CITY OF ONTARIO
DEVELOPMENT ADVISORY BOARD

AGENDA

April 3, 2023

- **All documents for public review are on file in the Planning Department located in City Hall at 303 East "B" St., Ontario, CA 91764 and on the city's website at ontarioca.gov/Agendas/DAB**

MEETING WILL BE HELD AT 1:30 PM IN ONTARIO CITY COUNCIL CHAMBERS LOCATED AT 303 East "B" St.

Scott Ochoa, City Manager
Scott Murphy, Executive Director, Community Development Agency
Jennifer McLain Hiramoto, Economic Development Director
James Caro, Building Official
Rudy Zeledon, Planning Director
Khoi Do, City Engineer
Chief Michael Lorenz, Police Department
Fire Marshal Paul Ehrman, Fire Department
Scott Burton, Utilities General Manager
Angela Magana, Community Improvement Manager

PUBLIC COMMENTS

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

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

AGENDA ITEMS

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

CONSENT CALENDAR ITEMS

A. MINUTES APPROVAL

Development Advisory Board Minutes of March 20, 2023, approved as written.

PUBLIC HEARING ITEMS

B. ENVIRONMENTAL ASSESSMENT AND TENTATIVE PARCEL MAP AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PMTT20-011 AND PDEV20-028: A public hearing to consider Tentative Parcel Map No. 20161 (File No. PMTT20-011), subdividing 159.95 acres of land into 10 parcels, and a Development Plan (File No. PDEV20-028) to construct 10 industrial buildings totaling 3,021,375 square feet on land bordered by Eucalyptus Avenue to the north, Bon View Avenue to the west, Merrill Avenue to the south, and Grove Avenue to the east, within the Industrial and Business Park land use districts of the South Ontario Logistics Center Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with the South Ontario Logistics Center Specific Plan, (File No. PSP19-001) Environmental Impact Report (State Clearinghouse No. 2021010318) certified by City Council on March 1, 2022. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan. The project site is also located within the Airport Influence area of Chino Airport and was evaluated and found to be consistent with the policies and criteria of the Chino Airport Land Use Compatibility Plan.; (APNs: 1054-071-01, 1054-071-02, 1054-081-03, 1054-091-01, 1054-091-02, 1054-101-01, 1054-101-02, 1054-231-01, 1054-231-02, 1054-241-01, 1054-241-02, 1054-311-01, 1054-311-02, 1054-321-01, and 1054-321-02) **submitted by Grove Land Ventures LLC. Planning Commission action is required for PMTT20-011.**

1. **CEQA Determination**

   No action necessary – use of previous EIR

2. **File No. PDEV20-028** (Development Plan)

   Motion to Approve / Deny

3. **File No. PMTT20-011 (TPM 20161)** (Tentative Parcel Map)

   Motion to recommend Approval / Denial

C. ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PMTT22-019 AND PDEV22-031: A public hearing to consider Tentative Tract Map No. 20556 (File No. PMTT22-019), consolidating 4 lots into one lot in conjunction with a Development Plan (File No. PDEV22-031) to construct a mixed-use development consisting of 109 residential apartment units and approximately 4,000 square feet of ground floor retail on 2.38-acres of land within the LUA-1 (Euclid Avenue

Entertainment) of the MU-1 (Downtown Mixed-Use) zoning district located at the northeast corner of Euclid Avenue and D Street, bordered by E Street on the north and Lemon Avenue on the east. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-fill Development Projects) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan; (APNs: 1048-363-05, 1048-363-04, 1048-363-03 and 1048-363-02) **submitted by Ontario Place D Block LLC. Planning Commission action is required.**

1. **CEQA Determination**

   No action necessary – Exempt: CEQA Guidelines Section § 15332

2. **File No. PMTT22-019 (TTM 20556)** (Tentative Tract Map)

   Motion to recommend Approval/Denial

3. **File No. PDEV22-031** (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 **April 17, 2023**.

I, Gwen Berendsen, Administrative Assistant of the City of Ontario, or my designee, hereby certify that a true, accurate copy of the foregoing agenda was posted on or before **April 13, 2023**, at least 72 hours prior to the meeting per Government Code Section 54954.2 at 303 East "B" Street, Ontario.

