential tribal resources, the project applicant shall contact the designated tribe(s) to notify them of the grading, excavation, and monitoring program. The applicant shall coordinate with the City of Ontario and the tribal representative(s) to develop mitigation measures that address the designation, responsibilities, and participation of tribal monitors during grading, excavation, and ground-disturbing activities; scheduling; terms of compensation; and treatment and final disposition of any cultural resources,*

sacred sites, and human remains discovered on the site. The City of Ontario shall be the final arbiter of the conditions for projects within the City's jurisdiction.

Modified Project: As discussed previously at Checklist Item 5, *Cultural Resources*, with incorporation of mitigation, neither the Original Project or the Modified Project would potentially adversely affect historic, archaeological, or paleontological resources. Neither the Original Project nor the Modified Project would potentially adversely affect human remains.

Additionally, evaluation of impacts to tribal cultural resources pursuant to AB 52, Gatto. Native Americans: California Environmental Quality Act applies only to CEQA projects that are required to file a Notice of Preparation for an Environmental Impact Report, or Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration. Because the Modified Project would not be required to file any of the mentioned documents, AB 52 requirements addressing potential impacts to tribal resources are not applicable within the context of this Addendum analysis.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; *Cultural Resources Assessment, The Hamner Avenue/Riverside Drive/Mill Creek Avenue [Ontario Commerce Center] Project City of Ontario, San Bernardino County, California* (BCR Consulting, LLC) April 20, 2020; Modified Project Design Concepts.

19. UTILITIES AND SERVICE SYSTEMS

Would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?					X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?					X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?					X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?					X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?					X	

Substantiation:

a – c) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR concluded that, although buildout of The Ontario Plan would generate additional wastewater, it would be adequately treated in accordance with Regional Water Quality Control Board and California Department of Public Health requirements. Additionally, storm drainage systems would be expanded

to accommodate growth associated with the buildout of The Ontario Plan. Compliance with regulatory requirements and standard conditions of approval would reduce impacts to water treatment, wastewater treatment, and storm water management to levels that would be less-than-significant (Certified EIR, pp. 5.17-25, 5.17-28).

The Certified EIR also determined that buildout of The Ontario Plan would create a four percent greater need for water supply than previously assessed in the 2005 City of Ontario Urban Water Management Plan. Mitigation Measures 17-1 through 17-3 were included to preclude significant water supply impacts (Certified EIR, p. 5.17-20).

Certified EIR Mitigation Measures:

17-1 *The City shall include a policy in the Policy Plan that requires water conservation measures for development projects to improve water use efficiency and reduce overall water demand. Reduce potable water demand, through conservation measures, including but not limited to:*

- a) *Work cooperatively with all developers to incorporate conservation measures into project designs (such as those recommended by the California Urban Water Conservation Council).*
- b) *Continue to develop and implement drought contingency plans to assist citizens and businesses reduce water use during water shortages and emergencies.*
- c) *Revise the City Code to include a Water-Efficient Landscape Ordinance to encourage or, as appropriate, require the use of water-efficient landscaping consistent with AB 325.*

17-2 *The City shall include a policy in the Policy Plan that maximizes the use of recycled water as an irrigation (nonpotable) source for landscaping, parks, and other irrigation opportunities in all areas of the City and requires use of recycled water in dual-system office and industrial uses in selected urban areas of the City, where available and feasible.*

17-3 *The City shall include a policy in the Policy Plan that the City participate through the Chino Basin Water Master and the Inland Empire Utilities Agency in regional efforts to develop finding additional sources of water for groundwater recharge, such as capture of stormwater runoff, recycled water, or other sources to ensure that the Chino Basin stays in long-term hydraulic balance and sustainability and that adequate additional local water sources would be available to increase the flexibility of the City's water supply.*

Modified Project: Necessary infrastructure systems are locally available to the Modified Project. The Modified Project does not propose or require construction of major infrastructure systems that could result in potentially significant environmental impacts. All proposed connections to and any necessary modification of serving infrastructure systems would conform to City and purveyor requirements. The potential for the Modified Project to result in significant environmental impacts attributable to the construction or relocation of serving infrastructure systems would be less-than-significant.

Water demands of the Original Project land uses are reflected in the *2015 City of Ontario Urban Water Management Plan (OMUC) July 2016 (2015 UWMP)*. The 2015 UWMP concluded that all projected water demands of the City can met under normal conditions, single-year drought conditions, and multiple year drought conditions through 2040 (2015 UWMP, pp. 7-5 – 7-7).

Comparative water demands of the Original Project and Modified Project are summarized at Table 19-1. As indicated at Table 19-1, the Modified Project's annual demand of 172 af/yr is approximately 24 percent less than water demands of the Original Project (226 af/yr) assumed for the site within the 2015 UWMP. The Modified Project would result in a net water demand reduction when compared to the Original Project and would not result in water supply impacts not already considered and addressed in the 2015 UWMP.

**Table 19-1
Comparative Water Demand
Original Project vs. Modified Project**

	Land Use	Approx. Acreage	Water Demand Factor (gpd/acre) ¹	Total Water Demand (gal/day)	Total Water Demand (acre feet (af)/year)
Original Project					
	General Commercial	20.0	3,140	62,800	70
	Business Park	44.3	3,140	139,102	156
Subtotal				201,902 gal/day	226 af/year
Modified Project					
	Neighborhood Commercial	4.0	3,140	12,560	14
	Business Park	4.0	3,140	12,560	14
	Industrial	56.3	2,290	128,927	144
Subtotal				154,047	172
Difference (24%)				(47,855 gal/day)	(54 af/year)

¹ Water Demand Factors from: 2015 City of Ontario Urban Water Management Plan, Appendix B Technical Memorandum – *Ultimate Citywide Water Demand Estimate*, Table 2, *Future Domestic Water Unit Demand Factors* (AKM Consulting Engineering) May 2016.

As discussed above, water demands of the Modified Project would be reduced when compared to demands of the Original Project. Because wastewater generation is directly related to water consumption, wastewater generation of the Modified Project would also be reduced when compared to the Original Project. Related wastewater conveyance and wastewater treatment demands of the Modified Project would be comparably reduced when compared to the Original Project. As with the Original Project, the potential for the Modified Project to exceed available wastewater treatment capacities or capabilities would be less-than-significant.

Modified Project Mitigation Measures: None.

d, e) *No Changes or New Information Requiring Preparation of an MND or EIR.*

Certified EIR Conclusions: The Certified EIR concluded that buildout of The Ontario Plan would be served by landfills with sufficient permitted capacities to accommodate all solid waste disposal needs. Additionally, no conflicts with federal, state, and local management and reduction statutes and regulations related to solid waste were

identified. The Certified EIR determined that impacts related to solid waste would be less-than-significant (Certified EIR, p. 5.17-31).

Certified EIR Mitigation Measures: None.

Modified Project: The Modified Project would result in comparable uses and development intensities when compared to the Original Project. Related solid waste management demands of the Modified Project would be comparable to those of the Original Project. Moreover, the Modified Project would comply with applicable solid waste management and reduction statutes and regulations (summarized below), acting to further reduce solid waste management impacts of the Modified Project.

City of Ontario Construction & Demolition Recycling Plan (CDRP)

Pursuant to Ontario Municipal Ordinance (OMC) Sec. 6-3.602 *Construction & Demolition Recycling Plan* and the 2016 California Green Building Standards Code (CALGreen), all building and demolition permit applicants are required to prepare and submit a Construction & Demolition Recycling Plan (CDRP) and a Construction & Demolition Recycling Plan (CDRP) Summary Report. OMC Sec. 6-3.602 and CALGreen require all construction and qualifying renovation and demolition projects to divert at least 65% of all generated waste materials. The Modified Project would be subject to (OMC) Sec. 6-3.602 and CALGreen construction waste diversion mandates. The City oversees compliance with OMC Sec. 6-3.602 and CALGreen construction waste diversion mandates.

AB 939 - California Integrated Waste Management Act of 1989

Solid waste management is guided by the California Integrated Waste Management Act of 1989 (AB 939), which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB 939 requires that localities conduct a Solid Waste Generation Study (SWGS) and develop a Source Reduction Recycling Element (SRRE), providing for a minimum 50 percent reduction in waste sent to landfills. Diversion rates are calculated and tracked by the California Integrated Waste Management Board (Board). Alternatively, the Board can determine that a jurisdiction's "good faith efforts" to

implement comprehensive diversion programs have satisfied the requirement even if diversion levels are below 50 percent.

To reduce waste disposal, AB 939 requires every California city and county to divert 50 percent of its waste from landfills. Residential, commercial and governmental waste recycling programs in support of the SRRE have been implemented by the City.

The City is currently meeting or exceeding all AB 939 solid waste diversion targets. The Modified Project would be required to comply with AB 939 as implemented by the City.

AB 341 - Commercial Recycling

Assembly Bill 341 mandates recycling for businesses producing four or more cubic yards of solid waste per week, and multifamily dwellings of five units or more. Under the law, business must separate recyclables from trash and then either subscribe to City of Ontario recycling services, self-haul their recyclables, or contract with a permitted private recycler. The Modified Project would be subject to Assembly Bill 341 mandates.

AB 1826 - Commercial Organics Recycling

Under Assembly Bill 1826, businesses are required to arrange for organic recycling services. The Project would be subject to Assembly Bill 1826 mandates.

The California Department of Resources Recycling and Recovery (CalRecycle) oversees both the mandatory commercial recycling program and the mandatory commercial organics recycling program. The City of Ontario supports both bills through public outreach, monitoring of recycling efforts, providing notification to non-compliant businesses, and periodic State reporting.

The Project would be required to comply with the above solid waste management statutes and regulations. The City and CalRecycle would oversee and monitor compliance with applicable solid waste management statutes and regulations.

SB 1383 - Organic Waste Management Requirements

SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025.

The City is currently developing programs and strategies to address the requirements of SB 1383, the Modified Project would be required to ultimately abide by those requirements.

As stated in the Certified EIR, impacts to solid waste services and facilities from new development are addressed through the payment of development impact fees as outlined in the City of Ontario Development Impact Fee Calculation and Nexus Fee Schedules. With the payment of required development impact fees and compliance with existing solid waste regulations, the Modified Project would not result in any new or substantially increased solid waste impacts not previously identified within the Certified EIR.

Based on the preceding, the Modified Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals would be less-than-significant. Additionally, the Modified Project would comply with applicable solid waste management and reduction statutes and regulations. On this basis, the Modified Project would result in less-than-significant solid waste management impacts. The Modified Project would not result in solid waste management impacts substantially greater than or substantially than solid waste management impacts considered and addressed in the Certified EIR.

Modified Project Mitigation Measures: None.

Sources: *The Ontario Plan Draft Environmental Impact Report, State Clearinghouse No. 2008101140* (The Planning Center) April 2009; Modified Project Design Concepts.

20. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?						X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?						X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?						X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?						X

Substantiation:

a – d) *No Impact.*

Certified EIR Conclusions: This environmental topical concern has been recently added to the *CEQA Guidelines Appendix G, Environmental Checklist Form* and was therefore not specifically addressed in the Certified EIR.

Certified EIR Mitigation Measures: Not Applicable.

Modified Project: The City of Ontario as a whole is an urbanized area. Per the California Department of Forestry and Fire Protection (CAL FIRE) Fire Hazard Severity Zone Maps,

the City and the Modified Project site are not located within or near a state responsibility area, or within an area classified as a very high fire hazard severity zone.

Fire protection services for the Modified Project site and vicinity are currently provided by the Ontario Fire Department (Fire Department). Adherence to Fire Department building and site design requirements, and compliance with codified fire protection and prevention measures during construction and operation of the Modified Project are required. On this basis, when compared to the Certified EIR findings, no new or substantially increased wildfire impacts would result from the Modified Project.

Modified Project Mitigation Measures: None.

Sources: *SW San Bernardino County, Fire Hazard Severity Zones in SRA* (November 7, 2007); https://osfm.fire.ca.gov/media/6781/fhszs_map62.pdf; Modified Project Design Concepts.

21. MANDATORY FINDINGS OF SIGNIFICANCE

	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
Does the project: a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?					X	

Does the project:	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous EIR	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
b) Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects.)					X	
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?					X	

Substantiation:

a – c) *No Changes or New Information Requiring Preparation of an MND or EIR.*

This Addendum defines, describes, compares, and contrasts potential environmental impacts of the Modified Project in the context of the environmental impacts assessed in the Certified EIR. In so doing, this Addendum substantiates consistency with applicable *CEQA Guidelines* provisions addressing preparation of an Addendum to a previously-Certified EIR.

As supported by the discussions presented herein, the Modified Project would not result in or cause any new significant impacts, substantively increased impacts, or substantively different environmental impacts than those previously considered and addressed in the Certified EIR. Analysis beyond that presented in this Addendum is not required or warranted.

4.0 DETERMINATION

4.0 DETERMINATION

As supported by the analysis presented herein, the potential environmental effects of the development allowed by the Modified Project, and associated required discretionary actions, have been adequately addressed in the Certified EIR. This Addendum provides minor technical changes to the Certified EIR analysis. As such, the development of any further information and analysis is not warranted. Pursuant to the requirements of *CEQA Guidelines* Section 15162 and 15164, the following determinations have been made.

Major Revisions to the Certified EIR Not Required

Based on the preceding analysis and information, there is no evidence that major changes to the Certified EIR are required. This Addendum indicates that there is no new significant or more severe environmental impact, and that the development of the Modified Project described herein would essentially have the same, or reduced, impacts as those described in the Certified EIR.

No Substantial Change in Circumstances Requiring Major Revisions to the Certified EIR

No information exists in the record, or is otherwise available that indicates that there are substantial changes in circumstances that would require major changes to the Certified EIR.

No New Information Showing Greater Significant Effects than Identified in the Certified EIR

This Addendum has considered all available relevant information to determine whether there is new information, which was not available at the time the Certified EIR was prepared, that may indicate that a new significant effect may occur that was not reported in the Certified EIR. As supported by the analysis presented in this Addendum, there is no substantial new information that was not available at the time of

the Certified EIR, indicating that there would be a new, significant impact requiring major revisions of the Certified EIR.

No New Information Showing Ability to Reduce Significant Effects Identified in the Certified EIR

The Addendum analysis substantiates that there are no significant impacts requiring identification of new or additional alternatives to the Modified Project. The continued implementation of applicable Certified EIR mitigation measures and Mitigation Measures propose under the Modified Project reduce the Modified Project's potentially significant impacts to levels that are less-than-significant.

Summary

The analysis presented in this document substantiates that the analysis presented in the Certified EIR is sufficient to satisfy CEQA requirements for the proposed Modified Project. That is, with incorporation of mitigation, implementation of the Modified Project described and evaluated herein would not result in any significant new, different, additional, or substantially increased environmental impacts than were previously considered and addressed in the Certified EIR. As such, environmental assessment of the Modified Project does not require any major revision of the previously-approved Certified EIR, nor would development allowed by the Modified Project result in conditions that would require preparation of further analysis as described in the *CEQA Guidelines*.

5.0 MITIGATION SUMMARY

5.0 MITIGATION SUMMARY

5.1 OVERVIEW

The following Table 5.1-1, *Mitigation Summary Matrix*, comprehensively presents mitigation measures incorporated in the Certified EIR, and mitigation measures proposed by the Modified Project described herein.

Within the Table 5.1-1 “Mitigation Measures” column, applicable Certified EIR Mitigation Measures, and Mitigation Measures proposed under the Modified Project are presented. Certified EIR Mitigation Measures that are no longer required are indicated by ~~strikeout font~~. New or modified Mitigation Measures to be implemented under the Modified Project are indicated by ***bold italic text***. The “Remarks” column identifies status and applicability of all Mitigation Measures. Retained or new mitigation measures presented at Table 5.1-1 will be implemented through the Modified Project Conditions of Approval or as otherwise deemed appropriate by the City.

At the discretion of the City Community Development Director, any of the mitigation measures identified at Table 5.1-1 may be modified to respond to conditions and context as they may apply to development proposed by the Modified Project. Any such discretionary modifications shall not result in any new significant environmental impacts. Rather, modifications (if any) would ensure compliance and consistency with current City goals, policies, regulations, and development programs/plans.

Table 5.1-1 Mitigation Summary Matrix	
Mitigation Measures	Remarks
Aesthetics	
N/A	No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project.
Agriculture and Forestry Resources	
N/A	No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project.
Air Quality	
<p>3.1 The City of Ontario Building Department shall require that all new construction projects incorporate all feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include:</p> <ul style="list-style-type: none"> • Requiring fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as: <ul style="list-style-type: none"> ○ Requiring use of nontoxic soil stabilizers to reduce wind erosion. ○ Applying water every four hours to active soil disturbing activities. ○ Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials. ○ Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits. ○ Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards. ○ Limiting nonessential idling of construction equipment to no more than five consecutive minutes. ○ Using Super Compliant VOC paints for coating of architectural 	Not Applicable. This is a City staff directive to be implemented during the development approval process; not mitigation measures for the Modified Project. It is noted that the Modified Project would not result in air quality impacts not previously addressed in the Certified EIR.

Table 5.1-1 Mitigation Summary Matrix	
Mitigation Measures	Remarks
<p>surfaces whenever possible. A list of Super Compliant architectural coating manufacturers can be found on the South Coast Air Quality Management District's website at: http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf.</p>	
<p>3-2 The City of Ontario shall evaluate new development proposals within the City and require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g., sidewalks).</p>	<p>Not Applicable. This is a City staff directive to be implemented during the development approval process; not mitigation measures for the Modified Project. It is noted that the Modified Project would not result in air quality impacts not previously addressed in the Certified EIR.</p>
<p>3-3 The City of Ontario shall evaluate new development proposals within the City for potential incompatibilities with regard to the California Air Resources Board's Air Quality and Land Use Handbook: A Community Health Perspective (April 2005). New development that is inconsistent with the recommended buffer distances shall only be approved if all feasible mitigation measures, such as high efficiency Minimum Efficiency Reporting Value filters have been incorporated into the project design to protect future sensitive receptors from harmful concentrations of air pollutants as a result of proximity to existing air pollution sources.</p>	<p>Not Applicable. This is a City staff directive to be implemented during the development approval process; not mitigation measures for the Modified Project. It is noted that the Modified Project would not result in air quality impacts not previously addressed in the Certified EIR.</p>
Biological Resources	
<p><i>4-1 Avoidance of Nesting Migratory Birds: If possible, all vegetation removal activities shall be scheduled from August 1 to February 1, which is outside the general avian nesting season. This would ensure that no active nests would be disturbed and that removal could proceed rapidly. If vegetation is to be cleared during the nesting season, all suitable habitat will be thoroughly surveyed within 72 hours prior to clearing for the presence of nesting birds by a qualified biologist (Project Biologist). The Project Biologist shall be approved by the City and retained by the Applicant. The survey results shall be submitted by the Project Applicant to the City</i></p>	<p>Applicable. This Measure shall be implemented by the Modified Project.</p>

Table 5.1-1 Mitigation Summary Matrix	
Mitigation Measures	Remarks
<p><i>Planning Department. If any active nests are detected, the area shall be flagged and mapped on the construction plans along with a minimum 300-foot buffer, with the final buffer distance to be determined by the Project Biologist. The buffer area shall be avoided until, as determined by the Project Biologist, the nesting cycle is complete or it is concluded that the nest has failed. In addition, the Project Biologist shall be present on the site to monitor the vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed.</i></p>	
<p>4-2 Avoidance of Nesting Burrowing Owls: <i>No more than 72 hours prior to any site disturbances, focused surveys for the burrowing owl shall be conducted. If absence of this species is confirmed, project work can proceed. If however, burrowing owl is located on site, the appropriate resource agencies (CDFW and USFWS) shall be contacted. The Project Applicant shall consult with the wildlife agencies regarding the most appropriate methods and timing for removal of owls. As necessary, owls will be actively evicted following agency approved protocols (i.e., placing a one-way door at the burrow entrance to ensure that owls cannot access the burrow once they leave). Any such active eviction shall occur outside of the breeding/nesting season. That is, active eviction shall be accomplished between September 1 and February 15. If more than 30 days has elapsed between owl eviction and completion of clearing and grubbing activities, a subsequent survey for the burrowing owl shall be conducted to ensure that owls have not re-populated the site. Any reoccupation by owls will require subsequent protocol active eviction.</i></p>	<p>Applicable. This Measure shall be implemented by the Modified Project.</p>

Table 5.1-1 Mitigation Summary Matrix	
Mitigation Measures	Remarks
Cultural Resources	
5-1 Historic or potentially historic resources in the City shall be evaluated for historic significance through the City's tier system prior to the issuance of development approvals in the Focus Areas.	Not Applicable. No historic or potentially historic resources exist within the Modified Project site. It is noted that the Modified Project would not result in historic resources impacts not previously considered and addressed in the Certified EIR.
5-2 In areas of documented or inferred archaeological and/or paleontological resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements: a) Archaeologists and/or paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities. b) Should any cultural/scientific resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director is satisfied that adequate provisions are in place to protect these resources. c) Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Archaeologist/Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including catalog with museum numbers.	Applicable. This Measure shall be implemented by the Modified Project.

Table 5.1-1 Mitigation Summary Matrix	
Mitigation Measures	Remarks
5-3 Upon receipt of an application for a Specific Plan or a project that requires a General Plan amendment subject to CEQA and is within the City’s jurisdiction, the City’s representative shall consult with the relevant tribe(s)’ representative(s) to determine if the proposed project is within a culturally sensitive area to the tribe. If sufficient evidence is provided to reasonably ascertain that the site is within a [tribal] culturally sensitive area, then a cultural resources assessment prepared by an archaeologist shall be required. The findings of the cultural resources assessment shall be incorporated into the CEQA documentation. A copy of the report shall be forwarded to the tribe(s). If mitigation is recommended in the CEQA document, the procedure described in Mitigation Measure 5-4 shall be followed.	Applicable. This Measure shall be implemented by the Modified Project.
5-4 Prior to the issuance of grading permits for a Specific Plan or project that requires a General Plan amendment for which the CEQA document defines cultural resource mitigation for potential tribal resources, the project applicant shall contact the designated tribe(s) to notify them of the grading, excavation, and monitoring program. The applicant shall coordinate with the City of Ontario and the tribal representative(s) to develop mitigation measures that address the designation, responsibilities, and participation of tribal monitors during grading, excavation, and ground-disturbing activities; scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The City of Ontario shall be the final arbiter of the conditions for projects within the City’s jurisdiction.	Applicable. This Measure shall be implemented by the Modified Project.
Energy	
N/A	No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project.

Table 5.1-1 Mitigation Summary Matrix	
Mitigation Measures	Remarks
Geology and Soils	
Please refer to Certified EIR Mitigation Measure 5-2, presented previously.	Applicable. This Measure shall be implemented by the Modified Project.
Greenhouse Gas Emissions	
<p>6-1 The City of Ontario shall prepare a Climate Action Plan within 18 months after adopting The Ontario Plan. The goal of the Climate Action Plan shall be to reduce GHG emissions from all activities within the City boundaries to support the State's efforts under AB 32 and to mitigate the impact of climate change on the City, State, and world. Once completed, the City shall update The Ontario Plan and associated policies, as necessary, to be consistent with the Climate Action Plan and prepare a subsequent or supplemental Environmental Impact Report, if new significant impacts are identified. The Climate Action Plan shall include the following:</p> <ul style="list-style-type: none"> • Emission Inventories: The City shall establish GHG emissions inventories including emissions from all sectors within the City, using methods approved by, or consistent with guidance from, the CARB; the City shall update inventories every 3 years or as determined by state standards to incorporate improved methods, better data, and more accurate tools and methods, and to assess progress. If the City is not on schedule to achieve the GHG reduction targets, additional measures shall be implemented, as identified in the CAP. • The City shall establish a baseline inventory of GHG emissions including municipal emissions, and emissions from all business 	<p>Not Applicable. This is a City staff directive to prepare a Climate Action Plan. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in greenhouse gas (GHG) emission impacts or climate change impacts not previously considered and addressed in the Certified EIR. The Modified Project would implement applicable provisions of the Climate Action Plan.</p>

**Table 5.1-1
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<p>sectors and the community.</p> <ul style="list-style-type: none"> • The City shall define a “business as usual” scenario of municipal, economic, and community activities, and prepare a projected inventory for 2020 based on that scenario. • Emission Targets: The City will develop Plans to reduce or encourage reductions in GHG emissions from all sectors within the City: • A Municipal Climate Action Plan which shall include measures to reduce GHG emissions from municipal activities by at least 30 percent by 2020 compared to the “business as usual” municipal emissions (including any reductions required by the California Air Resource Board under AB 32. • A Business Climate Action Plan in collaboration with the business community, which shall include measures to reduce GHG emissions from business activities, and which shall seek to reduce emissions by at least 30 percent by 2020 compared to “business as usual” business emissions. • A Community Climate Action Plan in collaboration with the stakeholders from the community at large, which shall include measures reduce GHG emissions from community activities, and which shall seek to reduce emissions by at least 30 percent by 2020 compared to “business as usual” community emissions. 	
<p>6-2 The Climate Action Plan shall include specific measures to achieve the GHG emissions reduction targets identified in Mitigation Measure 6-1. The Climate Action Plan shall quantify the</p>	<p>Not Applicable. This is a City staff directive guiding preparation of, and content of, the Climate Action Plan. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project</p>

**Table 5.1-1
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<p>approximate greenhouse gas emissions reductions of each measure and measures shall be enforceable. Measures listed below, along with others, shall be considered during the development of the Climate Action Plan (CAP):</p> <ul style="list-style-type: none"> • Require all new or renovated municipal buildings to seek Silver or higher Leadership in Energy and Environmental Design (LEED) standard, or compliance with similar green building rating criteria. • Require all municipal fleet purchases to be fuel efficient vehicles for their intended use based on the fuel type, design, size, and cost efficiency. • Require that new development projects in Ontario that require demolition prepare a demolition plan to reduce waste by recycling and/or salvaging a nonhazardous construction and demolition debris. • Require that new developments design buildings to be energy efficient by siting buildings to take advantage of shade, prevailing winds, landscaping, and sun screening to reduce energy required for cooling. • Require that cool roofs for non-residential development and cool pavement to be incorporated into the site/building design for new development where appropriate. • Evaluate the feasibility of implementing a Public Transit Fee to support Omnitrans in developing additional transit service in the City. 	<p>would not result in greenhouse gas (GHG) emission impacts or climate change impacts not previously considered and addressed in the Certified EIR. The Modified Project would implement applicable provisions of the Climate Action Plan.</p>

**Table 5.1-1
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> • Require diesel emission reduction strategies to eliminate and/or reduce idling at truck stops, warehouses, and distribution facilities throughout the City. • Install energy efficient lighting and lighting control systems in all municipal buildings. • Require all new traffic lights installed be energy efficient traffic signals. Require the use of reclaimed water for landscape irrigation in all new development and on public property where such connections are within the service boundaries of the City's reclaimed water system. • Require all new landscaping irrigation systems installed within the City to be automated, high efficient irrigation systems to reduce water use and require use of bubbler irrigation; low angle, low flow spray heads; or moisture sensors. Conduct energy efficiency audits of existing municipal buildings by checking, repairing, and readjusting heating, ventilation, and air conditioning systems, lighting, water heating equipment, insulation, and weatherization. • Ensure that its local Climate Action, Land Use, Housing, and Transportation Plans are aligned with, support, and enhance any regional plans that have been developed consistent with state guidance to achieve reductions in GHG emissions. • Mitigate climate change by decreasing heat gain from pavement and other hard surfaces associated with infrastructure. 	