Gwen Berendsen
Administrative Assistant

CITY OF ONTARIO

Development Advisory Board

Minutes

March 20, 2023

BOARD MEMBERS PRESENT

Rudy Zeledon, Chairman, Planning Department
James Caro, Building Department (Arrived at 1:37 PM)
Elda Zavala, Community Improvement
Charity Hernandez, Economic Development Agency
Khoi Do, Engineering Department
Paul Ehrman, Fire Department
Christy Stevens, Municipal Utilities Company
Heather Lugo, Police Department

BOARD MEMBERS ABSENT

STAFF MEMBERS PRESENT

Charles Mercier, Planning Department
Gwen Berendsen, Planning Department
Luis Batres, Planning Department
Diane Ayala, Planning Department
Antonio Alejos, Engineering Department
Raymond Lee, Engineering Department
Jeffrey Tang, Engineering Department
Trevor Rivero, Engineering Department

PUBLIC COMMENTS

No person from the public wished to speak.

CONSENT CALENDAR ITEMS

A. **APPROVAL OF MINUTES:** Motion to approve the minutes of the March 6, 2023 meeting of the Development Advisory Board was made by Ms. Stevens; seconded by Ms. Zavala; and approved unanimously by those present (7-0).

PUBLIC HEARING ITEMS

B. **ENVIRONMENTAL ASSESSMENT AND DEVELOPMNET PLAN REVIEW FOR FILE NO. PDEV23-001:** A hearing to consider a Development Plan to facilitate the construction of a new 30,996-square-foot, 3-story Fire Department administration (office) building on 4.6 acres of land located at 1406 East Francis Street, Fire Station No. 3, within the CIV (Civic) 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 Plan Projects) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan; (APNs: 0113-461-10) **City Initiated.**

Mr. Zeledon opened the public hearing.

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

Motion to approve **File No. PDEV23-001,** subject to conditions, was made by Ms. Stevens; seconded by Mr. Ehrman; and approved unanimously by those present (7-0).

Mr. Caro, the Building Official, arrived at 1:37 PM.

C. **ENVIRONMENTAL ASSESSMENT AND TENTATIVE TRACT MAP AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PMTT21-013 & PDEV21-023:** A public hearing to consider Tentative Tract Map No. 20416 (File No. PMTT21-013), subdividing 3.5 acres of land into one parcel for condominium purposes, in conjunction with a Development Plan (File No. PDEV21-023) to construct 88 multiple-family residential condominium units on the project site, located at 1402 North Virginia Avenue, within the HDR-45 (High Density Residential – 25.1 to 45.0 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; (APNs: 1047-443-01 and 1047-432-22) **submitted by Mr. Michael Cirrito. Planning Commission action is required.**

Mr. Zeledon opened the public hearing.

Michael Cirrito, the applicant was present.

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

Mr. Cirrito stated he had reviewed and had no questions with the Conditions of Approval.

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

Motion to recommend approval of **File Nos. PMTT21-013 (TTM 20416) and PDEV21-023,** subject to conditions, to the Planning Commission was made by Ms. Zavala; seconded by Ms. Stevens; and recommended unanimously by those present (8-0).

There being no further business, the meeting was adjourned to the next meeting on April 3, 2023.

Respectfully submitted,

Gwen Berendsen
Recording Secretary

DEVELOPMENT ADVISORY BOARD DECISION

April 3, 2023

CITY OF ONTARIO PLANNING DEPARTMENT
303 East B Street, Ontario, California 91764 Phone: 909.395.2036 / Fax: 909.395.2420

DECISION NO.: [insert #]

DECISION NO.: [insert #]

FILE NOS.: PMTT20-011 and PDEV20-028

DESCRIPTION: A public hearing to consider Tentative Parcel Map No. 20161, subdividing 159.95 acres of land into 10 parcels, and a Development Plan to construct 10 industrial buildings totaling 3,021,375 square feet on land bordered by Eucalyptus Avenue to the north, Bon View Avenue to the west, Merrill Avenue to the south, and Grove Avenue to the east; (APNs: 1054-071-01, 1054-071-02, 1054-081-03, 1054-091-01, 1054-091-02, 1054-101-01, 1054-101-02, 1054-231-01, 1054-231-02, 1054-241-01, 1054-241-02, 1054-311-01, 1054-311-02, 1054-321-01, and 1054-321-02) **submitted by Grove Land Ventures LLC. Planning Commission action is required.**