**Table 5.1-1
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> • Reduce heat gain from pavement and other similar hardscaping. • Work with appropriate agencies to create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling and walking. • Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets. • Facilitate employment opportunities that minimize the need for private vehicle trips, by: • Amending zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations. • Encouraging telecommuting options with new and existing employers, through project review and incentives, as appropriate. • Establish policies and programs to reduce onsite parking demand and promote ridesharing and public transit at large events. • Support and promote the use of low and zero emission vehicles, by: • Encouraging the necessary infrastructure to facilitate the use of zero emission vehicles and clean alternative fuels, such as electric vehicle charging facilities and conveniently located alternative fueling stations. • Encouraging new construction to include vehicle access to properly 	

**Table 5.1-1
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<p>wired outdoor receptacles to accommodate ZEV and/or plug in electric hybrids (PHEV).</p> <ul style="list-style-type: none"> • Encouraging transportation fleet standards to achieve the lowest emissions possible, using a mix of alternate fuels, PZEV or better fleet mixes. • Establishing incentives, as appropriate, to taxicab owners to use alternative fuel or gas electric hybrid vehicles. • Establish green building requirements and standards for new development and redevelopment projects, and work to provide incentives for green building practices and remove barriers that impede their use. • Allow increased height limits and/or flexibility in other standards for projects that incorporate energy efficient green building practices where not prohibited by Airport Land Use Compatibility Plan (ALUCP)/Federal Aviation Administration (FAA). • Identify and remove regulatory or procedural barriers to implementing green building practices within its jurisdiction, such as updating codes, guidelines, and zoning, and ensure that all plan review and building inspection staff are trained in green building materials, practices, and techniques. • Support the use of green building practices by: • Providing information, marketing, training, and technical assistance about green building practices. 	

**Table 5.1-1
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> • Adopting a Green Building ordinance with guidelines for green building practices in residential and commercial development. • Adopt energy efficiency performance standards for buildings designed to achieve a greater reduction in energy and water use than currently required by state law, including: <ul style="list-style-type: none"> • Standards for the installation of "cool roofs". • Standards for improved overall efficiency of lighting systems. • Requirements for the use of Energy Star appliances and fixtures in discretionary new development. • Encourage the performance of energy audits for residential and commercial buildings prior to completion of sale, and that audit results and information about opportunities for energy efficiency improvements be presented to the buyer. • Establish policies and programs that facilitate the siting of new renewable energy generation. • Require that any building constructed in whole or in part with City funds incorporate passive solar design features, such as daylighting and passive solar heating, where feasible. • Prepare and implement a comprehensive plan to improve energy efficiency of municipal facilities, including: 	

**Table 5.1-1
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> • Conducting energy audits. • Retrofitting municipal facilities for energy efficiency where feasible and when remodeling or replacing components, including increased insulation, installing green or reflective roofs and low emissive window glass. • Implementing an energy tracking and management system for its municipal facilities. • Installing energy efficient exit signs, street signs, and traffic lighting, subject to life/safety considerations. • Installing energy efficient lighting retrofits and occupancy sensors, and institute a "lights out at night" policy, subject to life/safety considerations. • Retrofitting heating and cooling systems to optimize efficiency (e.g., replace chillers, boilers, fans, pumps, belts, etc.). • Installing Energy Star® appliances and energy efficient vending machines. • Improving water use efficiency, including a schedule to replace or retrofit system components with high efficiency units (i.e., ultra low flow toilets, fixtures, etc.). • Installing irrigation control systems which maximize water use efficiency and minimize off-peak use. 	

**Table 5.1-1
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> • Adopting an accelerated replacement schedule for energy inefficient systems and components. • Insure that staff receives appropriate training and support to implement objectives and policies to reduce GHG emissions, including: • Providing energy efficiency training to design, engineering, building operations, and maintenance staff. • Providing information on energy use and management, including data from the tracking and management system, to managers and others making decisions that influence energy use. • Providing energy design review services to departments undertaking new construction or renovation projects, to facilitate compliance with LEED standards. • Maximize efficiency at drinking water treatment, pumping, and distribution facilities, including development of off peak demand schedules for heavy commercial and industrial users. • Establish a replacement policy and schedule to replace fleet vehicles and equipment with the most fuel efficient vehicles practical, including gasoline hybrid and alternative fuel or electric models. • Require the installation of outdoor electrical outlets on buildings to support the use, where practical, of electric lawn and garden equipment, and other tools that would otherwise be run with small gas engines or portable generators. 	

**Table 5.1-1
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> • Implement measures to reduce employee vehicle trips and to mitigate emissions impacts from municipal travel. • Conduct a comprehensive inventory and analysis of the urban forest, and coordinate tree maintenance responsibilities with all responsible departments, consistent with best management practices. • Evaluate existing landscaping and options to convert reflective and impervious surfaces to landscaping, and will install or replace vegetation with drought tolerant, low maintenance native species or edible landscaping that can also provide shade and reduce heat island effects. • Implement enhanced programs to divert solid waste from landfill operations, by: • Establishing a diversion target which meets or exceeds AB 939 requirements. • Promoting and expanding recycling programs, purchasing policies, and employee education to reduce the amount of waste produced. • Reduce per capita water consumption consistent with state law by 2020. • Establish a water conservation plan that may include such policies and actions as: 	

**Table 5.1-1
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> • Maintaining and refining the City's tiered rate structure for water use. • Establishing restrictions on time of use for landscape watering, or other demand management strategies. • Establishing performance standards for irrigation equipment and water fixtures, consistent with state law. • Establish programs and policies to increase the use of recycled water, including: • Promoting the use of recycled water for agricultural, industrial, and irrigation purposes, including grey water systems for residential irrigation. • Ensure that building standards and permit approval processes promote and support water conservation, by: • Establishing building design guidelines and criteria to promote water efficient building design, including minimizing the amount of non-roof impervious surfaces around the building(s). • Establishing menus and check lists for developers and contractors to ensure water efficient infrastructure and technology are used in new construction, including low flow toilets and shower heads, moisture sensing irrigation, and other such advances. • Organize workshops on waste reduction activities for the home or business, such as backyard composting, or office paper recycling. 	

Table 5.1-1 Mitigation Summary Matrix	
Mitigation Measures	Remarks
<p>and shall schedule recycling dropoff events and neighborhood chipping/mulching days.</p> <ul style="list-style-type: none"> • Organize workshops on steps to increase energy efficiency in the home or business, such as weatherizing the home or building envelope, installing smart lighting systems, and how to conduct a self audit for energy use and efficiency. 	
<p>6.3 The City of Ontario will amend the Municipal Code within 18 months after adopting The Ontario Plan, with provisions implementing the following GHG emission reduction concepts:</p> <ul style="list-style-type: none"> • Increase densities in urban core areas to support public transit, by, among other means:- • Removing barriers to the development of accessory dwelling units in existing residential neighborhoods. • Reduce required road width standards wherever feasible to calm traffic and encourage alternative modes of transportation. • Add bicycle facilities to city streets and public spaces, where feasible. • Promote infill, mixed use, and higher density development, and provide incentives to support the creation of affordable housing in mixed use zones. • Plan for and create incentives for mixed use development. • Identify sites suitable for mixed use development and establish 	<p>Not Applicable. This is a City staff directive to amend the Municipal Code to reflect certain GHG emission reduction concepts. The Project would implement applicable Municipal Code GHG emission reduction concepts.</p>

**Table 5.1-1
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<p>appropriate site specific standards to accommodate mixed uses which could include:</p> <ul style="list-style-type: none"> • Increasing allowable building height or allow height limit bonuses, in appropriate areas and where safe to do so. • Allowing flexibility in applying development standards (such as FAR2 and lot coverage) based on the location, type, and size of the units, and the design of the development. • Allowing reduced and shared parking based on the use mix, and availability of and proximity to public transit stops. • Allowing for tandem parking, shared parking and off site parking leases. • Enable prototype mixed use structures for use in neighborhood center zones that can be adapted to new uses over time with minimal internal remodeling. • Identify and facilitate the inclusion of complementary land uses not already present in local zoning districts, such as supermarkets, parks and recreational fields, schools in neighborhoods, and residential uses in business districts, to reduce the vehicle miles traveled and promote bicycling and walking to these uses. • Revise zoning ordinance(s) to allow local serving businesses, such as childcare centers, restaurants, banks, family medical offices, drug stores, and other similar services near employment centers to minimize midday vehicle use. 	

**Table 5.1-1
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> • Develop form-based community design standards to be applied to development projects and land use plans, for areas designated mixed use. • Implement a Housing Overlay Zone for residential properties at transit centers and along transit corridors. This may include average minimum residential densities of 25 units per acre within one quarter miles of transit centers; average minimum densities of 15 units per acre within one quarter mile of transit corridors; and minimum FAR of 0.5:1 for non residential uses within a quarter mile of transit centers or corridors. • Identify transit centers appropriate for mixed use development, and promote transit oriented, mixed use development within these targeted areas, by:- • Providing maximum parking standards and flexible building height limitations. • Providing density bonus programs. • Establishing guidelines for private and public spaces for transit oriented and mixed use development. • Discouraging auto-oriented development. • Ensure new development is designed to make public transit a viable choice for residents, including: 	

**Table 5.1-1
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> • Locating medium to high density development near activity centers that can be served efficiently by public transit and alternative transportation modes. • Locating medium to high density development near streets served by public transit whenever feasible. • Linking neighborhoods to bus stops by continuous sidewalks or pedestrian paths. • Develop form based community design standards to be applied to development projects and land use plans, for areas designated mixed use. • Create and preserve distinct, identifiable neighborhoods whose characteristics support pedestrian travel, especially within, but not limited to, mixed use and transit oriented development areas, by: • Designing or maintaining neighborhoods where the neighborhood amenities can be reached in approximately five minutes of walking. • Encouraging pedestrian only streets and/or plazas within developments, and destinations that may be reached conveniently by public transportation, walking, or bicycling. • Allowing flexible parking strategies in neighborhood activity centers to foster a pedestrian oriented streetscape. • Providing continuous sidewalks with shade trees and landscape strips to separate pedestrians from traffic. 	

**Table 5.1-1
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> • Encouraging neighborhood parks and recreational centers near concentrations of residential areas (preferably within one quarter mile) and include pedestrian walkways and bicycle paths that encourage nonmotorized travel. • Ensure pedestrian access to activities and services, especially within, but not limited to, mixed-use and transit-oriented development areas, by:- • Ensuring new development that provides pedestrian connections in as many locations as possible to adjacent development, arterial streets, thoroughfares. • Ensuring a balanced mix of housing, workplaces, shopping, recreational opportunities, and institutional uses, including mixed-use structures. • Locating schools in neighborhoods, within safe and easy walking distances of residences served. • Encouraging new development in which primary entrances are pedestrian entrances, with automobile entrances and parking located to the rear. • Supporting development where automobile access to buildings does not impede pedestrian access, by consolidating driveways between buildings or developing alley access. • Utilizing street parking as a buffer between sidewalk pedestrian 	

**Table 5.1-1
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<p>traffic and the automobile portion of the roadway.</p> <ul style="list-style-type: none"> • Prioritizing the physical development of pedestrian connectors for existing areas that do not meet established connectivity standards. • Mitigate climate change by decreasing heat gain from pavement and other hard surfaces associated with infrastructure. • Reduce heat gain from pavement and other similar hardscaping, by: • Including low water landscaping in place of hardscaping around transportation infrastructure and in parking areas. • Establishing standards that provide for pervious pavement options. • Removing obstacles to natural, drought tolerant landscaping and low water landscaping. • Coordinate with appropriate agencies to create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling and walking, including, but not limited to: • Providing safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets. • Upgrade and maintain the following transit system infrastructure to enhance public use, including: 	

**Table 5.1-1
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> • Ensuring transit stops and bus lanes are safe, convenient, clean and efficient. • Ensuring transit stops have clearly marked street level designation, and are accessible. • Ensuring transit stops are safe, sheltered, benches are clean, and lighting is adequate. • Working with transit providers to place transit stations along transit corridors within mixed use or transit oriented development areas at intervals appropriate for the mode of transit. • Facilitate employment opportunities that minimize the need for private vehicle trips, by: • Amending zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations. • Encouraging telecommuting options with new and existing employers, through project review and incentives, as appropriate. • Establish standards for new development and redevelopment projects to support bicycle use, including: • Amending the Development Code to include standards for pedestrian and bicyclist accommodations, including: • Providing access for pedestrians and bicyclist to public transportation through construction of dedicated paths, where 	

Table 5.1-1 Mitigation Summary Matrix	
Mitigation Measures	Remarks
<p>feasible.</p> <ul style="list-style-type: none"> • Requiring new development and redevelopment projects to include bicycle facilities, as appropriate with the new land use, including: • Where feasible, promote the construction of weatherproof bicycle facilities and at a minimum, provide bicycle racks or covered, secure parking near the building entrances. • Establish a network of multi-use trails to facilitate direct off-street bicycle and pedestrian travel, and will provide bike racks along these trails at secure, lighted locations. • Establish policies and programs to reduce onsite parking demand and promote and public transit at large events. • Require new commercial and retail developments to provide prioritized parking for electric vehicles and vehicles using alternative fuels. • Support and promote the use of low and zero emission vehicles (NEV), by: • Encouraging the necessary infrastructure to facilitate the use of zero emission vehicles and clean alternative fuels, such as electric vehicle charging facilities and conveniently located alternative fueling stations. • Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate ZEV and/or plug in 	

**Table 5.1-1
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<p>electric hybrids (PHEV).</p> <ul style="list-style-type: none"> • Encouraging transportation fleet standards to achieve the lowest emissions possible, using a mix of alternate fuels, PZEV or better fleet mixes. • Establishing incentives, as appropriate, to taxicab owners to use alternative fuel or gas-electric hybrid vehicles. • Establish green building requirements and standards for new development and redevelopment projects, and work to provide incentives for green building practices and remove barriers that impede their use. • Allow increased height limits and/or flexibility in other standards for projects that incorporate energy efficient green building practices where not prohibited by ALUCP/FAA. • Identify and remove regulatory or procedural barriers to implementing green building practices within its jurisdiction, such as updating codes, guidelines, and zoning, and ensure that all plan review and building inspection staff are trained in green building materials, practices, and techniques. • Support the use of green building practices by: • Establishing guidelines for green building practices in residential and commercial development. • Providing incentives, which may include reduction in development 	

**Table 5.1-1
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<p>fees, administrative fees, and/or expedited permit processing for projects that use green building practices.</p> <ul style="list-style-type: none"> • Adopt energy efficiency performance standards for buildings that achieve a greater reduction in energy and water use than otherwise required by current state law, including: • Standards for the installation of "cool roofs". • Standards for improved overall efficiency of lighting systems. • Requirements for the use of Energy Star appliances and fixtures in discretionary new development. • Requirements for new residential lots and/or structures to be arranged and oriented to maximize effective use of passive solar energy. • Require that affordable housing development incorporate energy efficient design and features to the maximum extent feasible. • Identify possible sites for production of renewable energy (such as solar, wind, small hydro, and biogas). • Identify and remove or otherwise address barriers to renewable energy production, including: • Reviewing and revising building and development codes, design guidelines, and zoning ordinances to remove renewable energy production barriers. 	

**Table 5.1-1
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> • Working with related agencies, such as fire, water, health and others that may have policies or requirements that adversely impact the development or use of renewable energy technologies. • Developing protocols for safe storage of renewable and alternative energy products with the potential to leak, ignite or explode, such as biodiesel, hydrogen, and/or compressed air. • Allow renewable energy projects in areas zoned for open space, where consistent with the Land Use element, and other uses and values. • Promote and encourage renewable energy generation, and co-generation projects where feasible and appropriate. • Require that, where feasible, all new buildings be constructed to allow for easy, cost effective installation of solar energy systems in the future, using such "solar ready" features as: • Optimal roof orientation (between 20 to 55 degrees from the horizontal), with sufficient south sloped roof surface, where such buildings architecture and construction are designed for sloped roofs. • Clear access without obstructions (chimneys, heating and plumbing vents, etc.) on the south sloped roof. • Roof framing that will support the addition of solar panels. 	

**Table 5.1-1
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> • Installation of electrical conduit to accept solar electric system wiring. • Installation of plumbing to support a solar hot water system and provision of space for a solar hot water storage tank. • Require that any building constructed in whole or in part with City funds incorporate passive solar design features, such as daylighting and passive solar heating, where feasible. • Prepare and implement a comprehensive plan to improve energy efficiency of municipal facilities, including: • Conducting energy audits. • Retrofitting municipal facilities for energy efficiency where feasible and when remodeling or replacing components, including increased insulation, installing green or reflective roofs and low emissive window glass. • Implementing an energy tracking and management system for its municipal facilities. • Installing energy efficient exit signs, street signs, and traffic lighting, subject to life/safety considerations. • Installing energy efficient lighting retrofits and occupancy sensors, and institute a "lights out at night" policy, subject to life/safety considerations. 	

**Table 5.1-1
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> • Retrofitting heating and cooling systems to optimize efficiency (e.g., replace chillers, boilers, fans, pumps, belts, etc.). • Installing Energy Star® appliances and energy efficient vending machines. • Improving water use efficiency, including a schedule to replace or retrofit system components with high efficiency units (i.e., ultra low flow toilets, fixtures, etc.). • Installing irrigation control systems maximizing water use efficiency and minimizing off-peak use. • Adopting an accelerated replacement schedule for energy inefficient systems and components. • Require that any newly constructed, purchased, or leased municipal space meet minimum standards, such as: • The Energy Star® New Homes Program established by U.S. EPA. • The incorporation of passive solar design features in new buildings, including daylighting and passive solar heating. • Reduce per capita water consumption consistent with state law by 2020. • Establish a water conservation plan that may include such policies and actions as: 	

**Table 5.1-1
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> • Maintaining and refining the City's tiered rate structure for water use. • Establishing restrictions on time of use for landscape watering, or other demand management strategies. • Establishing performance standards for irrigation equipment and water fixtures, consistent with State Law. • The City will establish programs and policies to increase the use of recycled water, including: • Promoting the use of recycled water for agricultural, industrial, and irrigation purposes, including grey water systems for residential irrigation. • Ensure that building standards and permit approval processes promote and support water conservation, by: • Establishing building design guidelines and criteria to promote water efficient building design, including minimizing the amount of non-roof impervious surfaces around the building(s). • Establishing menus and check lists for developers and contractors to ensure water efficient infrastructure and technology are used in new construction, including low flow toilets and shower heads, moisture sensing irrigation, and other such advances. • Install water efficient landscapes and irrigation, including: 	

**Table 5.1-1
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<ul style="list-style-type: none"> • Requiring planting drought tolerant and native species, and covering exposed dirt with moisture retaining mulch or other materials such as decomposed granite. • Requiring the installation of water efficient irrigation systems and devices, including advanced technology such as moisture-sensing irrigation controls. • Promote the planting of shade trees and establish shade tree guidelines and specifications, including: • Establishing guidelines for tree planting based on the land use (residential, commercial, parking lots, etc.). • Establishing guidelines for tree types based on species size, branching patterns, whether deciduous or evergreen, whether roots are invasive, etc. • Establishing tree guidelines for placement, including distance from structures, density of planting, and orientation relative to structures and the sun. • Develop an Urban Forestry Program to consolidate policies and ordinances regarding tree planting, maintenance, and removal, including: • Establishing guidelines for tree planting, including criteria for selecting deciduous or evergreen trees low VOC producing trees, and emphasizing the use of drought tolerant native trees and vegetation. 	

Table 5.1-1 Mitigation Summary Matrix	
Mitigation Measures	Remarks
6-4 Measures listed in Mitigation Measure 6-2 and 6-3 shall be considered by the City while reviewing all new development, as appropriate, between the time of adoption of The Ontario Plan and adoption of the Climate Action Plan (CAP).	Not Applicable. This is a City staff directive to consider Mitigation Measure 6-2 and 6-3 while reviewing all new development, as appropriate, between the time of adoption of The Ontario Plan and adoption of the Climate Action Plan. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in GHG impacts not previously addressed as part of the Certified EIR analysis. The Modified Project would implement applicable provisions of the Climate Action Plan.
6-5 Pursuant to a goal of overall consistency with the Sustainable Communities Strategies, the City of Ontario shall evaluate new development for consistency with the development pattern set forth in the Sustainable Communities Strategies plan, upon adoption of the plan by the Southern California Association of Governments.	Not Applicable. This is a City staff directive to evaluate new development for consistency with the development pattern set forth in the Sustainable Communities Strategies (SCS) plan. This is not a mitigation measure for the Modified Project. The Modified Project would not conflict with the SCS plan as implemented by the City.
6-6 The City of Ontario shall participate in the County of San Bernardino's Green Valley Initiative.	Not Applicable. This is a City staff directive to participate in the County of San Bernardino's Green Valley Initiative. This is not a mitigation measure for the Modified Project. The Modified Project would not interfere with or conflict with City participation in the County of San Bernardino's Green Valley Initiative.
Hazards and Hazardous Materials	
N/A	No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project.
Hydrology and Water Quality	
N/A	No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project.
Land Use and Planning	
N/A	No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project.

Table 5.1-1 Mitigation Summary Matrix	
Mitigation Measures	Remarks
Mineral Resources	
N/A	No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project.
Noise	
12-1 Prior to the issuance of building permits for any project that involves a noise sensitive use within the 65 dBA CNEL contour along major roadways, freeways, railroads, or the Los Angeles/Ontario International Airport, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features (e.g., setbacks, berms, or sound walls) and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City's Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Title 24 and 21 of the California Code of Regulations).	Not Applicable. This is a City staff directive requiring certain project applicants to retain an acoustical engineer to conduct acoustic analyses. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in noise impacts not previously considered and addressed in the Certified EIR.
12-2 Individual projects that involve vibration intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers, occurring near sensitive receptors shall be evaluated for potential vibration impacts. If construction related vibration is determined to be perceptible at vibration sensitive uses (i.e., exceed the Federal Transit Administration vibration annoyance criteria of 78 VdB during the daytime), additional requirements, such as use of less vibration intensive equipment or construction techniques, shall be implemented during construction (e.g., drilled piles to eliminate use of vibration intensive pile driver).	Not Applicable. This is a City staff directive to requiring certain project applicants to evaluate vibration impacts at potentially affected vibration-sensitive use. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in vibration impacts not previously considered and addressed in the Certified EIR.
12-3 Prior to the issuance of building permits for any project that involves a vibration sensitive use directly adjacent to the Union Pacific Railroad or Southern California Regional Rail Authority	Not Applicable. This is a City staff directive requiring certain project applicants to evaluate railroad-source vibration impacts at potentially affected vibration-sensitive uses. This is not a mitigation measure for

**Table 5.1-1
Mitigation Summary Matrix**

Mitigation Measures	Remarks
<p>main lines shall retain an acoustical engineer to evaluate potential for trains to create perceptible levels of vibration indoors. If vibration related impacts are found, mitigation measures, such as use of concrete, iron, or steel, or masonry materials to ensure that levels of vibration amplification are within acceptable limits to building occupants, shall be implemented. Pursuant to the Federal Transit Administration vibration annoyance criteria, these acceptable limits are 78 VdB during the daytime and 72 VdB during the nighttime for residential uses, 84 VdB for office uses, and 90 VdB for workshops.</p>	<p>the Modified Project. It is noted that the Modified Project would not result in vibration impacts not previously considered and addressed in the Certified EIR.</p>
<p>12.4 Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Mitigation measures such as installation of temporary sound barriers for adjacent construction activities that occur adjacent to occupied noise sensitive structures, equipping construction equipment with mufflers, and reducing nonessential idling of construction equipment to no more than five minutes shall be incorporated into the construction operations to reduce construction related noise to the extent feasible.</p>	<p>Not Applicable. This is a City staff directive requiring certain project applicants to evaluate construction-source noise impacts at potentially affected sensitive uses. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in construction-source noise impacts not previously considered and addressed in the Certified EIR.</p>
<p>Population and Housing</p>	
<p>N/A</p>	<p>No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project.</p>
<p>Public Services</p>	
<p>N/A</p>	<p>No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project.</p>

Table 5.1-1 Mitigation Summary Matrix	
Mitigation Measures	Remarks
Recreation	
N/A	No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project.
Transportation	
16-1 The Mobility Element of the Ontario Plan shall be consistent with the traffic study prepared by Kimley Horn and Associates. Table 5.16-6 shows the recommended lane geometry for the Proposed Land Use Plan.	Not Applicable. This is a City staff directive to assure that the Mobility Element of the Ontario Plan is consistent with the recommendations of the associated traffic study. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in transportation impacts not previously considered and addressed in the Certified EIR.
Tribal Cultural Resources	
Please refer to Mitigation Measures 5-3 and 5-4, presented under Cultural Resources.	See earlier remarks.
Utilities and Service Systems	
17-1 The City shall include a policy in the Policy Plan that requires water conservation measures for development projects to improve water use efficiency and reduce overall water demand. Reduce potable water demand, through conservation measures, including but not limited to: a) Work cooperatively with all developers to incorporate conservation measures into project designs (such as those recommended by the California Urban Water Conservation Council). b) Continue to develop and implement drought contingency plans	Not Applicable. This is a City staff directive to assure that a water use efficiency policy is included in the Policy Plan. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in utilities or service systems impacts not previously considered and addressed in the Certified EIR.

Table 5.1-1 Mitigation Summary Matrix	
Mitigation Measures	Remarks
<p>to assist citizens and businesses reduce water use during water shortages and emergencies.</p> <p>e) Revise the City Code to include a Water Efficient Landscape Ordinance to encourage or, as appropriate, require the use of water-efficient landscaping consistent with AB 325.</p>	
<p>17-2 The City shall include a policy in the Policy Plan that maximizes the use of recycled water as an irrigation (nonpotable) source for landscaping, parks, and other irrigation opportunities in all areas of the City and requires use of recycled water in dual-system office and industrial uses in selected urban areas of the City, where available and feasible.</p>	<p>Not Applicable. This is a City staff directive to assure that a water use efficiency policy is included in the Policy Plan maximizing the use of recycled water. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in utilities or service systems impacts not previously considered and addressed in the Certified EIR.</p>
<p>17-3 The City shall include a policy in the Policy Plan that the City participate through the Chino Basin Water Master and the Inland Empire Utilities Agency in regional efforts to develop finding additional sources of water for groundwater recharge, such as capture of stormwater runoff, recycled water, or other sources to ensure that the Chino Basin stays in long term hydraulic balance and sustainability and that adequate additional local water sources would be available to increase the flexibility of the City's water supply.</p>	<p>Not Applicable. This is a City staff directive to assure that policy is included in the Policy Plan that requires the City to participate with regional water agency in the pursuit of additional water sources. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in utilities or service systems impacts not previously considered and addressed in the Certified EIR.</p>
Wildfire	
N/A	No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project.



Development Advisory Board Decision

August 17, 2020

DECISION NO.: [insert #]

FILE NO.: PMTT18-009

DESCRIPTION: A Tentative Parcel Map to subdivide 46.64 acres of land into 7 numbered lots and one lettered lot, located at the southwest corner of Riverside Drive and Hamner Avenue, within the proposed Neighborhood Commercial, Business Park and Light Industrial land use districts of the Edenglen Specific Plan; (APNs: 218-171-21 & 218-171-27) **submitted by Ontario CC, LLC. Planning Commission action is required.**

Part I—BACKGROUND & ANALYSIS

ONTARIO CC, LLC., (herein after referred to as “Applicant”) has filed an application requesting Tentative Parcel Map approval, File No. PMTT18-009, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

(1) **Project Setting:** The Project site is comprised of 46.64 acres of land located at the southwest corner of Riverside Drive and Hamner Avenue, and is depicted in Exhibit A—Aerial Photograph, attached. The Project site is comprised two lots, the northern portion of the site is undeveloped and has been historically used for agricultural purposes. The southern half of the site is developed with several shade structures, concrete block material bays, and greenhouses that were utilized by a commercial nursery (Sunshine Growers), which ceased operations in January 2020. Existing land uses, General Plan and zoning designations, and specific plan land uses on and surrounding the Project site are as follows:

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
<i>Site:</i>	Vacant and Commercial Nursery	General Commercial and Business Park	Edenglen Specific Plan	Community Commercial, Commercial/Business Park Flex Zone, and Business Park/Light Industrial
<i>North:</i>	Vacant	Mixed-Use	Tuscan Village Specific Plan	Commercial and Residential
<i>South:</i>	SCE Substation	Business Park	Edenglen Specific Plan	Light Industrial
<i>East:</i>	City of Eastvale (Gas Station and Industrial)	Commercial Retail & Business Park	C-1/C-P (General Commercial) & IP (Industrial Park)	N/A

	Existing Land Use	General Plan Designation	Zoning Designation	Specific Plan Land Use
West:	SCE Easement	OS-NR	Edenglen Specific Plan	SCE Corridor

(2) **Project Description:**

(a) **Background** — The Edenglen Specific Plan (File No. PSP03-005) was approved and the related Environmental Impact Report (EIR) was certified by the City Council on November 1, 2005. The Edenglen Specific Plan established the land use designations, development standards, and design guidelines for 158.7 acres, which included the potential development of 584 dwelling units, approximately 217,000 square feet of commercial and 550,000 square feet of Business Park/Light Industrial.

In 2010, The Ontario Plan (“TOP”) was adopted, which set forth the land use pattern for the City to achieve its Vision. With the adoption of TOP, a Commercial and Business Park land use designation was assigned to the Project site.

On September 11, 2018, the applicant submitted five applications to facilitate the development of an industrial development, which are described below.

- A General Plan Amendment (File No. PGPA18-002) to modify the Policy Plan (General Plan) Land Use Plan (Exhibit LU-01) component of The Ontario Plan, changing the land use designation on approximately 46 acres of land from General Commercial and Business Park, to 4.13 acres of Community Commercial, 3.51 acres of Business Park, and 39 acres of Industrial.
- An amendment to the Edenglen Specific Plan (File No. PSPA18-003), changing the land use designations assigned to the Project site, from Community Commercial, Commercial/Business Park Flex Zone, and Business Park/Light Industrial, to 4.13 acres of Neighborhood Commercial, 3.51 acres of Business Park, and 39 acres of Light Industrial. The Specific Plan Amendment also includes updates to development standards and exhibits, along with text changes to reflect the proposed land use changes.
- A Tentative Parcel Map (File No. PMTT18-009/TPM 20027) to subdivide 46.64 acres of land into 7 numbered lots and one lettered lot, in conjunction with a Development Agreement (File No. PDA18-006) between the City of Ontario and Ontario CC, LLC, to establish the terms and conditions for the development of the Tentative Parcel Map.
- A Development Plan (File No. PDEV18-031) to construct five industrial buildings totaling 968,092 square feet.

(b) **Tentative Parcel Map** — The proposed Tentative Parcel Map will subdivide the Project site into 7 numbered lots and one lettered lot (see Exhibit B—Tentative Parcel Map, attached) to facilitate the construction of five industrial buildings totaling 968,092 square feet. The parcels are located within three proposed land use districts and range in size from 0.02 to 11.42 acres, as shown in the Tentative Parcel Map summary table below.

Tentative Parcel Map 20027 Summary Table				
Parcel No.	Proposed General Plan Land Use Designation	Edenglen Specific Plan - Proposed Land Use District	AC	SF
1	Neighborhood Commercial	Neighborhood Commercial	4.13 AC	180,078 SF
2	Business Park	Business Park	3.51 AC	152,753 SF
3	Industrial	Light Industrial	10.34 AC	450,594 SF
4	Industrial	Light Industrial	11.42 AC	497,487 SF
5	Industrial	Light Industrial	6.24 AC	271,852 SF
6	Industrial	Light Industrial	10.99 AC	478,737 SF
7	N/A – Parcel for existing CDA Facility		0.03 AC	1,394 SF
A	N/A – Parcel for existing Pressure Reducing Station		0.02 AC	941 SF
TOTAL			46.64 AC	2,033,836 SF

(c) Site Access — The Project site will have two access points from Riverside Drive, and four access points from Hamner Avenue.

(d) Utilities (drainage, sewer) — To serve the proposed industrial development, the Project will be required to construct infrastructure improvements per the Development Agreement (File No. PDA18-006) and requirements of the Edenglen Specific Plan. These infrastructure improvements include following:

- Installation of storm drain along Mill Creek Avenue, from Chino Avenue to connect to the San Bernardino County Line Channel in Bellegrave Avenue.
- Installation of storm drain along Hamner Avenue, between Riverside Drive and Chino Avenue.
- Full half-width street improvements on the south side of Riverside Drive along the Property frontage and circulation lane improvements on the north side of Riverside Drive.
- Full half-width street improvements on Hamner Avenue, between Riverside Drive and Chino Avenue. Parkway improvements are not required at the northwest corner of Hamner and Chino Avenues, along the SCE substation frontage.
- Modifications to the existing traffic signal at Riverside Drive and Hamner Avenue.
- Installation of a traffic signal at Riverside Drive and Project Driveway.
- Installation of a traffic signal at Hamner Avenue and Project Driveway.
- Installation of a 12-inch potable water line on Hamner Avenue between Riverside Drive and Chino Avenue.

- Installation of a 12-inch potable water line on Chino Avenue between Hamner Avenue and westerly of the Project boundary.
- Installation of an 8-inch recycled water line on Riverside Drive, between Hamner Avenue and westerly of the Project site.
- Installation of an 8-inch recycled water line on Hamner Avenue, between Riverside Drive and Chino Avenue.
- Installation of an 8-inch recycled water line on Chino Avenue, between Hamner and Edenglen Avenues.
- The relocation of the City of Ontario pressure reducing station on Riverside Drive, to accommodate the required street improvements.
- The relocation of the Chino Desalter Authority desalination station on Riverside Drive, to accommodate required street improvements.
- Installation of sewer in Mill Creek and Chino Avenues, consistent with the Sewer Master Plan and the Edenglen Specific Plan.
- Installation of fiber optics in Riverside Drive and Hamner Avenue.

Part II—RECITALS

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA") and an initial study has been prepared to determine possible environmental impacts; and

WHEREAS, The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (State Clearinghouse No. SCH# 2008101140) was certified on January 27, 2010 (hereinafter referred to as "Certified EIR"), in which development and use of the Project site was discussed; and

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

WHEREAS, the environmental impacts of this Project were thoroughly analyzed in the EIR Addendum prepared for General Plan Amendment (File No. PGPA18-002) and an amendment to the Edenglen Specific Plan (File No. PSPA18-003), which concluded that implementation of the Project could result in a number of significant effects on the environment that were previously analyzed in the Certified EIR, and that the Certified EIR identified mitigation measures that would reduce each of those significant effects to a less-than-significant level; and

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

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Development Advisory Board (hereinafter referred to as “DAB”) the responsibility and authority to review and make recommendation to the Planning Commission on the subject Application; and

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

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

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

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

WHEREAS, as the first action on the Project, on August 17, 2020, the DAB issued a Resolution recommending the Planning Commission recommend approval to the City Council on the EIR Addendum, finding that the proposed Project introduces no new significant environmental impacts and applying all previously adopted mitigation measures to the Project, which were incorporated by reference; and

WHEREAS, approval of this project is contingent upon City Council approving a General Plan Amendment (File No. PGPA18-002), an amendment to the Edenglen Specific Plan (File No. PSPA18-003), and an EIR Addendum to The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (State Clearinghouse No. SCH# 2008101140) that was certified on January 27, 2010; and

WHEREAS, on August 17, 2020, the DAB of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

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

Part III—THE DECISION

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

SECTION 1: *Housing Element Compliance.* Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending body for the Project, the DAB finds that based on the facts and information contained in the Application and supporting documentation, at the time of implementation, the Project will be consistent with the Housing Element of the Policy Plan (General Plan) component

of The Ontario Plan. The Edenglen Specific Plan was listed in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix. However, the eastern half of the Edenglen Specific Plan (Project site) was not included as one of the properties in the Available Land Inventory since the eastern half of the Specific Plan did not include any residential land use designations.

SECTION 2: ALUCP Compliance. The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan. On April 19, 2011, the City Council of the City of Ontario approved and adopted the Ontario International Airport Land use Compatibility Plan, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the recommending body for the Project, the DAB has reviewed and considered the facts and information contained in the Application and supporting documentation against the ALUCP compatibility factors, including [1] Safety Criteria (ALUCP Table 2-2) and Safety Zones (ALUCP Map 2-2), [2] Noise Criteria (ALUCP Table 2-3) and Noise Impact Zones (ALUCP Map 2-3), [3] Airspace protection Zones (ALUCP Map 2-4), and [4] Overflight Notification Zones (ALUCP Map 2-5). As a result, the DAB, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ALUCP.

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

(1) ***The proposed Tentative Parcel Map is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, and applicable area and specific plans, and planned unit developments.*** The proposed Parcel Map is located within the proposed Community Commercial, Business Park and Industrial land use districts of the Policy Plan Land Use Map, and the proposed Neighborhood Commercial, Business Park, and Light Industrial land use designations of the Edenglen Specific Plan. The proposed subdivision is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as the Project will contribute to the establishment of “[a] dynamic, progressive city containing distinct neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses” (Goal CD1). Furthermore, the Project will promote the City’s policy to “take actions that are consistent with the City being a leading urban center in Southern California while recognizing the diverse character of our existing viable neighborhoods” (Policy CD1-1 City Identity).

(2) ***The design or improvement of the proposed Tentative Parcel Map is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, and applicable specific plans and planned unit developments.*** The proposed Tentative Parcel Map is located within the proposed Community Commercial, Business Park and Industrial land use districts of the Policy Plan Land Use Map, and the proposed Neighborhood Commercial, Business Park, and Light Industrial land use designations of the Edenglen Specific Plan. The proposed design or improvement of the subdivision is consistent with the goals, policies, plans, and exhibits of the

Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as the Project will provide “[a] high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct (Goal CD2). Furthermore, the Project will promote the City’s policy to “collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials and construction techniques” (Policy CD2-7 Sustainability).

(3) ***The site is physically suitable for the type of development proposed.*** The Project site meets the minimum lot area and dimensions of the proposed Neighborhood Commercial, Business Park, and Light Industrial land use designations of the Edenglen Specific Plan, and is physically suitable for the type of commercial and industrial development proposed in terms of zoning, land use and development activity proposed, and existing and proposed site conditions.

(4) ***The site is physically suitable for the density/intensity of development proposed.*** The Project site is proposed for commercial, business park and industrial development. The Project site meets the minimum lot area and dimensions of the proposed Neighborhood Commercial, Business Park, and Light Industrial land use designations of the Edenglen Specific Plan and is physically suitable for the proposed intensity of development.

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

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

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

SECTION 4: City Council Required Actions. Approval of this project is contingent upon City Council approving a General Plan Amendment (File No. PGPA18-002), an amendment to the Edenglen Specific Plan (File No. PSPA18-003), and an EIR Addendum to The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (State Clearinghouse No. SCH# 2008101140) that was certified on January 27, 2010; and

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

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

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

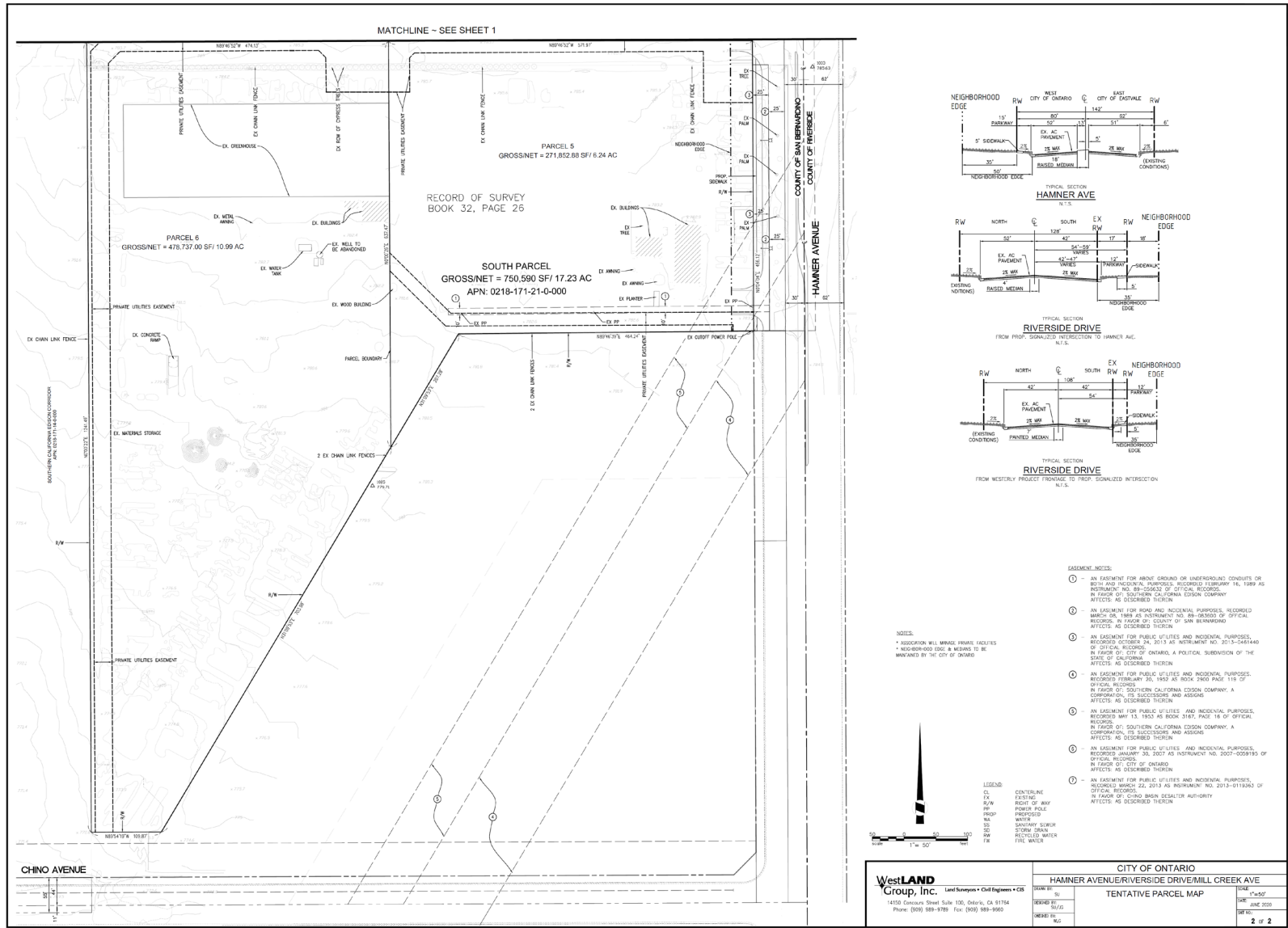
APPROVED AND ADOPTED this 17th day of August 2020.

Development Advisory Board Chairman

Exhibit A—PROJECT LOCATION MAP



Exhibit B—Tentative Parcel Map Continued



Attachment A—Departmental Conditions of Approval

(Departmental conditions of approval follow this page)



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

Planning Department Land Development Division Conditions of Approval

Meeting Date: August 17, 2020

File No: PMTT18-009

Related Files: PGPA18-002, PSPA18-003, PDA18-006 and PDEV18-031

Project Description: A Tentative Parcel Map to subdivide 46.64 acres of land into 7 numbered lots and one lettered lot, located at the southwest corner of Riverside Drive and Hamner Avenue, within the proposed Neighborhood Commercial, Business Park and Light Industrial land use districts of the Edenglen Specific Plan; (APNs: 218-171-21 & 218-171-27) **submitted by Ontario CC, LLC.**

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

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

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

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

2.1 Time Limits.

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

2.2 Subdivision Map.

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

(b) Tentative Parcel Map approval shall be subject to all conditions, requirements and recommendations from all other departments/agencies provided on the attached reports/memorandums.

(c) Pursuant to California Government Section 66474.9, the subdivider agrees that it will defend, indemnify, and hold harmless the City of Ontario or its agents, officers and employees from any

claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul any approval of the City of Ontario, whether by its City Council, Planning Commission or other authorized board or officer of this subdivision, which action is brought within the time period provided for in Government Code Section 66499.37. The City of Ontario shall promptly notify the subdivider of any such claim, action or proceeding and the City of Ontario shall cooperate fully in the defense.

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

(a) All construction documentation shall be coordinated for consistency, including, but not limited to, architectural, structural, mechanical, electrical, plumbing, landscape and irrigation, grading, utility and street improvement plans. All such plans shall be consistent with the approved entitlement plans on file with the Planning Department.

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

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

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

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

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

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

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

(i) Landscaping and irrigation systems within common areas;

(ii) Landscaping and irrigation systems within parkways adjacent to the project site, including that portion of any public highway right-of-way between the property line or right-of-way boundary line and the curb line and also the area enclosed within the curb lines of a median divider (Ontario Municipal Code Section 7-3.03), pursuant to Ontario Municipal Code Section 5-22-02;

(iii) Shared parking facilities and access drives; and

(iv) Utility and drainage easements.

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

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

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

2.5 Disclosure Statements.

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

(i) This tract is subject to noise from the Ontario International Airport and may be more severely impacted in the future.

(ii) Some of the property adjacent to this tract is zoned for agricultural uses and there could be fly, odor, or related problems due to the proximity of animals.

(iii) The area south of Riverside Drive lies within the San Bernardino County Agricultural Preserve. Dairies currently existing in that area are likely to remain for the foreseeable future.

2.6 Environmental Review.

(a) The environmental impacts of this project were reviewed in conjunction with an **Addendum to The Ontario Plan Environmental Impact Report**, certified by the Ontario City Council on January 27, 2010, in conjunction with File No. PGPA06-001 (City Council Resolution No. 2010-006). This application introduces no new significant environmental impacts. The City's "Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" provide for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed. This Application introduces no new significant environmental impacts. All previously adopted mitigation measures are a condition of project approval, and are incorporated herein by this reference. All previously adopted mitigation measures shall be a condition of project approval, as they are applicable, and are incorporated herein by this reference.

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

2.8 Additional Fees.

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

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

2.9 Tribal Consultation Conditions.

(a) The project developer shall retain a Native American Monitor of Gabrieleño Ancestry (the "Tribe" or the "Consulting Tribe" that was consulted on this project pursuant to Assembly Bill A52 - SB18) to conduct a Native American Indian Sensitivity Training for construction personnel prior to commencement of any excavation activities. The training session shall include a handout and focus on how to identify Native American resources encountered during earthmoving activities and the procedures

followed if resources are discovered, the duties of the Native American Monitor of Gabrieleño Ancestry and the general steps the Monitor would follow in conducting a salvage investigation.

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

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

(d) Prior to the start of ground disturbing activities, the developer shall arrange a designated site location within the footprint of the project for the respectful reburial of Tribal human remains and/or ceremonial objects. All human skeletal material discoveries shall be reported immediately to the County Coroner. The Native American Monitor shall immediately divert work a minimum of 50 feet from the discovery site and place an exclusion zone around the burial. The Native American Monitor shall notify the construction manager who shall contact the San Bernardino County Coroner. All construction activity shall be diverted while the San Bernardino County Coroner determines if the remains are Native American. The discovery shall be confidential and secure to prevent further disturbance. If Native American, the San Bernardino County Coroner shall notify the Native American Heritage Commission (NAHC) as mandated by state law who will then appoint a Most Likely Descendent. In the case where discovered human remains cannot be documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard shall be posted outside working hours. The Tribe shall make every effort to recommend diverting the project and keep the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. If data recovery is approved by the Tribe, documentation shall be taken, which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or means necessary to ensure complete recovery of all material. If the discovery of human remains includes four (4) or more burials, the location is considered a cemetery and a separate treatment plan shall be created. The project developer shall consult with the Tribe regarding avoidance of all cemetery sites. Once complete, a final report of all activities shall be submitted to the NAHC.