PART 1: BACKGROUND & ANALYSIS

GROVE LAND VENTUES LLC, (herein after referred to as "Applicant") has filed an application requesting approval of Tentative Parcel Map No. 20161, File No. PMTT20-011, and a Development Plan, File No. PDEV20-028, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

PROJECT SETTING: The project site is comprised of 159.95 acres of land located south of Eucalyptus Avenue, east of Bon View Avenue, north of Merrill Avenue, and west of Grove Avenue, and is depicted in Exhibit A: Project Location Map, attached. Existing land uses, Policy Plan (general plan) and zoning designations, and specific plan land uses on and surrounding the Project site are as follows:

	Existing Land Use	***Policy Plan Land Use Designation***	***Zoning Designation***	***Specific Plan Land Use Designation***
Site:	Vacant	Business Park; Industrial	South Ontario Logistics Center Specific Plan	Business Park; Industrial General
North:	Dairy	Medium Density Residential (MDR 11.1 – 25.0 du/ac); Mixed Use – Eucalyptus/Chino Airport Overlay (MU-EU 25.0-45.0 du/ac; 2.0 FAR mixed use; 0.60 FAR business park)	Specific Plan / Agricultural Overlay	N/A

	Existing Land Use	***Policy Plan Land Use Designation***	***Zoning Designation***	***Specific Plan Land Use Designation***
South:	Chino Airport (City of Chino)	Public (City of Chino)	Airport Development (City of Chino)	N/A (City of Chino)
East:	Industrial (under construction)	Business Park; Industrial	Merrill Commerce Center Specific Plan	Business Park; Industrial
West:	Dairy	Business Park; Industrial	South Ontario Logistics Center Specific Plan	Business Park; Industrial General

PROJECT ANALYSIS:

(1) Background — On March 1, 2022, the City Council approved the introduction (first reading) of Ordinance No. 3206 for the South Ontario Logistics Center Specific Plan ("SOLCSP", File No. PSP19-001), adopted Resolution No. 2022-015, certifying the SOLCSP Final Environmental Impact Report ("Certified EIR"; State Clearinghouse No. 2021010318), and adopted Resolution No. 2022-016, approving the associated General Plan Amendment (File No. PGPA19-004), thereby establishing the Business Park (0.6 FAR) and Industrial (0.55 FAR) land uses on the Project site. On March 15, 2022, the City Council adopted Ordinance No. 3206, approving the SOLCSP. The SOLCSP establishes the land use designations, development standards, and design guidelines on 219.39 acres of land, which include the potential development of up to 5,333,518 square feet of industrial and business park land uses.

On December 5, 2020, the applicant submitted the subject Tentative Parcel Map (File No. PMTT20-011) and Development Plan (File No. PDEV20-028) applications requesting to subdivide the Project site into ten parcels and develop ten industrial buildings totaling 3,021,375 square feet.

On March 6, 2023, the Development Advisory Board (herein after referred to as "DAB") continued to a date uncertain. The Project was scheduled to be considered DAB on the April 3, 2023, meeting, which was properly advertised .

(2) Tentative Parcel Map No. 20161 (File No. PMTT20-011) — The proposed Tentative Parcel Map will subdivide the Project site into ten parcels of land to accommodate the proposed construction of industrial buildings (see Exhibit B: Tentative Parcel Map). The SOLCSP requires minimum lot sizes of 10,000 square feet for Business Park parcels and 20,000 square feet for Industrial - General parcels, with both land uses requiring minimum dimensions of 100 feet for the lot width and lot depth. The proposed parcels exceed these minimum standards in that the lot areas range from 135,272 square feet (3.11 acres) to 1,521,404 square feet (34.93 acres). The minimum lot dimensions proposed is 307.5 feet for the lot width and 385.2 feet for the lot depth.

(3) Development Plan (File No. PDEV20-028)

(a) Site Design/Building Layout — The overall floor area ratio ("FAR") for the proposed Business Park land use is 0.29, which is below the maximum 0.60 FAR allowed

by The Ontario Plan ("TOP") Policy Plan Official Land Use Plan. Additionally, the overall FAR for the proposed Industrial land use is 0.46, which is below the maximum 0.55 FAR allowed by the Policy Plan Official Land Use Plan. The Project site is square shaped with the existing perimeter streets providing access to the Project site (see Exhibit C: Site Plan).

Proposed Business Park Buildings 1 through 5 are located along Eucalyptus Avenue and oriented in an east-west direction. Buildings 1 and 2, with 98,152 and 101,408 square feet, respectively, are located on the east portion of the Eucalyptus Avenue frontage. Buildings 3, 4, and 5 are located on the west side, ranging from 44,978 to 50,086 square feet in building area. All the buildings are designed with front entries and future office areas located along the north side of the buildings and visible from Eucalyptus Avenue. Each building is also designed with truck yards that face south, toward the larger industrial buildings and would be fully screened from public view.

Proposed industrial Buildings 6 through 10 occupy most of the Project site and range from 313,351 to 775,380 square feet in building area. The industrial buildings are designed with future office areas at the building corners and with most truck yard areas oriented towards the Project interior to screen the areas from public view. The truck yards of all industrial buildings will be fully screened from public view.

Passenger vehicle off-street parking areas are located throughout the Project site, along building perimeters and within the enclosed truck yard areas.

(b) Site Access/Circulation — The Project site will be accessed from the surrounding public streets. Eucalyptus Avenue will have five access drives to provide passenger vehicle access to the Project. Grove and Bon View Avenues will have a total of three points of access and Merrill Avenue is designed with six access drives. The Project provides truck access along Grove, Merrill, and Bon View Avenues. The access drives along Eucalyptus Avenue are not intended for truck access.

Internal circulation is provided throughout the Project interior and include common drives that allow independent access to each building's parking lots and truck yards.

(c) Parking — The Project has provided off-street parking pursuant to the warehouse and distribution parking standards specified in the Development Code. The number of off-street parking spaces provided and as conditioned meets the minimum parking requirement for the Project. The off-street parking calculations for the Project are summarized in the table below:

Parking Summary

Building	***Building Area (in SF)***	***Passenger Vehicle Parking***		***Trailer Parking***	
		Spaces Required	***Spaces Provided***	***Spaces Required***	***Spaces Provided***
Business Park Buildings					
1	98,152	59	103	8	8

Parking Summary

Building	Building Area (in SF)	Passenger Vehicle Parking		Trailer Parking	
		Spaces Required	Spaces Provided	Spaces Required	Spaces Provided
2	101,408	61	76	4	6
3	50,086	35	40	2	3
4	45,689	33	34	2	2
5	44,978	32	33	2	2
Industrial Buildings					
6	653,048	337	338	36	136
7	313,351	167	171	14	64
8	596,146	308	308	27	121
9	775,380	398	398	32	95
10	343,137	182	223	12	55
TOTAL	**3,021,375**	**1612**	**1726**	**136**	**492**

(d) Architecture — The Project incorporates a Contemporary Architectural style. The proposed buildings will be of concrete tilt-up construction and incorporates color blocking, form liner textured walls, accent colors, and score patterns (see Exhibit E: Elevations). The main colors proposed for this building are white and varying shades of gray. Dark orange accent colors will be applied on select sections of the building parapet. Materials such as metal awnings and blue reflective glazing are applied at the building corners.

The architectural design also incorporates wall offsets to create variations in the wall plane, visual depth, shadows, dimensions. The proposed wall offsets on the building range from two to six feet.

(e) Landscaping — The SOLCSP requires a minimum 15 percent landscape coverage for developments within the Business Park land use areas and a minimum 10 percent landscape coverage for Industrial – General land use developments. As proposed, 16.7 percent overall landscaping coverage is provided in the Business Park land use area and 10 percent is provided in the Industrial – General land use area, which meet the minimum requirements. Landscaping is provided around the Project perimeter, adjacent to the building, and throughout the parking lots and common drives to soften the appearance of these areas and provide additional shade. The landscape plan includes 675 trees to be planted on-site and within the neighborhood edges. The proposed tree species include Wester Redbud, pine varieties, Coast Live Oak, Chinese Pistache, London Plane, California Sycamore, African Sumac and Brisbane Box. Landscape plans will also incorporate low-water usage and drought-tolerant shrubs and ground covers throughout the site.

The Project includes right-of-way improvements (street, curb, gutter, sidewalk, and parkway) along the surrounding streets. The proposed on-site and off-site landscape improvements will assist toward creating safe paths and areas for pedestrians to access the Project site. In compliance with the SOLCSP, a neighborhood edge will be installed along Grove, Eucalyptus, and Merrill Avenues, as well as a multi-purpose trail along Merrill Avenue.