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

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

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

2.10 Additional Requirements.

(a) All applicable conditions of approval of Development Agreement (File No. PDA18-006) shall apply.

(b) All applicable conditions of approval of the Edenglen Specific Plan shall apply.

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



ENGINEERING DEPARTMENT CONDITIONS OF APPROVAL

(Engineering Services Division [Land Development Section and Environmental Section], Traffic & Transportation Division, Ontario Municipal Utilities Company and Broadband Operations & Financial Services Department Conditions incorporated)

<input type="checkbox"/> DEVELOPMENT PLAN <input type="checkbox"/> OTHER	<input checked="" type="checkbox"/> PARCEL MAP	<input type="checkbox"/> TRACT MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES
PROJECT FILE NO. PM-20027 RELATED FILE NO(S). PMTT18-009, PDEV18-031, PSPA18-003, PGPA18-002		
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__		

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

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

DAB MEETING DATE: August 17, 2020

PROJECT NAME / DESCRIPTION: PM-20027, a Tentative Parcel Map to subdivide 47.36 acres of land into six (6) parcels located at the southwest corner of Riverside Dr and Hamner Ave within the Commercial/Business Park Flex Zone/Business Park land use district of the Edenglen Specific Plan


LOCATION: Southwest corner of Riverside Dr and Hamner Ave

APPLICANT: Ontario CC, LLC

REVIEWED BY:


 Bryan Lirley, P.E. *for* 8-12-20
 Principal Engineer Date

APPROVED BY:


 Raymond Lee, P.E. *for* 8-12-20
 Assistant City Engineer Date



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

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

- 1.01 Dedicate to the City of Ontario, the right-of-way in fee simple, described below:**
 - 1. Riverside Drive to the ultimate right-of-way width of 54' along the project frontage from westerly project frontage to proposed signalized driveway
 - 2. Riverside Drive to the ultimate right-of-way width of 54-59' varies along the project frontage from the proposed signalized driveway to Hamner Avenue
 - 3. An additional 23' from the ultimate right-of-way along the south side of Riverside Drive from the westerly project frontage to proposed signalized driveway for a 35' neighborhood edge
 - 4. An additional 18' from the ultimate right-of-way along the south side of Riverside Drive from the proposed signalized driveway to Hamner Avenue for a 35' neighborhood edge
 - 5. An additional 35' from the ultimate right-of-way along the west side of Hamner Avenue for a 50' neighborhood edge
 - 6. Property line corner 'cut-backs' required at all proposed signalized intersections to install required traffic signals:
 - a. Hamner Avenue and Riverside Drive
 - b. Hamner Avenue and proposed signalized driveway
 - c. Proposed signalized driveway and Riverside Drive

- 1.02 Dedicate to the City of Ontario, the following easement(s):**
 - 1. 5' wide easement for sidewalk purposes around the existing City pressure reducing station and the Chino Basin Desalter Authority (CDA) desalination station along Riverside Drive
 - 2. 5' wide easement for sidewalk purposes around the proposed Omnitrans bus stop along Hamner Avenue

- 1.03 Restrict vehicular access to the site as follows:** _____

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

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

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



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

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

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

- 1.10 Provide a monument bond (i.e. cash deposit) in an amount calculated by the City's approved cost estimate spreadsheet (available for download on the City's website: www.ci.ontario.ca.us) or as specified in writing by the applicant's Registered Engineer or Licensed Land Surveyor of Record and approved by the City Engineer, whichever is greater.

- 1.11 Provide a preliminary title report current to within 30 days.

- 1.12 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of three (3) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Financial Services at (909) 395-2353 to initiate the CFD application process.

- 1.13 New Model Colony (NMC) Developments:
 - 1) Provide evidence of final cancellation of Williamson Act contracts associated with this tract, prior to approval of any final subdivision map. Cancellation of contracts shall have been approved by the City Council.
 - 2) Provide evidence of sufficient storm water capacity availability equivalents (Certificate of Storm Water Treatment Equivalents).
 - 3) Provide evidence of sufficient water availability equivalents (Certificate of Net MDD Availability).

- 1.14 Other conditions:
 - A. Obtain all off-site rights-of-way/easements necessary to construct the required public improvements identified within Section 2 of these Conditions of Approval.
 - B. Provide private easements for utilities, cross lot drainage, blanket emergency access and reciprocal access across all parcels in favor of all parcels (as needed).



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

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

- 2.01 Record Parcel Map No. 20027 pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.
- 2.02 Submit a duplicate photo mylar of the recorded map to the City Engineer's office.
- 2.03 Note that the subject parcel is a recognized parcel in the City of Ontario per _____
- 2.04 Note that the subject parcel is an 'unrecognized' parcel in the City of Ontario and shall require a Certificate of Compliance to be processed unless a deed is provided confirming the existence of the parcel prior to the date of _____
- 2.05 Apply for a: Certificate of Compliance with a Record of Survey; Lot Line Adjustment
 Make a Dedication of Easement.
- 2.06 Provide (original document) Covenants, Conditions and Restrictions (CC&R's), as applicable to the project, and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&R's shall provide for, but not be limited to, common ingress and egress, joint maintenance of all common access improvements, common facilities, parking areas, utilities and drive approaches in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project.
- 2.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com/>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658.
- 2.08 Submit a soils/geology report.
- 2.09 Other Agency Permit/Approval: Submit a copy of the approved permit and/or other form of approval of the project from the following agency or agencies:
 - State of California Department of Transportation (Caltrans)
 - San Bernardino County Road Department (SBCRD)
 - San Bernardino County Flood Control District (SBCFCD)
 - Federal Emergency Management Agency (FEMA)
 - Cucamonga Valley Water District (CVWD) for sewer/water service
 - United States Army Corps of Engineers (USACE)
 - California Department of Fish & Game
 - Inland Empire Utilities Agency (IEUA)
 - Other:
 - Southern California Edison (SCE) – for any improvements encroaching into their easements/property
 - Chino Basin Desalter Authority (CDA) – for any improvements encroaching into their easements/property
 - City of Eastvale – for any improvements encroaching into their right-of-way



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

- 2.12 **New Model Colony (NMC) Developments:**
 - 1) **Submit a copy of the permit from the San Bernardino County Health Department to the Engineering Department and the Ontario Municipal Utilities Company (OMUC) for the destruction/abandonment of the on-site water well. The well shall be destroyed/abandoned in accordance with the San Bernardino County Health Department guidelines.**
 - 2) **Make a formal request to the City of Ontario Engineering Department for the proposed temporary use of an existing agricultural water well for purposes other than agriculture, such as grading, dust control, etc. Upon approval, the Applicant shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by said agreement.**
 - 3) **Design proposed retaining walls to retain up to a maximum of three (3) feet of earth. In no case shall a wall exceed an overall height of nine (9) feet (i.e. maximum 6-foot high wall on top of a maximum 3-foot high retaining wall.**
- 2.13 Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein valued at _____% of the approved construction cost estimate. Security deposit shall be in accordance with the City of Ontario Municipal Code. Security deposit will be eligible for release, in accordance with City procedure, upon completion and acceptance of said public improvements.
- 2.14 **The applicant/developer shall submit all necessary survey documents prepared by a Licensed Surveyor registered in the State of California detailing all existing survey monuments in and around the project site. These documents are to be reviewed and approved by the City Survey Office.**
- 2.15 **Pay all Development Impact Fees (DIF) to the Building Department. Storm Drain Development Impact Fee, approximately \$1,701,615, shall be paid to the Building Department. Final fee shall be determined based on the approved site plan.**
- 2.16 Other conditions:



B. PUBLIC IMPROVEMENTS

(See attached Exhibit 'A' for plan check submittal requirements.)

- 2.17 Design and construct full public improvements in accordance with the City of Ontario Municipal Code, current City standards and specifications, master plans and the adopted specific plan for the area, if any. These public improvements shall include, but not be limited to, the following (checked boxes):

Improvement	Riverside Drive	Hamner Avenue	Chino Avenue	Mill Creek Avenue
Curb and Gutter	<input checked="" type="checkbox"/> New; 42-47 ft. varies from C/L (A) <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New; 65 ft. from C/L (B) <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace
AC Pavement	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> Widen 32 additional feet along frontage, including pavm't Transitions (C)	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> Widen 41-54 additional feet along frontage, including pavm't Transitions (D)	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions
PCC Pavement (Truck Route Only)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input checked="" type="checkbox"/> New (E) <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Drive Approach	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Sidewalk	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New (F) <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
ADA Access Ramp	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Parkway (G)	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)	<input checked="" type="checkbox"/> Trees (F) <input checked="" type="checkbox"/> Landscaping (w/irrigation) (F)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)
Raised Landscaped Median	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New (H) <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Fire Hydrant	<input checked="" type="checkbox"/> New <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation



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

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

- A. 42 ft. from C/L (limits are from westerly project frontage to proposed signalized driveway) and 42-47 ft. varies from C/L (limits are from proposed signalized driveway to Hamner Ave)
- B. Limits are from Riverside Dr. to Chino Ave.
- C. A 14' circulation lane, 5' paved shoulder and a raised landscape median are required on the north side. Please note, if the existing Riverside Dr pavement is not concurrent with current pavement standards, it will be required to be removed and replaced to be



- brought up to current standards.
- D. A raised landscape median is required on the east side (City of Eastvale may require additional improvements). Please note, if the existing Hamner Ave pavement is not concurrent with current pavement standards, it will be required to be removed and replaced to be brought up to current standards.
- E. Required at the following proposed signalized intersections:
 - i. Hamner Avenue and Riverside Drive
 - ii. Hamner Avenue and proposed signalized driveway
- F. Parkway improvements along the frontage of the SCE substation at the NWC of Hamner & Chino are not required.
- G. Includes neighborhood edge.
- H. These improvements are partially in the City of Ontario and City of Eastvale.
- I. See COA 2.34C.
- J. All master planned utilities shall be designed and installed to the ultimate condition.

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

C. SEWER

- 2.23 A _____ inch sewer main is available for connection by this project in _____ (Ref: Sewer plan bar code: _____)
- 2.24 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately 200 feet away.
- 2.25 Submit documentation that shows expected peak loading values for modeling the impact of the subject project to the existing sewer system. The project site is within a deficient public sewer system area. Applicant shall be responsible for all costs associated with the preparation of the model. Based on the results of the analysis, Applicant may be required to mitigate the project impact to the deficient public sewer system, including, but not limited to, upgrading of existing sewer main(s), construction of new sewer main(s) or diversion of sewer discharge to another sewer.
- 2.26 Other conditions:
 - A. Install a minimum 15-inch sewer main in Chino Avenue from westerly project limits easterly in Chino Avenue to a point to construct a sewer lateral to serve the project site.
 - B. Install a minimum 15-inch sewer main in Mill Creek Avenue from Chino Avenue to Eucalyptus Avenue.
 - C. Install improvements necessary to tie Chino Avenue sewer to flow directly into the Mill Creek Avenue sewer without sewerage through the Edenglen Sewer Lift Station.
 - D. The onsite sewer system north of the sewer lateral within Chino Avenue Right-Of-Way shall be: Private and Privately Operated and Maintained.

D. WATER

- 2.27 A 12-inch water main is available for connection by this project in Riverside Dr. (Ref: Water plan bar code: W12297)



2.28 Design and construct a water main extension in Hamner Ave and Chino Ave as identified in COA 2.29. A water main is not available for direct connection. The closest main is approximately 3,700 feet away.

2.29 Other conditions:

- A. Install a Master Plan 12-inch 1010PZ Potable Water main in Hamner Ave between Riverside Dr and Chino Ave.
- B. Install a 12-inch 1010PZ Potable Water main in Chino Ave between Hamner Ave and westerly project boundary.
- C. Relocate portions or all of the City of Ontario pressure reducing station on Riverside Drive as needed to accommodate required street improvements. Redundant or replacement facilities may need to be constructed in order to keep the facility operational during relocation. Any and/or all the improvements, shall be designed, constructed, and completed to the satisfaction of the City Engineer.
- D. Relocate portions or all of the Chino Basin Desalter Authority desalination station on Riverside Drive as needed to accommodate required street improvements. Redundant or replacement facilities may need to be constructed in order to keep the facility operational during relocation, if required by the Chino Basin Desalter Authority. Any and/or all the improvements, shall be designed, constructed, and completed to the satisfaction of the City Engineer and Chino Basin Desalter Authority.

E. RECYCLED WATER

2.30 A _____ inch recycled water main is available for connection by this project in _____. (Ref: Recycled Water plan bar code: _____)

2.31 Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project.

2.32 Design and construct an on-site recycled water ready system for this project. A recycled water main does not currently exist in the vicinity of this project, but is planned for the near future. If Applicant would like to connect to this recycled water main when it becomes available, the cost for the connection shall be borne solely by the Applicant.

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

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

2.34 Other conditions:

- A. Install a Master Plan 8-inch 1050PZ Recycled Water main in Riverside Drive between westerly Project limit and Hamner Avenue.
- B. Install a Master Plan 8-inch 1050PZ Recycled Water main in Hamner Ave between Riverside Drive and Chino Avenue.
- C. Install a Master Plan 8-inch 1050PZ Recycled Water main in Chino Ave between Hamner Avenue and Edenglen Avenue with stubs north to connect to existing RW in Edenglen Avenue north of Chino Ave.

F. TRAFFIC / TRANSPORTATION

2.35 Submit a focused traffic impact study, prepared and signed by a Traffic/Civil Engineer registered in the State of California. The study shall address, but not be limited to, the following issues as required by the City Engineer:

1. On-site and off-site circulation
2. Traffic level of service (LOS) at 'build-out' and future years
3. Impact at specific intersections as selected by the City Engineer



- 2.36 New traffic signal installations shall be added to Southern California Edison (SCE) customer account number # 2-20-044-3877.
- 2.37 Other conditions:
 - A. It is to be noted that the Riverside Drive street section from the proposed signalized driveway to Hamner Avenue is an enhanced intersection. Please coordinate with City Traffic & Transportation Division on applicable requirements.
 - B. Coordinate with Orbis Development at the northwest corner of Riverside Drive and Milliken Avenue to confirm that the striping and median alignment is consistent along Hamner Avenue through the intersection of Riverside Drive.
 - C. Design and construct the traffic signals at the signalized driveways on Riverside Drive and Hamner Avenue. The new traffic signals shall include, video detection, interconnect cable and conduit, emergency vehicle preemption systems and bicycle detection to the satisfaction of the City Engineer. All new signal equipment shall be installed at its ultimate location, unless precluded by right-of-way limitations.
 - D. Coordinate with Orbis Development at the northwest corner of Riverside Drive and Milliken Avenue to confirm that the proposed signalized driveway along Riverside Drive is correctly aligned with the development on the north side.
 - E. Design and construct modifications to the existing traffic signal system at Riverside Drive and Hamner Avenue. The traffic signal modification shall address the relocation of any equipment including video detection, CCTV, interconnect cable and conduit, battery back-up, emergency vehicle preemption systems, and bicycle detection to the satisfaction of the City Engineer. All new signal equipment shall be installed at its ultimate location, unless precluded by right-of-way limitations
 - F. Design and construct a raised median on Riverside Drive and Hamner Ave along the project frontage.
 - G. All project driveways, with exception of the two signalized driveways, shall be limited to right-in/right-out access only. Design and construct signing and striping improvements to render said restriction enforceable.
 - H. Design and construct a bus turnout on Hamner Avenue south of the signalized project driveway, in accordance with Omnitrans guidelines, and to the satisfaction of the City Engineer. Sufficient right-of-way shall be dedicated to the City.
 - I. Modify signing and striping on Riverside Drive and Hamner Avenue beyond project limits to accommodate frontage widening improvements
 - J. Riverside Drive shall be signed "No Parking Anytime". Hamner Avenue shall be signed "No Stopping Anytime".
 - K. Design and construct in-fill public street lights along project frontages of Riverside Drive and Hamner Avenue in accordance with City of Ontario Standards and the Traffic and Transportation Design Guidelines, Section 1.4.
 - L. Engineer-of-record shall meet with City Engineering staff prior to starting signing/striping, street lighting, and signal design.
 - M. The curb return radius at southwest corner of Riverside Drive and Hamner Avenue shall be 50 feet.

G. DRAINAGE / HYDROLOGY

- 2.38 A _____ inch storm drain main is available to accept flows from this project in _____. (Ref: Storm Drain plan bar code: _____)
- 2.39 Submit a hydrology study and drainage analysis, prepared and signed by a Civil Engineer registered in the State of California. The study shall be prepared in accordance with the San Bernardino County Hydrology Manual and City of Ontario standards and guidelines. Additional drainage facilities, including, but not limited to, improvements beyond the project frontage, may be required to be designed and constructed, by Applicant, as a result of the findings of this study.
- 2.40 An adequate drainage facility to accept additional runoff from the site does not currently exist downstream of the project. Design and construct a storm water detention facility on the project site. 100 year post-development peak flow shall be attenuated such that it does not exceed 80% of pre-development peak flows, in accordance with the approved hydrology study and improvement plans.



- 2.41 Submit a copy of a recorded private drainage easement or drainage acceptance agreement to the Engineering Department for the acceptance of any increase to volume and/or concentration of historical drainage flows onto adjacent property, prior to approval of the grading plan for the project.
- 2.42 Comply with the City of Ontario Flood Damage Prevention Ordinance (Ordinance No. 2409). The project site or a portion of the project site is within the Special Flood Hazard Area (SFHA) as indicated on the Flood Insurance Rate Map (FIRM) and is subject to flooding during a 100 year frequency storm. The site plan shall be subject to the provisions of the National Flood Insurance Program.
- 2.43 **Other conditions:**
 - A. **Design and construct a 36" storm drain line on Hamner Ave from Riverside Dr to Chino Ave consistent with the Master Plan of Drainage.**
 - B. **The project site's runoff shall enter a lateral and connect to the existing 72" storm drain line on Chino Ave.**
 - C. **Design and construct a 72"-84" varies storm drain line on Mill Creek Ave from Chino Ave to Ontario Ranch Rd consistent with the Master Plan of Drainage.**
 - D. **Design and construct a 108" storm drain line on Mill Creek Ave from Ontario Ranch Rd to connect to existing 108" storm drain line approximately 500' n/o Eucalyptus Ave consistent with the Master Plan of Drainage.**

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

- 2.44 401 Water Quality Certification/404 Permit – Submit a copy of any applicable 401 Certification or 404 Permit for the subject project to the City project engineer. Development that will affect any body of surface water (i.e. lake, creek, open drainage channel, etc.) may require a 401 Water Quality Certification from the California Regional Water Quality Control Board, Santa Ana Region (RWQCB) and a 404 Permit from the United States Army Corps of Engineers (USACE). The groups of water bodies classified in these requirements are perennial (flow year round) and ephemeral (flow during rain conditions, only) and include, but are not limited to, direct connections into San Bernardino County Flood Control District (SBCFCD) channels.
 If a 401 Certification and/or a 404 Permit are not required, a letter confirming this from Applicant's engineer shall be submitted.
 Contact information: USACE (Los Angeles District) (213) 452-3414; RWQCB (951) 782-4130.
- 2.45 **Submit a Water Quality Management Plan (WQMP). This plan shall be approved by the Engineering Department prior to approval of any grading plan. The WQMP shall be submitted, utilizing the current San Bernardino County Stormwater Program template, available at: <http://www.sbcounty.gov/dpw/land/npdes.asp>.**
- 2.46 Design and construct a Connector Pipe Trash Screen or equivalent Trash Treatment Control Device, per catch basin located within or accepting flows tributary of a Priority Land Use (PLU) area that meets the Full Capture System definition and specifications, and is on the Certified List of the State Water Resources Control Board. The device shall be adequately sized per catch basin and include a deflector screen with vector control access for abatement application, vertical support bars, and removable component to facilitate maintenance and cleaning.
- 2.47 Other conditions: _____

J. SPECIAL DISTRICTS

- 2.48 **File an application, together with an initial payment deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community facilities District Act of 1982. The application and fee shall be submitted a minimum four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact the Financial Services Department at (909) 395-2353 to initiate the CFD application process.**



2.49 Other conditions: _____

K. FIBER OPTIC

- 2.50 Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole. Limits of work are generally on Riverside Dr from the westerly project frontage to Hamner Ave and Hamner Ave from Riverside Dr to Chino Ave.
- 2.51 Refer to the City's Fiber Optic Master Plan for design and layout guidelines. Contact the Broadband Operations Department at (909) 395-2000, regarding this requirement.

L. Solid Waste

- 2.52 Onsite solid waste shall be designed in accordance with the City's Solid Waste Manual location at:

<http://www.ontarioca.gov/municipal-utilities-company/solid-waste>
- 2.53 Other conditions:
 - A. Prior to approval of the any building permits, a Final Solid Waste Handling Plan Sheet and shall be submitted accompanying the Precise Grading Plan Submittal to the City/OMUC for review and approval. See Solid Waste Handling Plan (SWHP) Requirements document for details.
 - 1. Organics Separation and Collection: This site shall comply with the Requirements of State Assembly Bill AB1826, which requires organic waste to be diverted and collected separately from recycling and other refuse wastes.
 - 2. At minimum this site requires a trash enclosure sized to store three 4-cubic-yard bins (one for refuse, one for recycling, and one for organics) for each potential office area of each building.
 - B. The applicant shall submit a Final Integrated Waste Management Report for review and approval with the Precise Grading Plan. This report shall address the management of all integrated waste (Refuse, Recycling, Organics, etc.). The IWMR shall demonstrate compliance with the "Integrated Waste Management Report Requirements" document.

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

- 3.01 Set new monuments in place of any monuments that have been damaged or destroyed as a result of construction of the subject project. Monuments shall be set in accordance with City of Ontario standards and to the satisfaction of the City Engineer.
- 3.02 Complete all requirements for recycled water usage.
 - 1) Procure from the OMUC a copy of the letter of confirmation from the California Department of Public Health (CDPH) that the Engineering Report (ER) has been reviewed and the subject site is approved for the use of recycled water.
 - 2) Obtain clearance from the OMUC confirming completion of recycled water improvements and passing of shutdown tests and cross connection inspection, upon availability/usage of recycled water.
 - 3) Complete education training of on-site personnel in the use of recycled water, in accordance with the ER, upon availability/usage of recycled water.



- 3.03 The applicant/developer shall submit all final survey documents prepared by a Licensed Surveyor registered in the State of California detailing all survey monuments that have been preserved, revised, adjusted or set along with any maps, corner records or Records of Survey needed to comply with these Conditions of Approvals and the latest edition of the California Professional Land Survey Act. These documents are to be reviewed and approved by the City Survey Office.
- 3.04 NMC Projects: For developments located at an intersection of any two collector or arterial streets, the applicant/developer shall set a monument if one does not already exist at that intersection. Contact the City Survey office for information on reference benchmarks, acceptable methodology and required submittals.
- 3.05 Confirm payment of all Development Impact Fees (DIF) to the Building Department.
- 3.06 Submit electronic copies (PDF and Auto CAD format) of all approved improvement plans, studie and reports (i.e. hydrology, traffic, WQMP, etc.).

4. PRIOR TO FINAL ACCEPTANCE, APPLICANT SHALL:

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



EXHIBIT 'A'

ENGINEERING DEPARTMENT First Plan Check Submittal Checklist

Project Number: PMTT18-009, PDEV18-031, and/or Parcel Map No. 20027

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

1. **A copy of this check list**
2. **Payment of fee for Plan Checking**
3. **One (1) copy of Engineering Cost Estimate (on City form) with engineer's wet signature and stamp.**
4. **One (1) copy of project Conditions of Approval**
5. **Two (2) sets of Potable and Recycled Water demand calculations (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size).**
6. **Three (3) sets of Public Street improvement plan with street cross-sections**
7. **Three (3) sets of Private Street improvement plan with street cross-sections**
8. **Four (4) sets of Public Water improvement plan (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size)**
9. **Four (4) sets of Recycled Water improvement plan (include recycled water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size and an exhibit showing the limits of areas being irrigated by each recycled water meter)**
10. **Four (4) sets of Public Sewer improvement plan**
11. **Five (5) sets of Public Storm Drain improvement plan**
12. **Three (3) sets of Public Street Light improvement plan**
13. **Three (3) sets of Signing and Striping improvement plan**
14. **Three (3) sets of Fiber Optic plan (include Auto CAD electronic submittal)**
15. **Three (3) sets of Dry Utility plans within public right-of-way (at a minimum the plans must show existing and ultimate right-of-way, curb and gutter, proposed utility location including centerline dimensions, wall to wall clearances between proposed utility and adjacent public line, street work repaired per Standard Drawing No. 1306. Include Auto CAD electronic submittal)**
16. **Three (3) sets of Traffic Signal improvement plan and One (1) copy of Traffic Signal Specifications with modified Special Provisions. Please contact the Traffic Division at (909) 395-2154 to obtain Traffic Signal Specifications.**
17. **Two (2) copies of Water Quality Management Plan (WQMP), including one (1) copy of the approved Preliminary WQMP (PWQMP).**
18. **One (1) copy of Hydrology/Drainage study**
19. **One (1) copy of Soils/Geology report**
20. **Payment for Final Map/Parcel Map processing fee**



21. **Three (3) copies of Final Map/Parcel Map**
22. **One (1) copy of approved Tentative Map**
23. **One (1) copy of Preliminary Title Report (current within 30 days)**
24. **One (1) copy of Traverse Closure Calculations**
25. **One (1) set of supporting documents and maps (legible copies): referenced improvement plans (full size), referenced record final maps/parcel maps (full size, 18"x26"), Assessor's Parcel map (full size, 11"x17"), recorded documents such as deeds, lot line adjustments, easements, etc.**
26. **Two (2) copies of Engineering Report and an electronic file (include PDF format electronic submittal) for recycled water use**
27. **One (1) copy of Final Utilities Systems Map that shows all existing and proposed Utilities (Potable Water, Recycled Water, Sewer, Storm Drain, and other utilities) including each of the City's public utilities' points of connection to the existing systems.**
28. **Two (2) copies of Conceptual Design Report (CDR) for covering the extent of each utility corridor for all public improvements required for the project.**
29. Other: _____

CITY OF ONTARIO

MEMORANDUM

TO: PLANNING DEPARTMENT, Lorena Mejia
FROM: BUILDING DEPARTMENT, Kevin Shear
DATE: September 24, 2018
SUBJECT: PMTT18-009

-
- The plan **does** adequately address the departmental concerns at this time.
- No comments
- Report below.

Conditions of Approval

1. Standard conditions of approval apply.
2. A non- buildable easement is required for all parcels. A minimum width of 60 feet is required and must be shown on the tentative parcel map.

KS:lr



CITY OF ONTARIO

MEMORANDUM

TO: Lorena Mejia, Senior Planner
Planning Department

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

DATE: September 27, 2018

SUBJECT: PMTT18-009- A Parcel Map to subdivide 47.36 acres of land into 6 lettered parcels located at the , the southwest corner of Riverside Drive and Hamner Avenue, within the Commercial/Business Park Flex Zone/ Business Park land use district of the Edenglen Specific Plan (APN(s): 0218-171-27 and 21). Related File(s): PDEV18-031, PSPA18-003 and PGPA18-002

-
- The plan **does** adequately address Fire Department requirements at this time.
- Standard Conditions of Approval apply. Refer to PDEV18-031.
-



Development Advisory Board Decision

August 17, 2020

DECISION NO.: [insert #]

FILE NO.: PDEV18-031

DESCRIPTION: A Development Plan (File No. PDEV18-031) to construct 5 industrial buildings totaling 968,092 square feet on 46.64 acres of land located at the southwest corner of Riverside Drive and Hamner Avenue, within the proposed Business Park and Light Industrial land use districts of the Edenglen Specific Plan; (APNs: 218-171-21 & 218-171-27) **submitted by Ontario CC, LLC. Planning Commission action is required.**

Part I—BACKGROUND & ANALYSIS

ONTARIO CC, LLC., (herein after referred to as “Applicant”) has filed an application requesting Development Plan approval, File No. PDEV18-031, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

(1) **Project Setting:** The Project site is comprised of 46.64 acres of land located at the southwest corner of Riverside Drive and Hamner Avenue, and is depicted in Exhibit A—Aerial Photograph, attached. The Project site is comprised two lots, the northern portion of the site is undeveloped and has been historically used for agricultural purposes. The southern half of the site is developed with several shade structures, concrete block material bays, and greenhouses that were utilized by a commercial nursery (Sunshine Growers), which ceased operations in January 2020. Existing land uses, General Plan and zoning designations, and specific plan land uses on and surrounding the Project site are as follows:

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
<i>Site:</i>	Vacant and Commercial Nursery	General Commercial and Business Park	Edenglen Specific Plan	Community Commercial, Commercial/Business Park Flex Zone, and Business Park/Light Industrial
<i>North:</i>	Vacant	Mixed-Use	Tuscana Village Specific Plan	Commercial and Residential
<i>South:</i>	SCE Substation	Business Park	Edenglen Specific Plan	Light Industrial
<i>East:</i>	City of Eastvale (Gas Station and Industrial)	Commercial Retail & Business Park	C-1/C-P (General Commercial) & IP (Industrial Park)	N/A

	Existing Land Use	General Plan Designation	Zoning Designation	Specific Plan Land Use
West:	SCE Easement	OS-NR	Edenglen Specific Plan	SCE Corridor

(2) **Project Description:**

(a) **Background** — The Edenglen Specific Plan (File No. PSP03-005) was approved and the related Environmental Impact Report (EIR) was certified by the City Council on November 1, 2005. The Edenglen Specific Plan established the land use designations, development standards, and design guidelines for 158.7 acres, which included the potential development of 584 dwelling units, approximately 217,000 square feet of commercial and 550,000 square feet of Business Park/Light Industrial.

In 2010, The Ontario Plan (“TOP”) was adopted, which set forth the land use pattern for the City to achieve its Vision. With the adoption of TOP, a Commercial and Business Park land use designation was assigned to the Project site.

On September 11, 2018, the applicant submitted five applications to facilitate the development of an industrial development, which are described below.

- A General Plan Amendment (File No. PGPA18-002) to modify the Policy Plan (General Plan) Land Use Plan (Exhibit LU-01) component of The Ontario Plan, changing the land use designation on approximately 46 acres of land from General Commercial and Business Park, to 4.13 acres of Community Commercial, 3.51 acres of Business Park, and 39 acres of Industrial.
- An amendment to the Edenglen Specific Plan (File No. PSPA18-003), changing the land use designations assigned to the Project site, from Community Commercial, Commercial/Business Park Flex Zone, and Business Park/Light Industrial, to 4.13 acres of Neighborhood Commercial, 3.51 acres of Business Park, and 39 acres of Light Industrial. The Specific Plan Amendment also includes updates to development standards and exhibits, along with text changes to reflect the proposed land use changes.
- A Tentative Parcel Map (File No. PMTT18-009/TPM 20027) to subdivide 46.64 acres of land into 7 numbered lots and one lettered lot, in conjunction with a Development Agreement (File No. PDA18-006) between the City of Ontario and Ontario CC, LLC, to establish the terms and conditions for the development of the Tentative Parcel Map.
- A Development Plan (File No. PDEV18-031) to construct five industrial buildings totaling 968,092 square feet.

(b) **Site Design/Building Layout** — Proposed, is the construction of five industrial buildings totaling 968,092 square feet on an irregular shaped lot that is 46.64 acres in size. The building sizes range from 59,585 to 271,277 square feet and the Project has an overall Floor Area Ratio (FAR) of 0.48. The Project will provide the majority of parking along the west, east, and north property lines. Additionally, smaller parking areas are located throughout the site, generally located adjacent to each building’s office area (see Exhibit B—Site Plan, attached). The Project will provide a combination of 12-foot high tilt-up perimeter screen walls and an 8-foot high steel tubular fencing along the western and southern property lines. The screen wall sections are

strategically located along the west property line, in front of the tractor-trailer yard areas, to block noise from leaving the property and mitigate the visual impacts of truck traffic entering and exiting the yard areas (see Exhibit B1—Screen Wall Locations, attached). A description of each building is provided below.

- Building 2 (Parcel 2) is located at the northwest corner of the Project site and consists of a 54,585 square foot warehouse/distribution building having a FAR of 0.39. Building 2 is oriented east-west, with dock-high loading doors facing south, and office entries facing north, towards Riverside Drive. The building has been designed with two potential office areas located at the northwest and northeast corners of the building. The building is setback approximately 180 feet from the north property line (Riverside Drive), approximately 63 feet from the south property line, 68 feet from the west property line, and 39 feet from the east property line.

The yard area will be screened from view of public streets by the proposed building. The south facing portion of the building was designed in a U-shaped configuration to screen the tractor-trailer loading areas. The building wall containing the dock-high loading doors is recessed approximately 60 feet behind the main building line, blocking the view of loading activities from the public street.

- Building 3 (Parcel 3) is centrally located on the Project site and consists of a 250,781 square-foot warehouse/distribution building having a FAR of 0.55. Building 3 is oriented east west, with dock high loading doors facing south, and office entries located at the southwest and southeast corners of the proposed building. The building is setback approximately 8 feet from the north property line (visible from Riverside Drive), approximately 102 feet from the south property line, 88 feet from the west property line (facing the Edenglen Residential community), and 103 feet from the east property line (facing Hamner Avenue).

The yard area will be screened from view of public streets by a 12-foot high screen wall with view-obstructing gates. In addition, the south-facing portion of the building was designed in a U-shaped configuration to screen the tractor-trailer loading areas. Like Building 2, the building wall containing the dock-high doors is recessed approximately 60 feet behind the main building line, minimizing views of any loading activities from the public street.

- Building 4 (Parcel 4) is centrally located on the Project site, directly south of Building 3. The building has been designed to mirror the Building 3 site and floor plan layout, creating a large and fully screened tractor-trailer yard area, with dock-high loading doors facing Building 3's dock-high loading doors. Building 4 consists of a 271,277 square-foot warehouse/distribution building having a FAR of 0.54. Building 4 is oriented east-west, with dock-high loading doors facing north, and office entries located at the northwest and northeast corners of the proposed building. The building is setback approximately 102 feet from the north property line, approximately 26 feet from the south property line, 88 feet from the west property line (facing Edenglen Residential community), and 103 feet from the east property line (facing Hamner Avenue).

The tractor-trailer yard area will be screened from view of public streets by a 12-foot high screen wall, with view-obstructing gates. In addition, the north facing portion of the building was designed in a U-shaped configuration to screen the tractor-trailer loading areas. The

building wall containing the dock-high doors is recessed approximately 60 feet behind the main building line, minimizing views of any loading activities from the public street.

- Building 5 (Parcel 5) is located at the southeast corner of the Project site, directly south of Building 4, and consists of a 136,330 square foot warehouse/distribution building having a FAR of 0.50. Building 5 is orientated in an east-west direction, with dock-high loading areas facing south, and an office entry located at the southeast corner of the proposed building. The building is setback approximately 46 feet from the north property line, approximately 80 feet from the south property line, 39 feet from the west property line (facing Edenglen Residential community), and 84 feet from the east property line (facing Hamner Avenue).

The yard area will be screened from view of public streets by a 12-foot high screen wall, with view-obstructing gates. In addition, the south-facing portion of the building was designed in an L-shaped configuration to screen the tractor-trailer loading areas from public view. The building wall, containing, the dock-high loading doors, is recessed approximately 60 feet behind the main building line, minimizing views of any loading activities from the public street.

- Building 6 is located at the southwest corner of the Project site, directly south of Building 4 and west of Building 5 and consists of a 250,119 square foot warehouse/distribution building having a FAR of 0.52. Building 5 is oriented in a north-south direction, with dock-high loading located along the east and south exterior building elevations, and the office area is located at the northeast corner of the proposed building, facing north. The building is setback approximately 45 feet from the north property line, approximately 276 feet from the south property line, 39 feet from the west property line (facing Edenglen Residential community), and 126 feet from the east property line. Building 6 is not visible from the public street; however, the building is visible from the neighboring Edenglen Residential community to the west.

The tractor-trailer yard area will be screened from view of public streets by the surrounding buildings and a 12-foot high screen wall placed along the west property line. In addition, the east-facing portion of the building is designed in an L-shaped configuration to screen the tractor-trailer loading areas from view of an internal drive aisle. The building wall containing the dock-high loading doors is recessed approximately 60 feet behind the main building line, minimizing views of any loading activities from the private drive aisle.

(c) Site Access/Circulation — The Project site will have two access points from Riverside Drive, and four access points from Hamner Avenue (see Exhibit B2—Project Access Locations, attached). Building 2, and a future commercial development proposed at the northeast corner of the Project site, will have primary access from Riverside Drive, including a 35-foot wide driveway located at the northwest corner of the Project site and a centrally located 40-foot wide driveway that will be signalized. Buildings 3, 4, 5, and 6 will have primary access from Hamner Avenue, including a 40-foot wide driveway located approximately 250 feet south of the Hamner/Riverside intersection, a centrally located 50-foot wide driveway centered between buildings 3 and 4, a 40-foot wide driveway located approximately 1,180 feet south of the Hamner/Riverside intersection that will be signalized, and a 40-foot wide driveway located at the southeast corner of Project site.

A 24-foot wide north-south drive aisle is proposed along the eastern portion of the site, connecting single and double-loaded parking lots across the Hamner Avenue frontage, while maintaining a

35-foot parking landscape setback. A 28-foot to 35-foot wide north-south drive aisle is proposed along the western portion of the site, connecting to east-west running drive-aisles (35 to 40 feet wide) that provide access to driveways located along Hamner Avenue. Due to the expansive widths and lengths of all five buildings, the internal drive-aisles all exceed the minimum 26-foot wide fire emergency access lane requirement, providing adequate maneuvering and access for emergency vehicles throughout the Project site.

(d) Parking — The Edenglen Specific Plan refers to the Ontario Development Code for parking requirements. The Project has provided off-street parking pursuant to the “Warehouse and Distribution” parking standards specified in the Development Code. The Project requires a total of 526 parking spaces and 556 parking spaces have been provided, as shown in Table A: Parking Summary, below. The Project has been conditioned to include a shared parking easement/agreement within the CC&R’s. Buildings 3, 4, 5, and 6 include alternative parking plans to accommodate additional vehicular parking stalls in lieu of trailer parking spaces within the truck courtyard areas, to allow greater flexibility for future building tenants that may require a greater parking demand.

Table A: Parking Summary						
Bldg. No.	Type of Use	Building Area	Trailer Parking		Vehicle Spaces	
			Required	Provided	Required	Provided
2	Warehouse / Distribution	59,585 SF	7	7	40	81
3	Warehouse / Distribution	250,781 SF	38	47	135	150 (*181)
4	Warehouse / Distribution	271,277 SF	10	47	146	166 (*186)
5	Warehouse / Distribution	136,330 SF	6	6	70	78 (*130)
6	Warehouse / Distribution	250,119 SF	11	34	135	81 (*175)
Parking Totals: (*Alternate Parking Plan providing additional vehicular parking spaces within trailer courtyard area)					526	556 (*753)

(e) Architecture — The proposed buildings are of concrete tilt-up construction and all five buildings incorporate the same architectural design, with enhanced elements and treatments located at office entries and along street facing elevations (see Exhibit C—Elevations, attached). Architectural elements for all buildings include smooth-painted concrete in white and grey tones, with horizontal and vertical reveals, windows with clear anodized aluminum mullions and blue glazing, alucobond clear anodized canopies at the main office entries, and recessed panel sections with contrasting colors. The mechanical equipment will be roof-mounted and obscured from public view by the parapet walls. Staff believes that the proposed Project illustrates

the type of high-quality architecture promoted by the Development Code and Edenglen Specific Plan. This is exemplified through the use of:

- Articulation in the building footprint, incorporating a combination of recessed and popped-out wall areas;
- Articulation in the building parapet/roof line, which serves to accentuate the building's entries and breaks up large expanses of building wall;
- Variations in building massing; and
- Incorporation of base and top treatments defined by changes in color and horizontal/vertical reveals.

(f) Landscaping — The proposed Edenglen Specific Plan amendment (File No. PSPA18-003) requires that the Project provide an overall landscape coverage of ten percent and approximately thirteen percent is provided, as shown in Table B: Landscape Coverage Percentages, below. The Project provides substantial landscaping along Hamner Avenue and Riverside Drive, at each office element, throughout the parking areas, and along the western property line (see Exhibit D—Landscape Plan, attached). The Project includes right-of-way improvements (street widening, curb, gutter, sidewalk, and parkway) along Hamner Avenue and Riverside Drive. The proposed on-site and off-site landscape improvements will assist towards creating a walkable safe area for pedestrians to access the Project site.

Table B: Landscape Coverage Percentages			
Parcel No.	Bldg. No.	Required Landscape Coverage (in %)	Proposed Landscape Coverage (in %)
2	2	10%	18.22%
3	3	10%	10.33%
4	4	10%	9.29%
5	5	10%	15.73%
6	6	10%	10.25%
TOTAL			12.86%

The landscape plan incorporates 24-inch box shade trees in the right-of-way, including Lavender Crepe Myrtles along Riverside Drive and Coast Live Oaks with Crape Myrtles along Hamner Avenue. A combination of 48-inch, 36-inch, 24-inch box, and 15 gallon accent and shade trees will be provided on the Project site, the tree species include Arbutus unedo, Weeping Bottle Brush, Western Redbud, Coral Gum, Canary Island Pine, Afghan Pine, California Sycamore and London Plane Trees. The landscape plan also includes a variety of shrubs, grasses, and groundcovers that are low water usage and drought tolerant, to be planted throughout the Project site. Moreover, each building will incorporate either one or two employee break areas, with benches, tables, and shade trees.

(g) Utilities (drainage, sewer) — To serve the proposed industrial development, the Project will be required to construct infrastructure improvements per the Development Agreement (File No. PDA18-006) and requirements of the Edenglen Specific Plan. Furthermore, the Applicant has submitted a Preliminary Water Quality Management Plan (PWQMP), which establishes both Projects' compliance with storm water discharge/water quality requirements. The PWQMP includes site design measures that capture runoff and pollutant transport by minimizing impervious surfaces and maximizes low impact development (LID) best management practices (BMPs), such as retention and infiltration, biotreatment, and evapotranspiration. The PWQMP proposes the use of above ground bio-retention basins within the landscape setbacks along Hamner Avenue and rear portion of the Project site, including an underground stormwater infiltration system within the tractor-trailer courtyard area of Building 6. Any overflow drainage will be conveyed to a new storm drain connection located at the rear end of the Project site.

(h) Community Meetings — The Planning Department held two community meetings to discuss the proposed subject applications. The first community meeting was in-person and held on December 12, 2018, at the Colony High Branch Library. At the meeting, 12 people were in attendance and of those, 10 were residents in opposition of the proposed Project. After the community meeting was held, the Planning Department received 42 comments in opposition of the proposed Project. Community concerns and comments generally included:

- Opposition to excluding commercial land uses from the Edenglen Specific Plan. The Specific Plan was developed as a walkable residential community with pedestrian linkages to trails and a future commercial center to serve the community.
- Concerns with larger industrial buildings in close proximity to an existing residential neighborhood. Community members expressed concerns with the west building elevations and the need to create an attractive view for the adjacent residential community.
- Concerns with noise, air quality, light impacts, and truck traffic impacts from the proposed industrial uses.
- Concerns about the Project causing damage to the roads and infrastructure.

The applicant revised their proposal to address the concerns raised at the first Community Meeting. Due to the COVID-19 virus pandemic and the Governor's Executive Orders, and to ensure the health and safety of City residents by limiting contact that could spread the virus, a second in-person Community Meeting was not held. The Planning Department held a Virtual Community Meeting and mailed a pamphlet to Edenglen and Creekside residents, containing a summary of the concerns raised at the first meeting and a brief overview of the revised Project. The pamphlet included information about the Virtual Meeting and the self-guided presentation that was posted on the City Website from June 1, 2020, thru June 15, 2020, for residents' review and comment (see Exhibit E—Planning Department Website Screenshot, attached). The City received seven comments opposing the proposed Project and the previous issues and concerns were raised a second time by residents. One new issue raised was regarding the timing of the Virtual Meeting, residents were concerned that the community would not engage due to the pandemic concerns and riots that were occurring at the time. Due to this concern, the Virtual Meeting presentation, Project information and public comment link remained on the Planning Department website for an additional five weeks and was removed on July 21, 2020. During the extended time period, additional comments or phone calls were not received.

Part II—RECITALS

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA") and an initial study has been prepared to determine possible environmental impacts; and

WHEREAS, The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (State Clearinghouse No. SCH# 2008101140) was certified on January 27, 2010 (hereinafter referred to as "Certified EIR"), in which development and use of the Project site was discussed; and

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

WHEREAS, the environmental impacts of this Project were thoroughly analyzed in the EIR Addendum prepared for General Plan Amendment (File No. PGPA18-002) and an amendment to the Edenglen Specific Plan (File No. PSPA18-003), which concluded that implementation of the Project could result in a number of significant effects on the environment that were previously analyzed in the Certified EIR, and that the Certified EIR identified mitigation measures that would reduce each of those significant effects to a less-than-significant level; and

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

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

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

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

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

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

WHEREAS, as the first action on the Project, on August 17, 2020, the DAB issued a Resolution recommending the Planning Commission recommend approval to the City Council on the EIR Addendum, finding that the proposed Project introduces no new significant environmental impacts and applying all previously adopted mitigation measures to the Project, which were incorporated by reference; and

WHEREAS, approval of this Project is contingent upon City Council approving a General Plan Amendment (File No. PGPA18-002), an amendment to the Edenglen Specific Plan (File No. PSPA18-003), and an EIR Addendum to The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (State Clearinghouse No. SCH# 2008101140) that was certified on January 27, 2010; and

WHEREAS, on August 17, 2020, the DAB of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

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

Part III—THE DECISION

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

SECTION 1: *Housing Element Compliance.* Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending body for the Project, the DAB finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation the Project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The Edenglen Specific Plan was listed in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix. However, the eastern half of the Edenglen Specific Plan (Project site) was not included as one of the properties in the Available Land Inventory since the eastern half of the Specific Plan did not include any residential land use designations.

SECTION 2: *ALUCP Compliance.* The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan. On April 19, 2011, the City Council of the City of Ontario approved and adopted the Ontario International Airport Land use Compatibility Plan, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the recommending body for the Project, the DAB has reviewed and considered the facts and information contained in the Application and supporting documentation against the ALUCP compatibility factors, including [1] Safety Criteria (ALUCP Table 2-2) and Safety Zones (ALUCP Map 2-2), [2] Noise Criteria (ALUCP Table 2-3) and Noise Impact Zones (ALUCP Map 2-3), [3] Airspace protection Zones (ALUCP Map 2-4), and [4] Overflight Notification Zones (ALUCP Map 2-5). As a result, the DAB, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ALUCP.

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

(1) ***The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.*** The proposed Project is located within the proposed Business Park and Industrial land use districts of the Policy Plan Land Use Map, and the proposed Business Park, and Light Industrial land use designations of the Edenglen Specific Plan. The development standards and conditions under which the proposed Project will be constructed and maintained, is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan; and

(2) ***The proposed development is compatible with those on adjoining sites in relation to location of buildings, with particular attention to privacy, views, any physical constraint identified on the site and the characteristics of the area in which the site is located.*** The Project has been designed consistent with the requirements of the City of Ontario Development Code and the proposed Business Park, and Light Industrial land use designations of the Edenglen Specific Plan, including standards relative to the particular land use proposed (Light Industrial Development), as-well-as building intensity, building and parking setbacks, building height, number of off-street parking and loading spaces, on-site and off-site landscaping, and fences, walls and obstructions; and

(3) ***The proposed development will complement and/or improve upon the quality of existing development in the vicinity of the project and the minimum safeguards necessary to protect the public health, safety and general welfare have been required of the proposed project.*** The Development Advisory Board has required certain safeguards, and impose certain conditions of approval, which have been established to ensure that: [i] the purposes of the Edenglen Specific Plan are maintained; [ii] the Project will not endanger the public health, safety or general welfare; [iii] the Project will not result in any significant environmental impacts; [iv] the Project will be in harmony with the area in which it is located; and [v] the Project will be in full conformity with the Vision, City Council Priorities and Policy Plan components of The Ontario Plan, and the Edenglen Specific Plan; and

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

SECTION 4: City Council Required Actions. Approval of this Project is contingent upon City Council approving a General Plan Amendment (File No. PGPA18-002), an amendment to

the Edenglen Specific Plan (File No. PSPA18-003), and an EIR Addendum to The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (State Clearinghouse No. SCH# 2008101140) that was certified on January 27, 2010.

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

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

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

APPROVED AND ADOPTED this 17th day of August 2020.

Development Advisory Board Chairman

Exhibit A—PROJECT LOCATION MAP



Exhibit B—SITE PLAN

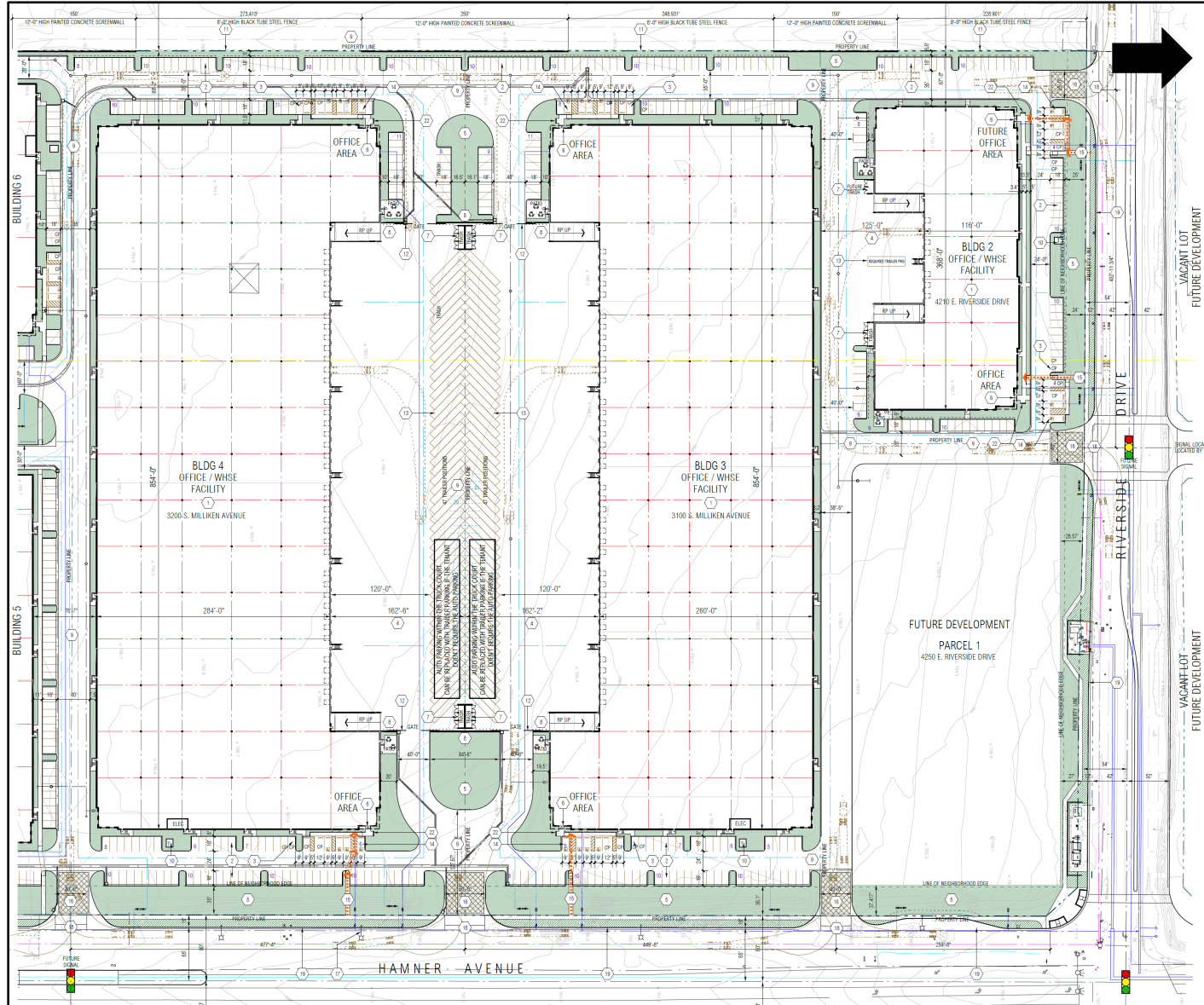


Exhibit B—SITE PLAN CONTINUED

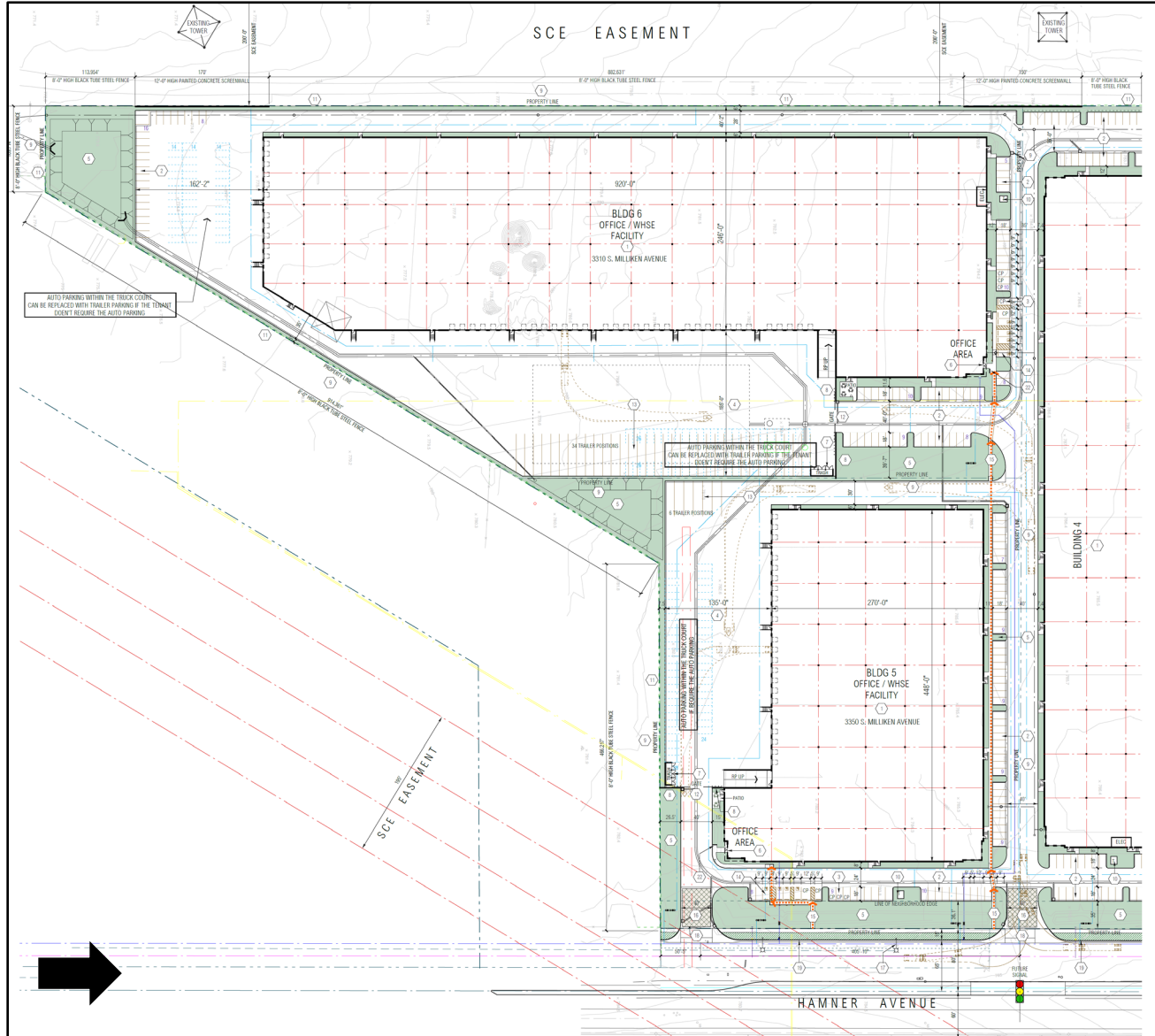


EXHIBIT B1—SCREEN WALL LOCATIONS

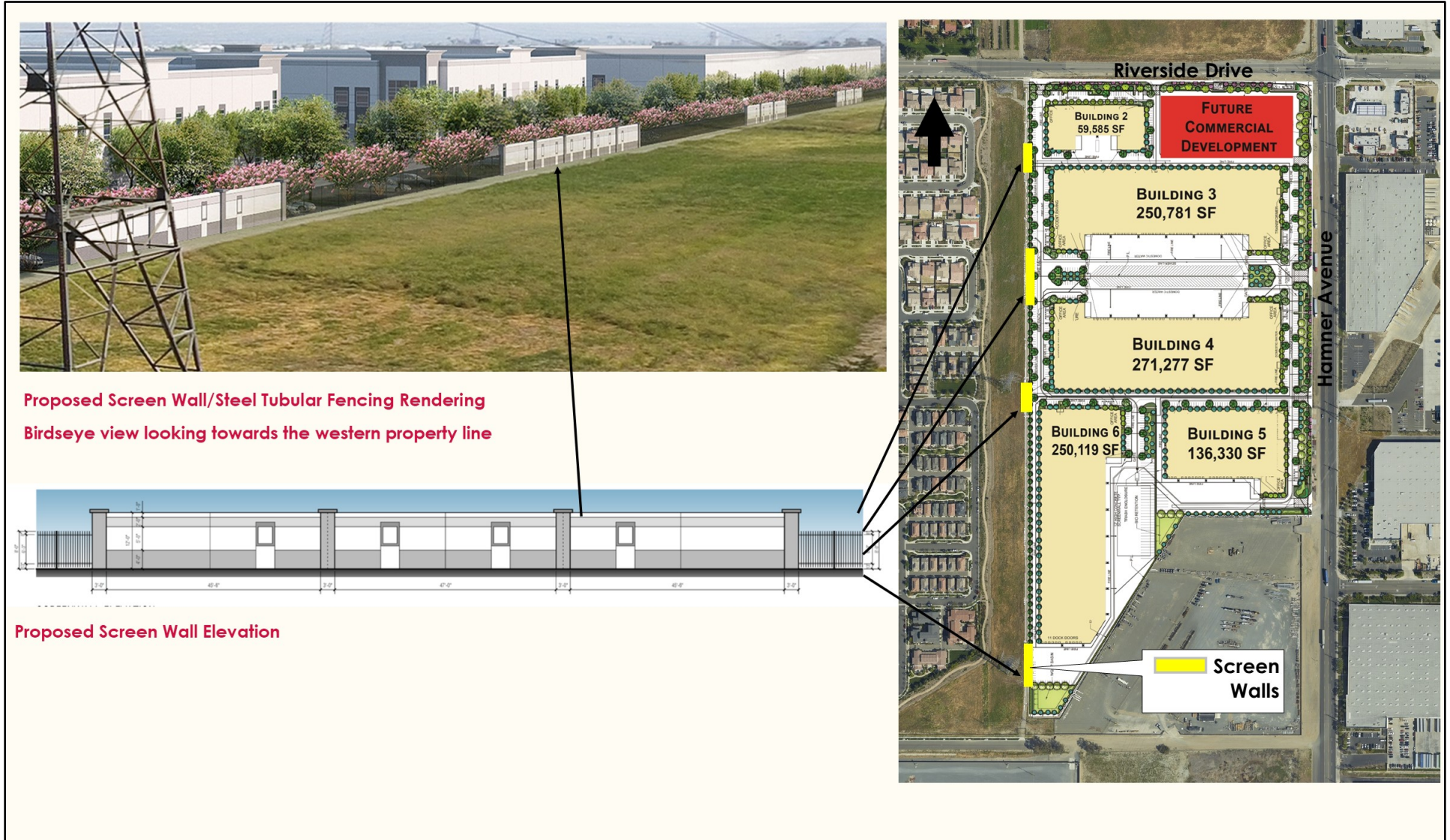
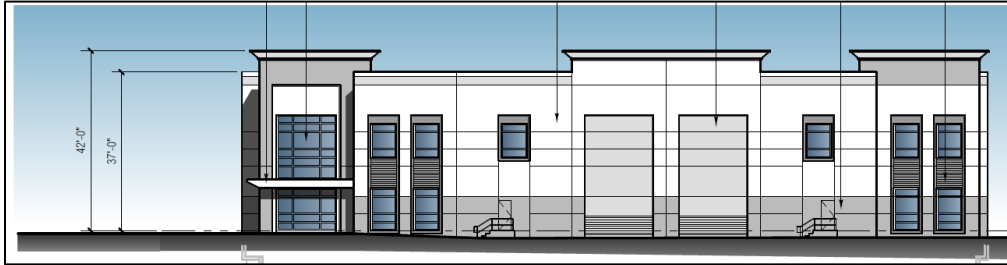


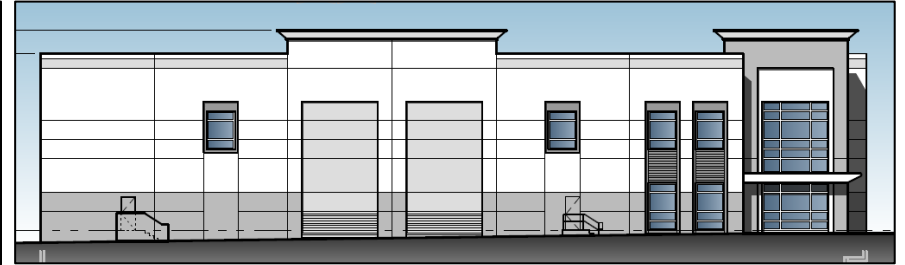
EXHIBIT B2—PROJECT ACCESS LOCATIONS



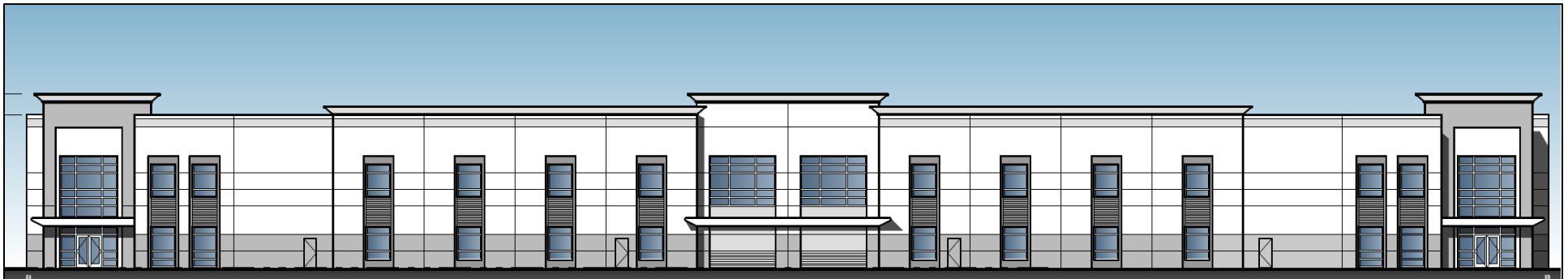
Exhibit C—EXTERIOR ELEVATIONS (BUILDING 2)



West Elevation



East Elevation



North Elevation

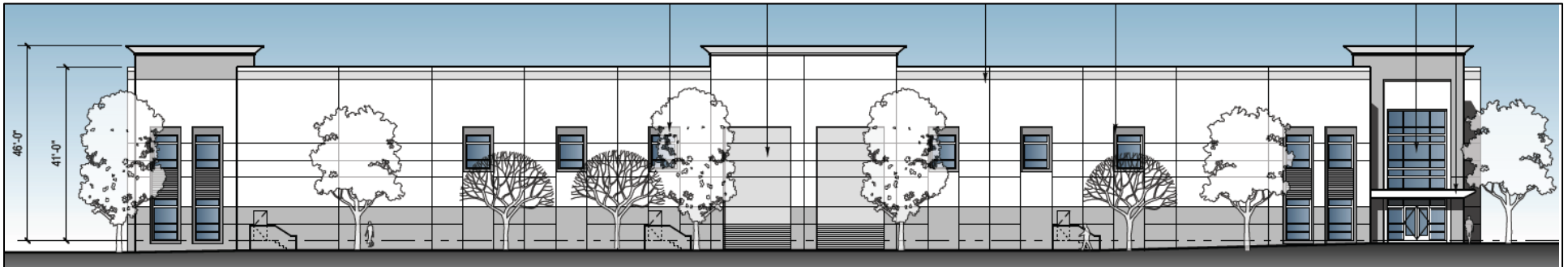


South Elevation

Exhibit C—EXTERIOR ELEVATIONS (BUILDING 3)



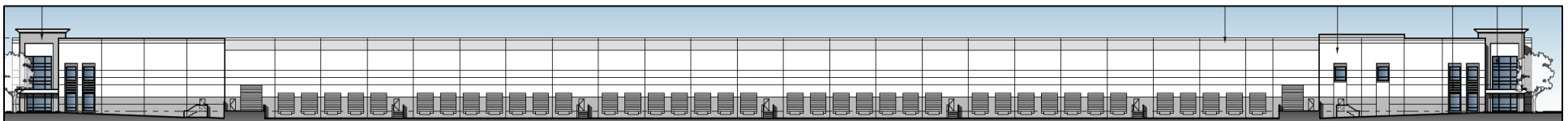
East Elevation



West Elevation



North Elevation

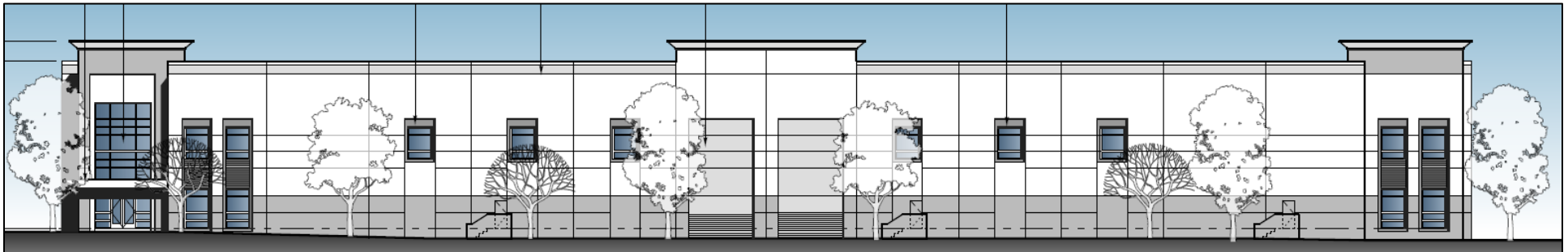


South Elevation

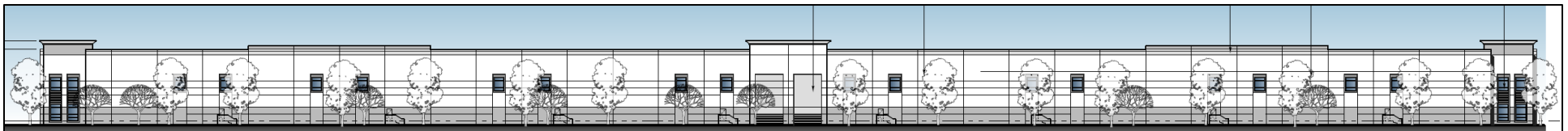
Exhibit C—EXTERIOR ELEVATIONS (BUILDING 4)



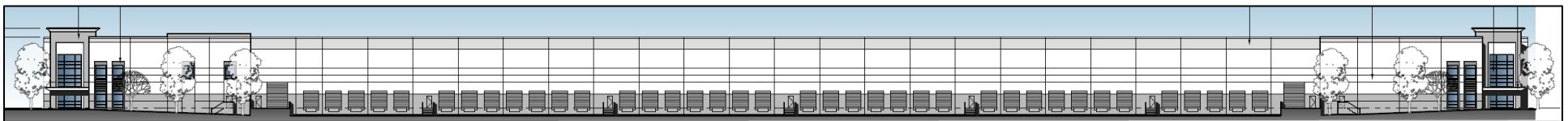
East Elevation



West Elevation

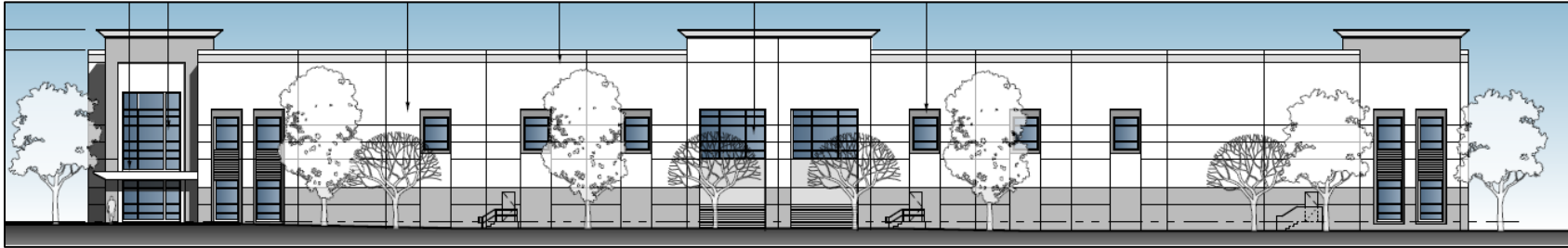


South Elevation

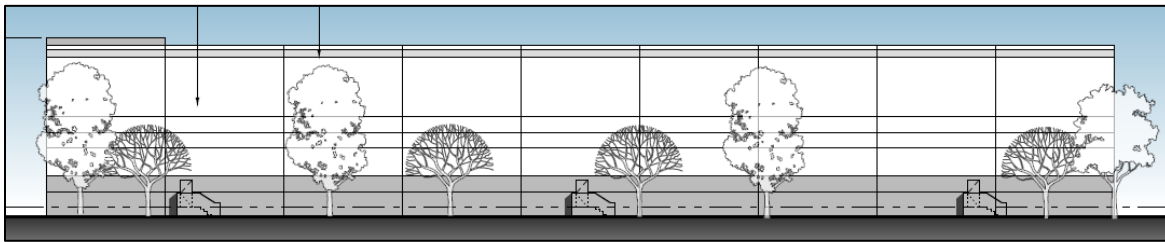


North Elevation

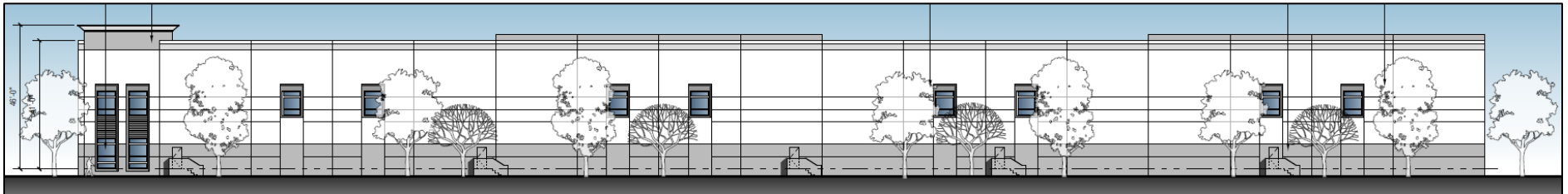
Exhibit C—EXTERIOR ELEVATIONS (BUILDING 5)



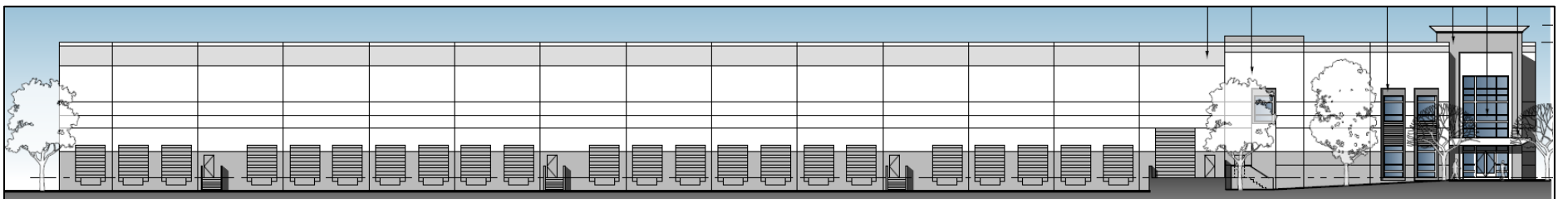
East Elevation



West Elevation

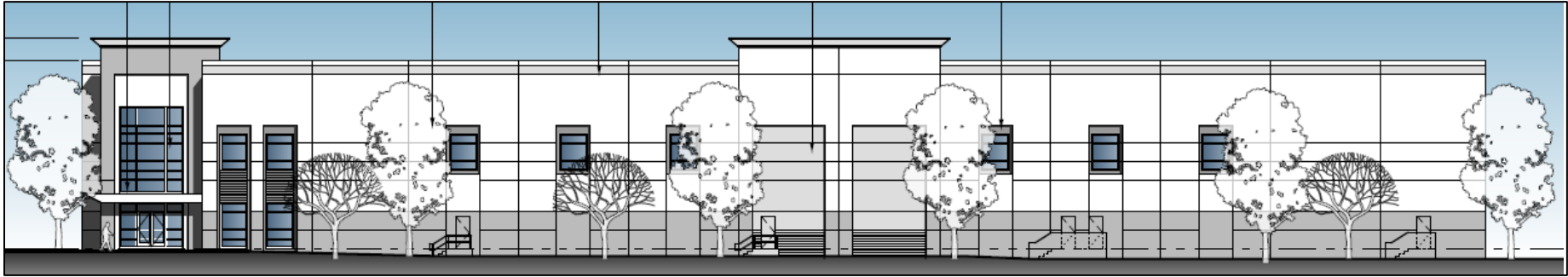


North Elevation

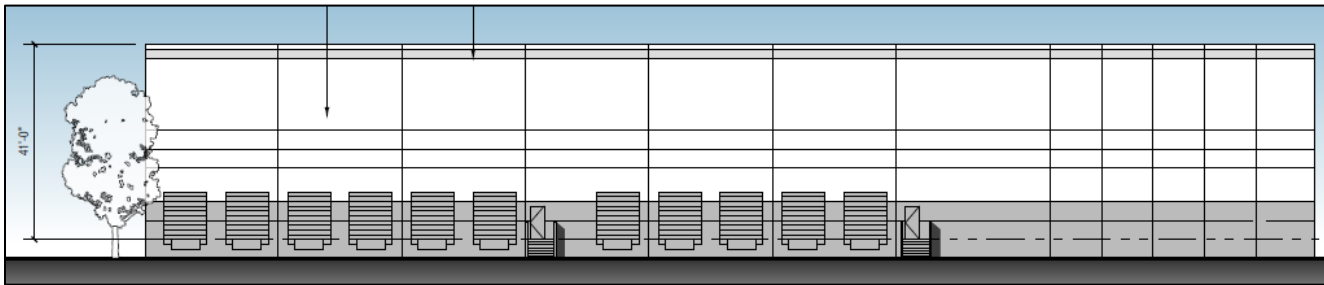


South Elevation

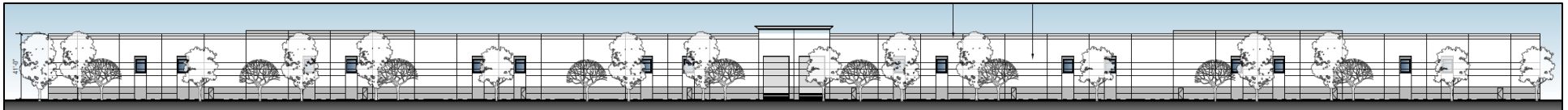
Exhibit C—EXTERIOR ELEVATIONS (BUILDING 6)



North Elevation



South Elevation



West Elevation



East Elevation

Exhibit D—LANDSCAPE PLAN

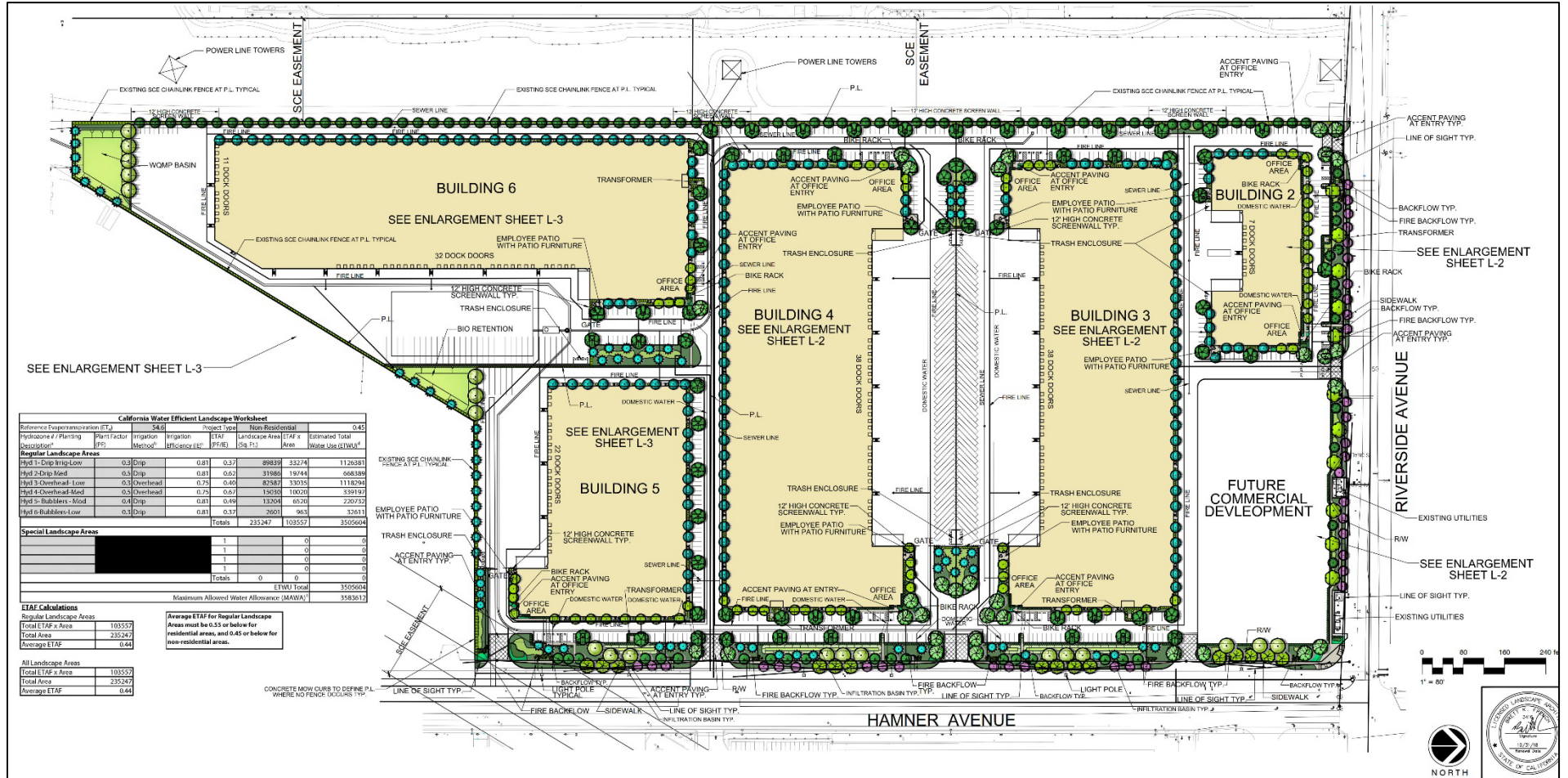


EXHIBIT E—PLANNING DEPARTMENT WEBSITE SCREENSHOT

CITY OF
ONTARIO
SOUTHERN CALIFORNIA

AGENDAS PAY WATER BILL CAREERS REPORT AN ISSUE CONTACT US

ABOUT ONTARIO RESIDENTS BUSINESS GOVERNMENT STAY CONNECTED

DEPARTMENTS > DEVELOPMENT > PLANNING

PLANNING

- [Advanced Planning](#)
- [Applications And Documents](#)
- [Current Planning](#)
- [Healthy Ontario](#)
- [Historic Preservation](#)
- [Landscape Planning](#)
- [Ontario Plan](#)
- [Planning Boards & Members](#)
- [Planning Reports](#)
- [Specific Plans](#)

UPCOMING EVENTS

- 23 JUN** Planning Commission
The Planning Commission meets the 4th Tuesday of each month. The meetings are he...
- 04 JUL** City Facilities Closed
City facilities will be closed in observance of Independence Day. City facilities...
- 06 JUL** Development Advisory Board Meeting
The Development Advisory Board (DAB) meets the 1st and 3rd Mondays of each month...
- 06 JUL** Zoning Administrator Meeting
The Zoning Administrator (ZA) meets the 1st and 3rd Mondays of each month. The ...

[SEE ALL EVENTS](#)

Planning

The Planning Department plays a critical role in achieving the City Council's goals and objectives relative to land use, urban design, and the quality and sustainability of the built environment. Our team focuses on development that enhances economic value, quality of life, and complete community.

To see the status of your plan check or permit, visit the [City of Ontario Citizen Portal Access!](#)

The Ontario Plan provides a long-term vision for the future growth and development of the City.

- [The Ontario Plan \(The City's Comprehensive Business Plan\)](#)
- [Policy Plan \(The City's General Plan\)](#)
- [Official Land Use Plan \(General Plan Map - Print and Zoom Capabilities\)](#)

Cathy Wahlstrom
Planning Director

Department Location
303 East "B" Street
Ontario, CA 91764
Phone (909) 395-2036
Fax (909) 395-2420

Community Meeting Information (Proposed Edenglen Specific Plan Amendment)

The Community Meeting presentation for the project located at southwest corner of Riverside Drive and Hammer Avenue is available for viewing.

Please click here to view the presentation for the proposed development. The presentation is best viewed on a desktop using a google chrome browser.

A PDF version of the Presentation Slides have also been provided for residents to download and view below.

The public comment period for the community meeting will be from **June 1, 2020 to June 15, 2020.**

[Please click here to fill out a Public Comment Form](#)

A copy of the notice that was mailed out has also been provided below. Should you have any comments or questions please contact:

Lorena Mejia, Senior Planner
City of Ontario Planning Department
303 East "B" Street
Ontario, CA 91764
(909) 395-2276
lmjia@ontarioca.gov

Attachment A—Departmental Conditions of Approval

(Departmental conditions of approval follow this page)



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

Planning Department Land Development Division Conditions of Approval

Meeting Date: August 17, 2020

File No: PDEV18-031

Related Files: PGPA18-002, PSPA18-003, PMTT18-009 and PDA18-006

Project Description: A Development Plan (File No. PDEV18-031) to construct 5 industrial buildings totaling 968,092 square feet on 46.64 acres of land located at the southwest corner of Riverside Drive and Hamner Avenue, within the proposed Business Park and Light Industrial land use districts of the Edenglen Specific Plan; (APNs: 218-171-21 & 218-171-27) **submitted by Ontario CC, LLC.**

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

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

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

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

2.1 Time Limits.

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

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

(a) All construction documentation shall be coordinated for consistency, including, but not limited to, architectural, structural, mechanical, electrical, plumbing, landscape and irrigation, grading, utility and street improvement plans. All such plans shall be consistent with the approved entitlement plans on file with the Planning Department.

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

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

2.3 Landscaping.

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

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

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

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

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

2.5 Parking, Circulation and Access.

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

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

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

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

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

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

2.6 Outdoor Loading and Storage Areas.

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

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

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

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

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

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

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

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

2.7 Site Lighting.

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

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

2.8 Mechanical and Rooftop Equipment.

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

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

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

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

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

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

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

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

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

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

(i) Landscaping and irrigation systems within common areas;

(ii) Landscaping and irrigation systems within parkways adjacent to the project site, including that portion of any public highway right-of-way between the property line or right-of-way boundary line and the curb line and also the area enclosed within the curb lines of a median divider (Ontario Municipal Code Section 7-3.03), pursuant to Ontario Municipal Code Section 5-22-02;

(iii) Shared parking facilities and access drives; and

(iv) Utility and drainage easements.

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

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

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

2.13 Disclosure Statements.

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

(i) This tract is subject to noise from the Ontario International Airport and may be more severely impacted in the future.

(ii) Some of the property adjacent to this tract is zoned for agricultural uses and there could be fly, odor, or related problems due to the proximity of animals.

(iii) The area south of Riverside Drive lies within the San Bernardino County Agricultural Preserve. Dairies currently existing in that area are likely to remain for the foreseeable future.

2.14 Environmental Review.

(a) The environmental impacts of this project were reviewed in conjunction with an **Addendum to The Ontario Plan Environmental Impact Report**, certified by the Ontario City Council on January 27, 2010, in conjunction with File No. PGPA06-001 (City Council Resolution No. 2010-006). This application introduces no new significant environmental impacts. The City's "Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" provide for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed. This Application introduces no new significant environmental impacts. All previously adopted mitigation measures are a condition of project approval, and are incorporated herein by this reference. All previously adopted mitigation measures shall be a condition of project approval, as they are applicable, and are incorporated herein by this reference.

(b) If human remains are found during project grading/excavation/construction activities, the area shall not be disturbed until any required investigation is completed by the County Coroner and Native American consultation has been completed (if deemed applicable).

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

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

2.16 Additional Fees.

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

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

2.17 Tribal Consultation Conditions.

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

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

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

(d) Prior to the start of ground disturbing activities, the developer shall arrange a designated site location within the footprint of the project for the respectful reburial of Tribal human remains and/or ceremonial objects. All human skeletal material discoveries shall be reported immediately to the County Coroner. The Native American Monitor shall immediately divert work a minimum of 50 feet from the discovery site and place an exclusion zone around the burial. The Native American Monitor shall notify the construction manager who shall contact the San Bernardino County Coroner. All construction activity shall be diverted while the San Bernardino County Coroner determines if the remains are Native American. The discovery shall be confidential and secure to prevent further disturbance. If Native American, the San Bernardino County Coroner shall notify the Native American Heritage Commission (NAHC) as mandated by state law who will then appoint a Most Likely Descendent. In the case where discovered human remains cannot be documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard shall be posted outside working hours. The Tribe shall make every effort to recommend diverting the project and keep the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. If data recovery is approved by the Tribe, documentation shall be taken, which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or means necessary to ensure complete recovery of all material. If the discovery of human remains includes four (4) or more burials, the location is considered a cemetery and a separate treatment plan shall be created. The project developer shall consult with the Tribe regarding avoidance of all cemetery sites. Once complete, a final report of all activities shall be submitted to the NAHC.

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

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

(g) Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed to a secure container on site if possible. These items shall be retained and

reburied within six months of recovery. The site of reburial/repatriation shall be on the project site, but at a location agreed upon between the Tribe and the developer and protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

2.18 Additional Requirements.

(a) Additional horizontal building articulation shall be provided on the east and north elevations of Building 3, the east elevation of Buildings 4 and 5, and the west elevation of Building 6.

(b) All applicable conditions of approval of Development Agreement (File No. PDA18-006) shall apply.

(c) All applicable conditions of approval of the Edenglen Specific Plan shall apply.

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

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



ENGINEERING DEPARTMENT CONDITIONS OF APPROVAL

(Engineering Services Division [Land Development Section and Environmental Section], Traffic & Transportation Division, Ontario Municipal Utilities Company and Broadband Operations & Financial Services Department Conditions incorporated)

<input type="checkbox"/> DEVELOPMENT PLAN <input type="checkbox"/> OTHER	<input checked="" type="checkbox"/> PARCEL MAP	<input type="checkbox"/> TRACT MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES
PROJECT FILE NO. PM-20027 RELATED FILE NO(S). PMTT18-009, PDEV18-031, PSPA18-003, PGPA18-002		
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__		

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

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

DAB MEETING DATE: August 17, 2020

PROJECT NAME / DESCRIPTION: PM-20027, a Tentative Parcel Map to subdivide 47.36 acres of land into six (6) parcels located at the southwest corner of Riverside Dr and Hamner Ave within the Commercial/Business Park Flex Zone/Business Park land use district of the Edenglen Specific Plan

LOCATION: Southwest corner of Riverside Dr and Hamner Ave

APPLICANT: Ontario CC, LLC

REVIEWED BY:

Bryan Lirley, P.E. *for* 8-12-20
 Principal Engineer Date

APPROVED BY:

Raymond Lee, P.E. *for* 8-12-20
 Assistant City Engineer Date



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

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

- 1.01 Dedicate to the City of Ontario, the right-of-way in fee simple, described below:**
 - 1. Riverside Drive to the ultimate right-of-way width of 54' along the project frontage from westerly project frontage to proposed signalized driveway
 - 2. Riverside Drive to the ultimate right-of-way width of 54-59' varies along the project frontage from the proposed signalized driveway to Hamner Avenue
 - 3. An additional 23' from the ultimate right-of-way along the south side of Riverside Drive from the westerly project frontage to proposed signalized driveway for a 35' neighborhood edge
 - 4. An additional 18' from the ultimate right-of-way along the south side of Riverside Drive from the proposed signalized driveway to Hamner Avenue for a 35' neighborhood edge
 - 5. An additional 35' from the ultimate right-of-way along the west side of Hamner Avenue for a 50' neighborhood edge
 - 6. Property line corner 'cut-backs' required at all proposed signalized intersections to install required traffic signals:
 - a. Hamner Avenue and Riverside Drive
 - b. Hamner Avenue and proposed signalized driveway
 - c. Proposed signalized driveway and Riverside Drive

- 1.02 Dedicate to the City of Ontario, the following easement(s):**
 - 1. 5' wide easement for sidewalk purposes around the existing City pressure reducing station and the Chino Basin Desalter Authority (CDA) desalination station along Riverside Drive
 - 2. 5' wide easement for sidewalk purposes around the proposed Omnitrans bus stop along Hamner Avenue

- 1.03 Restrict vehicular access to the site as follows:** _____

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

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

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



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

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

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

- 1.10 Provide a monument bond (i.e. cash deposit) in an amount calculated by the City's approved cost estimate spreadsheet (available for download on the City's website: www.ci.ontario.ca.us) or as specified in writing by the applicant's Registered Engineer or Licensed Land Surveyor of Record and approved by the City Engineer, whichever is greater.

- 1.11 Provide a preliminary title report current to within 30 days.

- 1.12 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of three (3) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Financial Services at (909) 395-2353 to initiate the CFD application process.

- 1.13 New Model Colony (NMC) Developments:
 - 1) Provide evidence of final cancellation of Williamson Act contracts associated with this tract, prior to approval of any final subdivision map. Cancellation of contracts shall have been approved by the City Council.
 - 2) Provide evidence of sufficient storm water capacity availability equivalents (Certificate of Storm Water Treatment Equivalents).
 - 3) Provide evidence of sufficient water availability equivalents (Certificate of Net MDD Availability).

- 1.14 Other conditions:
 - A. Obtain all off-site rights-of-way/easements necessary to construct the required public improvements identified within Section 2 of these Conditions of Approval.
 - B. Provide private easements for utilities, cross lot drainage, blanket emergency access and reciprocal access across all parcels in favor of all parcels (as needed).



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

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

- 2.01 Record Parcel Map No. 20027 pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.
- 2.02 Submit a duplicate photo mylar of the recorded map to the City Engineer's office.
- 2.03 Note that the subject parcel is a recognized parcel in the City of Ontario per _____
- 2.04 Note that the subject parcel is an 'unrecognized' parcel in the City of Ontario and shall require a Certificate of Compliance to be processed unless a deed is provided confirming the existence of the parcel prior to the date of _____
- 2.05 Apply for a: Certificate of Compliance with a Record of Survey; Lot Line Adjustment
 Make a Dedication of Easement.
- 2.06 Provide (original document) Covenants, Conditions and Restrictions (CC&R's), as applicable to the project, and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&R's shall provide for, but not be limited to, common ingress and egress, joint maintenance of all common access improvements, common facilities, parking areas, utilities and drive approaches in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project.
- 2.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658.
- 2.08 Submit a soils/geology report.
- 2.09 Other Agency Permit/Approval: Submit a copy of the approved permit and/or other form of approval of the project from the following agency or agencies:
 - State of California Department of Transportation (Caltrans)
 - San Bernardino County Road Department (SBCRD)
 - San Bernardino County Flood Control District (SBCFCD)
 - Federal Emergency Management Agency (FEMA)
 - Cucamonga Valley Water District (CVWD) for sewer/water service
 - United States Army Corps of Engineers (USACE)
 - California Department of Fish & Game
 - Inland Empire Utilities Agency (IEUA)
 - Other:
 - Southern California Edison (SCE) – for any improvements encroaching into their easements/property
 - Chino Basin Desalter Authority (CDA) – for any improvements encroaching into their easements/property
 - City of Eastvale – for any improvements encroaching into their right-of-way



- 2.10 Dedicate to the City of Ontario the right-of-way described below:
- _____ feet on _____
- Property line corner 'cut-back' required at the intersection of _____
and _____.
- 2.11 Dedicate to the City of Ontario the following easement(s): _____
- _____
- 2.12 **New Model Colony (NMC) Developments:**
- 1) **Submit a copy of the permit from the San Bernardino County Health Department to the Engineering Department and the Ontario Municipal Utilities Company (OMUC) for the destruction/abandonment of the on-site water well. The well shall be destroyed/abandoned in accordance with the San Bernardino County Health Department guidelines.**
- 2) **Make a formal request to the City of Ontario Engineering Department for the proposed temporary use of an existing agricultural water well for purposes other than agriculture, such as grading, dust control, etc. Upon approval, the Applicant shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by said agreement.**
- 3) **Design proposed retaining walls to retain up to a maximum of three (3) feet of earth. In no case shall a wall exceed an overall height of nine (9) feet (i.e. maximum 6-foot high wall on top of a maximum 3-foot high retaining wall.**
- 2.13 Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein valued at _____% of the approved construction cost estimate. Security deposit shall be in accordance with the City of Ontario Municipal Code. Security deposit will be eligible for release, in accordance with City procedure, upon completion and acceptance of said public improvements.
- 2.14 **The applicant/developer shall submit all necessary survey documents prepared by a Licensed Surveyor registered in the State of California detailing all existing survey monuments in and around the project site. These documents are to be reviewed and approved by the City Survey Office.**
- 2.15 **Pay all Development Impact Fees (DIF) to the Building Department. Storm Drain Development Impact Fee, approximately \$1,701,615, shall be paid to the Building Department. Final fee shall be determined based on the approved site plan.**
- 2.16 Other conditions:



B. PUBLIC IMPROVEMENTS

(See attached Exhibit 'A' for plan check submittal requirements.)

- 2.17 Design and construct full public improvements in accordance with the City of Ontario Municipal Code, current City standards and specifications, master plans and the adopted specific plan for the area, if any. These public improvements shall include, but not be limited to, the following (checked boxes):

Improvement	Riverside Drive	Hamner Avenue	Chino Avenue	Mill Creek Avenue
Curb and Gutter	<input checked="" type="checkbox"/> New; 42-47 ft. varies from C/L (A) <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New; 65 ft. from C/L (B) <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace
AC Pavement	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> Widen 32 additional feet along frontage, including pavm't Transitions (C)	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> Widen 41-54 additional feet along frontage, including pavm't Transitions (D)	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions
PCC Pavement (Truck Route Only)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input checked="" type="checkbox"/> New (E) <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Drive Approach	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Sidewalk	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New (F) <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
ADA Access Ramp	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Parkway (G)	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)	<input checked="" type="checkbox"/> Trees (F) <input checked="" type="checkbox"/> Landscaping (w/irrigation) (F)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)
Raised Landscaped Median	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New (H) <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Fire Hydrant	<input checked="" type="checkbox"/> New <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation



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

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

- A. 42 ft. from C/L (limits are from westerly project frontage to proposed signalized driveway) and 42-47 ft. varies from C/L (limits are from proposed signalized driveway to Hamner Ave)**
- B. Limits are from Riverside Dr. to Chino Ave.**
- C. A 14' circulation lane, 5' paved shoulder and a raised landscape median are required on the north side. Please note, if the existing Riverside Dr pavement is not concurrent with current pavement standards, it will be required to be removed and replaced to be**



brought up to current standards.

- D. A raised landscape median is required on the east side (City of Eastvale may require additional improvements). Please note, if the existing Hamner Ave pavement is not concurrent with current pavement standards, it will be required to be removed and replaced to be brought up to current standards.
- E. Required at the following proposed signalized intersections:
 - i. Hamner Avenue and Riverside Drive
 - ii. Hamner Avenue and proposed signalized driveway
- F. Parkway improvements along the frontage of the SCE substation at the NWC of Hamner & Chino are not required.
- G. Includes neighborhood edge.
- H. These improvements are partially in the City of Ontario and City of Eastvale.
- I. See COA 2.34C.
- J. All master planned utilities shall be designed and installed to the ultimate condition.

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

C. SEWER

- 2.23 A _____ inch sewer main is available for connection by this project in _____ (Ref: Sewer plan bar code: _____)
- 2.24 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately 200 feet away.
- 2.25 Submit documentation that shows expected peak loading values for modeling the impact of the subject project to the existing sewer system. The project site is within a deficient public sewer system area. Applicant shall be responsible for all costs associated with the preparation of the model. Based on the results of the analysis, Applicant may be required to mitigate the project impact to the deficient public sewer system, including, but not limited to, upgrading of existing sewer main(s), construction of new sewer main(s) or diversion of sewer discharge to another sewer.
- 2.26 Other conditions:
 - A. Install a minimum 15-inch sewer main in Chino Avenue from westerly project limits easterly in Chino Avenue to a point to construct a sewer lateral to serve the project site.
 - B. Install a minimum 15-inch sewer main in Mill Creek Avenue from Chino Avenue to Eucalyptus Avenue.
 - C. Install improvements necessary to tie Chino Avenue sewer to flow directly into the Mill Creek Avenue sewer without sewerage through the Edenglen Sewer Lift Station.
 - D. The onsite sewer system north of the sewer lateral within Chino Avenue Right-Of-Way shall be: Private and Privately Operated and Maintained.

D. WATER

- 2.27 A 12-inch water main is available for connection by this project in Riverside Dr. (Ref: Water plan bar code: W12297)



2.28 Design and construct a water main extension in Hamner Ave and Chino Ave as identified in COA 2.29. A water main is not available for direct connection. The closest main is approximately 3,700 feet away.

2.29 Other conditions:

- A. Install a Master Plan 12-inch 1010PZ Potable Water main in Hamner Ave between Riverside Dr and Chino Ave.
- B. Install a 12-inch 1010PZ Potable Water main in Chino Ave between Hamner Ave and westerly project boundary.
- C. Relocate portions or all of the City of Ontario pressure reducing station on Riverside Drive as needed to accommodate required street improvements. Redundant or replacement facilities may need to be constructed in order to keep the facility operational during relocation. Any and/or all the improvements, shall be designed, constructed, and completed to the satisfaction of the City Engineer.
- D. Relocate portions or all of the Chino Basin Desalter Authority desalination station on Riverside Drive as needed to accommodate required street improvements. Redundant or replacement facilities may need to be constructed in order to keep the facility operational during relocation, if required by the Chino Basin Desalter Authority. Any and/or all the improvements, shall be designed, constructed, and completed to the satisfaction of the City Engineer and Chino Basin Desalter Authority.

E. RECYCLED WATER

2.30 A _____ inch recycled water main is available for connection by this project in _____. (Ref: Recycled Water plan bar code: _____)

2.31 Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project.

2.32 Design and construct an on-site recycled water ready system for this project. A recycled water main does not currently exist in the vicinity of this project, but is planned for the near future. If Applicant would like to connect to this recycled water main when it becomes available, the cost for the connection shall be borne solely by the Applicant.

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

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

2.34 Other conditions:

- A. Install a Master Plan 8-inch 1050PZ Recycled Water main in Riverside Drive between westerly Project limit and Hamner Avenue.
- B. Install a Master Plan 8-inch 1050PZ Recycled Water main in Hamner Ave between Riverside Drive and Chino Avenue.
- C. Install a Master Plan 8-inch 1050PZ Recycled Water main in Chino Ave between Hamner Avenue and Edenglen Avenue with stubs north to connect to existing RW in Edenglen Avenue north of Chino Ave.

F. TRAFFIC / TRANSPORTATION

2.35 Submit a focused traffic impact study, prepared and signed by a Traffic/Civil Engineer registered in the State of California. The study shall address, but not be limited to, the following issues as required by the City Engineer:

- 1. On-site and off-site circulation
- 2. Traffic level of service (LOS) at 'build-out' and future years
- 3. Impact at specific intersections as selected by the City Engineer



- 2.36 New traffic signal installations shall be added to Southern California Edison (SCE) customer account number # 2-20-044-3877.
- 2.37 Other conditions:
 - A. It is to be noted that the Riverside Drive street section from the proposed signalized driveway to Hamner Avenue is an enhanced intersection. Please coordinate with City Traffic & Transportation Division on applicable requirements.
 - B. Coordinate with Orbis Development at the northwest corner of Riverside Drive and Milliken Avenue to confirm that the striping and median alignment is consistent along Hamner Avenue through the intersection of Riverside Drive.
 - C. Design and construct the traffic signals at the signalized driveways on Riverside Drive and Hamner Avenue. The new traffic signals shall include, video detection, interconnect cable and conduit, emergency vehicle preemption systems and bicycle detection to the satisfaction of the City Engineer. All new signal equipment shall be installed at its ultimate location, unless precluded by right-of-way limitations.
 - D. Coordinate with Orbis Development at the northwest corner of Riverside Drive and Milliken Avenue to confirm that the proposed signalized driveway along Riverside Drive is correctly aligned with the development on the north side.
 - E. Design and construct modifications to the existing traffic signal system at Riverside Drive and Hamner Avenue. The traffic signal modification shall address the relocation of any equipment including video detection, CCTV, interconnect cable and conduit, battery back-up, emergency vehicle preemption systems, and bicycle detection to the satisfaction of the City Engineer. All new signal equipment shall be installed at its ultimate location, unless precluded by right-of-way limitations
 - F. Design and construct a raised median on Riverside Drive and Hamner Ave along the project frontage.
 - G. All project driveways, with exception of the two signalized driveways, shall be limited to right-in/right-out access only. Design and construct signing and striping improvements to render said restriction enforceable.
 - H. Design and construct a bus turnout on Hamner Avenue south of the signalized project driveway, in accordance with Omnitrans guidelines, and to the satisfaction of the City Engineer. Sufficient right-of-way shall be dedicated to the City.
 - I. Modify signing and striping on Riverside Drive and Hamner Avenue beyond project limits to accommodate frontage widening improvements
 - J. Riverside Drive shall be signed "No Parking Anytime". Hamner Avenue shall be signed "No Stopping Anytime".
 - K. Design and construct in-fill public street lights along project frontages of Riverside Drive and Hamner Avenue in accordance with City of Ontario Standards and the Traffic and Transportation Design Guidelines, Section 1.4.
 - L. Engineer-of-record shall meet with City Engineering staff prior to starting signing/striping, street lighting, and signal design.
 - M. The curb return radius at southwest corner of Riverside Drive and Hamner Avenue shall be 50 feet.

G. DRAINAGE / HYDROLOGY

- 2.38 A _____ inch storm drain main is available to accept flows from this project in _____. (Ref: Storm Drain plan bar code: _____)
- 2.39 Submit a hydrology study and drainage analysis, prepared and signed by a Civil Engineer registered in the State of California. The study shall be prepared in accordance with the San Bernardino County Hydrology Manual and City of Ontario standards and guidelines. Additional drainage facilities, including, but not limited to, improvements beyond the project frontage, may be required to be designed and constructed, by Applicant, as a result of the findings of this study.
- 2.40 An adequate drainage facility to accept additional runoff from the site does not currently exist downstream of the project. Design and construct a storm water detention facility on the project site. 100 year post-development peak flow shall be attenuated such that it does not exceed 80% of pre-development peak flows, in accordance with the approved hydrology study and improvement plans.



- 2.41 Submit a copy of a recorded private drainage easement or drainage acceptance agreement to the Engineering Department for the acceptance of any increase to volume and/or concentration of historical drainage flows onto adjacent property, prior to approval of the grading plan for the project.
- 2.42 Comply with the City of Ontario Flood Damage Prevention Ordinance (Ordinance No. 2409). The project site or a portion of the project site is within the Special Flood Hazard Area (SFHA) as indicated on the Flood Insurance Rate Map (FIRM) and is subject to flooding during a 100 year frequency storm. The site plan shall be subject to the provisions of the National Flood Insurance Program.
- 2.43 **Other conditions:**
 - A. **Design and construct a 36" storm drain line on Hamner Ave from Riverside Dr to Chino Ave consistent with the Master Plan of Drainage.**
 - B. **The project site's runoff shall enter a lateral and connect to the existing 72" storm drain line on Chino Ave.**
 - C. **Design and construct a 72"-84" varies storm drain line on Mill Creek Ave from Chino Ave to Ontario Ranch Rd consistent with the Master Plan of Drainage.**
 - D. **Design and construct a 108" storm drain line on Mill Creek Ave from Ontario Ranch Rd to connect to existing 108" storm drain line approximately 500' n/o Eucalyptus Ave consistent with the Master Plan of Drainage.**

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

- 2.44 401 Water Quality Certification/404 Permit – Submit a copy of any applicable 401 Certification or 404 Permit for the subject project to the City project engineer. Development that will affect any body of surface water (i.e. lake, creek, open drainage channel, etc.) may require a 401 Water Quality Certification from the California Regional Water Quality Control Board, Santa Ana Region (RWQCB) and a 404 Permit from the United States Army Corps of Engineers (USACE). The groups of water bodies classified in these requirements are perennial (flow year round) and ephemeral (flow during rain conditions, only) and include, but are not limited to, direct connections into San Bernardino County Flood Control District (SBCFCD) channels.
 If a 401 Certification and/or a 404 Permit are not required, a letter confirming this from Applicant's engineer shall be submitted.
 Contact information: USACE (Los Angeles District) (213) 452-3414; RWQCB (951) 782-4130.
- 2.45 **Submit a Water Quality Management Plan (WQMP). This plan shall be approved by the Engineering Department prior to approval of any grading plan. The WQMP shall be submitted, utilizing the current San Bernardino County Stormwater Program template, available at: <http://www.sbcounty.gov/dpw/land/npdes.asp>.**
- 2.46 Design and construct a Connector Pipe Trash Screen or equivalent Trash Treatment Control Device, per catch basin located within or accepting flows tributary of a Priority Land Use (PLU) area that meets the Full Capture System definition and specifications, and is on the Certified List of the State Water Resources Control Board. The device shall be adequately sized per catch basin and include a deflector screen with vector control access for abatement application, vertical support bars, and removable component to facilitate maintenance and cleaning.
- 2.47 Other conditions: _____

J. SPECIAL DISTRICTS

- 2.48 **File an application, together with an initial payment deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community facilities District Act of 1982. The application and fee shall be submitted a minimum four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact the Financial Services Department at (909) 395-2353 to initiate the CFD application process.**



2.49 Other conditions: _____

K. FIBER OPTIC

- 2.50 Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole. Limits of work are generally on Riverside Dr from the westerly project frontage to Hamner Ave and Hamner Ave from Riverside Dr to Chino Ave.
- 2.51 Refer to the City's Fiber Optic Master Plan for design and layout guidelines. Contact the Broadband Operations Department at (909) 395-2000, regarding this requirement.

L. Solid Waste

- 2.52 Onsite solid waste shall be designed in accordance with the City's Solid Waste Manual location at:

<http://www.ontarioca.gov/municipal-utilities-company/solid-waste>
- 2.53 Other conditions:
 - A. Prior to approval of the any building permits, a Final Solid Waste Handling Plan Sheet and shall be submitted accompanying the Precise Grading Plan Submittal to the City/OMUC for review and approval. See Solid Waste Handling Plan (SWHP) Requirements document for details.
 - 1. Organics Separation and Collection: This site shall comply with the Requirements of State Assembly Bill AB1826, which requires organic waste to be diverted and collected separately from recycling and other refuse wastes.
 - 2. At minimum this site requires a trash enclosure sized to store three 4-cubic-yard bins (one for refuse, one for recycling, and one for organics) for each potential office area of each building.
 - B. The applicant shall submit a Final Integrated Waste Management Report for review and approval with the Precise Grading Plan. This report shall address the management of all integrated waste (Refuse, Recycling, Organics, etc.). The IWMR shall demonstrate compliance with the "Integrated Waste Management Report Requirements" document.

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

- 3.01 Set new monuments in place of any monuments that have been damaged or destroyed as a result of construction of the subject project. Monuments shall be set in accordance with City of Ontario standards and to the satisfaction of the City Engineer.
- 3.02 Complete all requirements for recycled water usage.
 - 1) Procure from the OMUC a copy of the letter of confirmation from the California Department of Public Health (CDPH) that the Engineering Report (ER) has been reviewed and the subject site is approved for the use of recycled water.
 - 2) Obtain clearance from the OMUC confirming completion of recycled water improvements and passing of shutdown tests and cross connection inspection, upon availability/usage of recycled water.
 - 3) Complete education training of on-site personnel in the use of recycled water, in accordance with the ER, upon availability/usage of recycled water.



- 3.03 The applicant/developer shall submit all final survey documents prepared by a Licensed Surveyor registered in the State of California detailing all survey monuments that have been preserved, revised, adjusted or set along with any maps, corner records or Records of Survey needed to comply with these Conditions of Approvals and the latest edition of the California Professional Land Survey Act. These documents are to be reviewed and approved by the City Survey Office.
- 3.04 NMC Projects: For developments located at an intersection of any two collector or arterial streets, the applicant/developer shall set a monument if one does not already exist at that intersection. Contact the City Survey office for information on reference benchmarks, acceptable methodology and required submittals.
- 3.05 Confirm payment of all Development Impact Fees (DIF) to the Building Department.
- 3.06 Submit electronic copies (PDF and Auto CAD format) of all approved improvement plans, studie and reports (i.e. hydrology, traffic, WQMP, etc.).

4. PRIOR TO FINAL ACCEPTANCE, APPLICANT SHALL:

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



EXHIBIT 'A'

ENGINEERING DEPARTMENT First Plan Check Submittal Checklist

Project Number: PMTT18-009, PDEV18-031, and/or Parcel Map No. 20027

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

1. **A copy of this check list**
2. **Payment of fee for Plan Checking**
3. **One (1) copy of Engineering Cost Estimate (on City form) with engineer's wet signature and stamp.**
4. **One (1) copy of project Conditions of Approval**
5. **Two (2) sets of Potable and Recycled Water demand calculations (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size).**
6. **Three (3) sets of Public Street improvement plan with street cross-sections**
7. **Three (3) sets of Private Street improvement plan with street cross-sections**
8. **Four (4) sets of Public Water improvement plan (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size)**
9. **Four (4) sets of Recycled Water improvement plan (include recycled water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size and an exhibit showing the limits of areas being irrigated by each recycled water meter)**
10. **Four (4) sets of Public Sewer improvement plan**
11. **Five (5) sets of Public Storm Drain improvement plan**
12. **Three (3) sets of Public Street Light improvement plan**
13. **Three (3) sets of Signing and Striping improvement plan**
14. **Three (3) sets of Fiber Optic plan (include Auto CAD electronic submittal)**
15. **Three (3) sets of Dry Utility plans within public right-of-way (at a minimum the plans must show existing and ultimate right-of-way, curb and gutter, proposed utility location including centerline dimensions, wall to wall clearances between proposed utility and adjacent public line, street work repaired per Standard Drawing No. 1306. Include Auto CAD electronic submittal)**
16. **Three (3) sets of Traffic Signal improvement plan and One (1) copy of Traffic Signal Specifications with modified Special Provisions. Please contact the Traffic Division at (909) 395-2154 to obtain Traffic Signal Specifications.**
17. **Two (2) copies of Water Quality Management Plan (WQMP), including one (1) copy of the approved Preliminary WQMP (PWQMP).**
18. **One (1) copy of Hydrology/Drainage study**
19. **One (1) copy of Soils/Geology report**
20. **Payment for Final Map/Parcel Map processing fee**



21. **Three (3) copies of Final Map/Parcel Map**
22. **One (1) copy of approved Tentative Map**
23. **One (1) copy of Preliminary Title Report (current within 30 days)**
24. **One (1) copy of Traverse Closure Calculations**
25. **One (1) set of supporting documents and maps (legible copies): referenced improvement plans (full size), referenced record final maps/parcel maps (full size, 18"x26"), Assessor's Parcel map (full size, 11"x17"), recorded documents such as deeds, lot line adjustments, easements, etc.**
26. **Two (2) copies of Engineering Report and an electronic file (include PDF format electronic submittal) for recycled water use**
27. **One (1) copy of Final Utilities Systems Map that shows all existing and proposed Utilities (Potable Water, Recycled Water, Sewer, Storm Drain, and other utilities) including each of the City's public utilities' points of connection to the existing systems.**
28. **Two (2) copies of Conceptual Design Report (CDR) for covering the extent of each utility corridor for all public improvements required for the project.**
29. Other: _____



CITY OF ONTARIO

MEMORANDUM

TO: Lorena Mejia, Senior Planner
Planning Department

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

DATE: December 18, 2019

SUBJECT: PDEV18-031 – A Development Plan to construct 6 industrial buildings totaling 1,040,727 square feet on 46.64 acres of land located at the southwest corner of Riverside Drive and Hamner Avenue, within the Commercial/Business Park Flex Zone/Business Park land use district of the Edenglen Specific Plan (APNs: 0218-171-27 and 0218-171-21). Related Files: PMTT18-009 (PM 20027), PSPA18-003 and PGPA18-002.

-
- The plan **does** adequately address Fire Department requirements at this time.
- Standard Conditions of Approval apply. See previous report dated 18-09-27.
-



CITY OF ONTARIO

MEMORANDUM

TO: Lorena Mejia, Senior Planner
Planning Department

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

DATE: September 27, 2018

SUBJECT: PDEV18-031- A Development Plan to construct 6 industrial buildings totaling 1,040,727 square feet on 46.64 acres of land located at the southwest corner of Riverside Drive and Hamner Avenue, within the Commercial/Business Park Flex Zone/ Business Park land use district of the Edenglen Specific Plan (APN(s): 0218-171-27 and 21). Related File(s): PSPA18-003 and PGPA18-002

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

SITE AND BUILDING FEATURES:

- A. 2016 CBC Type of Construction: Not Listed
- B. Type of Roof Materials: Panelized
- C. Ground Floor Area(s): Varies
- D. Number of Stories: 1 with Mezzanine
- E. Total Square Footage: Varies 67,000 to 256,00 Sq. Ft
- F. 2016 CBC Occupancy Classification(s): S, M

CONDITIONS OF APPROVAL:

1.0 GENERAL

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

2.0 FIRE DEPARTMENT ACCESS

- ☒ 2.1 Fire Department vehicle access roadways shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved. Roadways shall be paved with an all-weather surface and shall be a minimum of twenty-four (24) ft. wide. See Standard #B-004.
- ☒ 2.2 In order to allow for adequate turning radius for emergency fire apparatus, all turns shall be designed to meet the minimum twenty five feet (25’) inside and forty-five feet (45’) outside turning radius per Standard #B-005.
- ☒ 2.3 Fire Department access roadways that exceed one hundred and fifty feet (150’) in length shall have an approved turn-around per Standard #B-002.
- ☒ 2.4 Access drive aisles which cross property lines shall be provided with CC&Rs, access easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of building plan check.
- ☒ 2.5 "No Parking-Fire Lane" signs and /or red painted curbs with lettering are required to be installed in interior access roadways, in locations where vehicle parking would obstruct the minimum clear width requirement. Installation shall be per Standard #B-001.
- ☒ 2.6 Security gates or other barriers on fire access roadways shall be provided with a Knox brand key switch or padlock to allow Fire Department access. See Standards #B-003, B-004 and H-001.
- ☒ 2.7 Any time PRIOR to on-site combustible construction and/or storage, a minimum twenty-six (26) ft. wide circulating all weather access roads shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved by fire department and other emergency services.

3.0 WATER SUPPLY

- ☒ 3.1 The required fire flow per Fire Department standards, based on the 2016 California Fire Code, Appendix B, is 4000 gallons per minute (g.p.m.) for 4 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.
- ☒ 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.
- ☒ 3.3 Buildings that exceed 100,000 square feet in floor area shall provide an onsite looped fire protection water line around the building(s.) The loops shall be required to have two or more points of connection from a public circulating water main.
- ☒ 3.4 The water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

4.0 FIRE PROTECTION SYSTEMS

- ☒ 4.1 On-site private fire hydrants are required per Standard #D-005, and identified in accordance with Standard #D-002. Installation and locations(s) are subject to the approval of the Fire Department. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- ☒ 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.
- ☒ 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard Choose an item.. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- ☒ 4.4 Wood frame buildings that are to be sprinkled shall have these systems in service (but not necessarily finished) before the building is enclosed.
- ☒ 4.5 Fire Department Connections (FDC) shall be located on the address side of the building within one hundred fifty feet (150') of a public fire hydrant on the same side of the street. Provide identification for all fire sprinkler control valves and fire department connections per Standard #D-007. Raised curbs adjacent to Fire Department connection(s) shall be painted red, five feet either side, per City standards.

- ☒ 4.6 A fire alarm system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 72. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- ☒ 4.7 Portable fire extinguishers are required to be installed prior to occupancy per Standard #C-001. Please contact the Fire Prevention Bureau to determine the exact number, type and placement required.
- ☒ 4.8 A fixed fire extinguishing system is required for the protection of hood, duct, plenum and cooking surfaces. This system must comply with National Fire Protection Association (NFPA) Standards 17A and 96. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- ☒ 4.9 Hose valves with one and one half inch (1 ½”) connections will be required on the roof, in locations acceptable to the Fire Department. These hose valves shall be take their water supply from the automatic fire sprinkler systems, and shall be included in the design submitted for these systems. Identification shall be provided for all hose valves per Standard #D-004.

5.0 BUILDING CONSTRUCTION FEATURES

- ☒ 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
- ☒ 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Address numbers shall contrast with their background. See Section 9-1 6.06 of the Ontario Municipal Code and Standards #H-003 and #H-002.
- ☒ 5.3 Single station smoke alarms and carbon monoxide alarms are required to be installed per the California Building Code and the California Fire Code.
- ☒ 5.4 Multiple unit building complexes shall have building directories provided at the main entrances. The directories shall be designed to the requirements of the Fire Department, see Section 9-1 6.06 of the Ontario Municipal Code and Standard #H-003.
- ☒ 5.6 Knox ® brand key-box(es) shall be installed in location(s) acceptable to the Fire Department. All Knox boxes shall be monitored for tamper by the building fire alarm system. See Standard #H-001 for specific requirements.
- ☒ 5.7 Placards shall be installed in acceptable locations on buildings that store, use or handle hazardous materials in excess of the quantities specified in the CFC. Placards shall meet the requirements of National Fire Protection Association (NFPA) Standard 704.

6.0 OTHER SPECIAL USES

- ☒ 6.1 The storage, use, dispensing, or handling of any hazardous materials shall be approved by the Fire Department, and adequate fire protection features shall be required. If hazardous materials are proposed, a Fire Department Hazardous Materials Information Packet, including Disclosure Form and Information Worksheet, shall be completed and submitted with Material Safety Data Sheets to the Fire Department along with building construction plans.
- ☒ 6.2 Any High Piled Storage, or storage of combustible materials greater than twelve (12') feet in height for ordinary (Class I-IV) commodities or storage greater than six feet (6') in height of high hazard (Group A plastics, rubber tires, flammable liquids, etc.) shall be approved by the Fire Department, and adequate fire protection features shall be required. If High Piled Storage is proposed, a Fire Department High Piled Storage Worksheet shall be completed and detailed racking plans or floor plans submitted prior to occupancy of the building.
- ☒ 6.3 Underground fuel tanks, their associated piping and dispensers shall be reviewed, approved, and permitted by Ontario Building Department, Ontario Fire Department, and San Bernardino County Fire Department Hazardous Materials Division. In fueling facilities, an exterior emergency pump shut-off switch shall be provided.

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT



Project File No.: PGPA18-002 and PSPA18-003, PDEV18-031 & PMTT18-009

Address: SWC Hamner Ave & Riverside Dr

APN: 0218-171-27 & 21

Existing Land Use: Vacant Lot and nursery

Proposed Land Use: GPA, SPA, Tentative Parcel Map and Development Plan to allow for the construction 6 industrial buildings totaling 1,040,727 square feet

Site Acreage: 47.36 Proposed Structure Height: 50 FT

ONT-IAC Project Review: N/A

Airport Influence Area: ONT

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Lorena Mejia

Date: 12/7/18

CD No.: 2018-077

PALU No.: n/a

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

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

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

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

Allowable Height: _____

CONSISTENCY DETERMINATION

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

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

Airport Planner Signature: _____

CITY OF ONTARIO

MEMORANDUM

TO: PLANNING DEPARTMENT, Lorena Mejia
FROM: BUILDING DEPARTMENT, Kevin Shear
DATE: September 20, 2018
SUBJECT: PDEV18-031

-
- The plan **does** adequately address the departmental concerns at this time.
- No comments
- Report below.

Conditions of Approval

1. Standard conditions of approval apply.
2. The building addresses will be:
 - Bldg 1- 4250 E. Riverside Dr
 - Bldg 2- 4210 E. Riverside Dr
 - Bldg 3- 3100 S. Milliken Ave
 - Bldg 4- 3200 S. Milliken Ave
 - Bldg 5- 3350 S. Milliken Ave
 - Bldg 6- 3310 S. Milliken Ave

KS:lm



CITY OF ONTARIO

MEMORANDUM

TO: Lorena Mejia, Planning Department

FROM: Douglas Sorel, Police Department

DATE: September 20, 2018

SUBJECT: PDEV18-031 – A DEVELOPMENT PLAN TO CONSTRUCT SIX INDUSTRIAL BUILDINGS AT THE SOUTHWEST CORNER OF RIVESIDE DRIVE AND HAMNER AVENUE

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

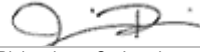
- Required lighting for walkways, driveways, doorways, parking lots, hallways, stairwells, and other areas used by the public shall be provided. Lights shall operate via photosensor. Photometrics shall be provided to the Police Department and include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting.
- Rooftop addresses shall be installed on the buildings as stated in the Standard Conditions. Each number shall be at a minimum 3 feet tall and 1 foot wide, in reflective white paint on a flat black background, and oriented with the bottom of the numbers towards the addressed street. The numbers should be installed away from any rooftop obstructions and located as close to the main entrance to each building as possible. It is recommended that each number on Buildings 3, 4, and 6 should be at a minimum 6 feet tall and 2 feet wide.
- The Applicant shall comply with all construction site security requirements as stated in OMC Section 4-11.11.

The Applicant is invited to contact Douglas Sorel at (909) 408-1873 with any questions or concerns regarding these conditions.

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

DAB CONDITIONS OF APPROVAL

Sign Off



Jamie Richardson, Sr. Landscape Planner

12/18/19

Date

Reviewer's Name:

Jamie Richardson, Sr. Landscape Planner

Phone:

(909) 395-2615

D.A.B. File No.:

PDEV18-031

Case Planner:

Lorena Mejia

Project Name and Location:

Ontario Commerce Center – 6 Industrial Buildings – Edenglen SP
 SWC Riverside Dr and Hamner Av

Applicant/Representative:

Ontario CC, LLC Philip Prassas
 527 W 7th ST Ste 308
 Los Angeles, CA 90014

<input checked="" type="checkbox"/>	A Preliminary Landscape Plan (07/09/2020) meets the Standard Conditions for New Development and has been approved with the consideration that the following conditions below be met upon submittal of the landscape construction documents.
<input type="checkbox"/>	A Preliminary Landscape Plan (received) has not been approved. Corrections noted below are required prior to Preliminary Landscape Plan approval.

Civil/ Site Plans

- Note for compaction to be no greater than 85% at landscape areas. All finished grades at 1 ½" below finished surfaces. Slopes to be maximum 3:1.
- Storm water infiltration devices located in landscape areas shall be reviewed and plans approved by the Landscape Planning Division prior to permit issuance. Any storm water devices in parkway areas shall not displace street trees.

Landscape Plans

- Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
- After a project's entitlement approval, the applicant shall pay all applicable fees for landscape plan check and inspections at a rate established by resolution of the City Council. Fees are:

Plan Check—5 or more acres.....	\$2,791.00
Inspection—Construction (up to 3 inspections per phase).....	<u>\$600.00</u>
Total.....	\$3,391.00

Landscape construction plans with building permit number for plan check may be emailed to:

landscapeplancheck@ontarioca.gov