(f) Signage — All future signage will be subject to review and approval of a comprehensive sign program for the Specific Plan area. A sign program will facilitate integration of the signs with the overall site and building design to create a unified visual statement and provide for flexible application of sign regulations in the design and display of multiple signs. Key provisions will include an entry monument, center and tenant identification signage, traffic and wayfinding signs, building signs, secondary monumentation, and visitor and directional signage.

(g) Chino ALUCP — This project is located within the Airport Influence Area of Chino Airport ("CNO") and was evaluated and found to be consistent with the policies and criteria of Reference I, Chino Airport Land Use Compatibility Plan of the Development Code. The Project site is located north of the CNO runway and is impacted by height restrictions, Safety Zone 1 (Runway Protection Zone), Safety Zone 2 (Inner Approach/Departure Zone), Safety Zone 3 (Inner Turning Zone) and Safety Zone 6 (Traffic Pattern Zone). The allowable building heights range from 45 to 130 feet across the site from southeast to northwest. As a result, the project was required to submit their project to FAA for review and received a "Determination of No Hazard to Air Navigation" for all proposed building/structure heights. The project land uses were also restricted only permitting low people intensity uses such as warehouse distribution centers. Special conditions of approval have been placed on the project to conform with OIAA, FAA and City standards, and are attached to this report. Additionally, the project has been conditioned to limit the height of trees to be less than the FAR Part 77 height limits.

(h) Utilities (drainage, sewer) — Public utilities (water and sewer) are available to serve the Project. Furthermore, the Applicant has submitted a Preliminary Water Quality Management Plan ("PWQMP"), which establishes the Project's compliance with storm water discharge/water quality requirements. The PWQMP includes site design measures that capture runoff and pollutant transport by minimizing impervious surfaces and maximizes low impact development ("LID") best management practices ("BMPs"), such as retention and infiltration, biotreatment, and evapotranspiration. The PWQMP proposes the use of warehouse and distribution. Any overflow drainage will be conveyed to the public street by way of parkway drains and culverts.

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

CORRESPONDENCE: As of the preparation of this Decision, Planning Department staff has not received any written or verbal communications from the owners of properties

surrounding the project site or from the public in general, regarding the subject application.

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

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

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

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

the CNO ALUCP compatibility factors, including Safety, Airspace Protection, Overflight. As a result, the Development Advisory Board, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the California Airport Land Use Planning Handbook and the CNO ALUCP.

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

(1) City Council Goals.

- Invest in the Growth and Evolution of the City's Economy
- Operate in a Businesslike Manner
- Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)

(2) Vision.

Distinctive Development:

- Commercial and Residential Development

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

(3) Governance.

Decision Making:

- Goal G1: Sustained decision-making that consistently moves Ontario towards its Vision by using The Ontario Plan as a framework for assessing choices.

➢ G 1-2. Long-term Benefit. We require decisions to demonstrate and document how they add value to the community and support the Ontario Vision.

(4) Policy Plan (General Plan)

Land Use Element:

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

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

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

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

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

Community Economics Element:

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

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

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

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

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

Safety Element:

- Goal S-1 Seismic & Geologic Hazards: Minimized risk of injury, loss of life, property damage, and economic and social disruption caused by earthquake-induced and other geologic hazards.

- S-1.1 Implementation of Regulations and Standards. We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.

Community Design Element:

- Goal CD-1 Image & Identity: A dynamic, progressive city containing distinct and complete places that foster a positive sense of identity and belonging among residents, visitors, and businesses.

  - CD-1.1 City Identity. We take actions that are consistent with the City being a leading urban center in Southern California while recognizing, enhancing, and preserving the character of our existing viable neighborhoods.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PART 2: RECITALS

WHEREAS, the Application is a Project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA") and an initial study has been prepared to determine possible environmental impacts; and

WHEREAS, the South Ontario Logistics Center Specific Plan Environmental Impact Report (State Clearinghouse No. 2021010318) was certified by the City Council on March 1, 2022, ("Certified EIR") in conjunction with File No. PGPA19-004, in which development and use of the Project site was discussed; and

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

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

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the DAB the responsibility and authority to review and act on the Development Plan application and to review and make recommendation to the Planning Commission on the Tentative Parcel Map application; and

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

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

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

The Project is also located within the Airport Influence Area of Chino Airport, pursuant to the Chino Airport Overlay Zoning District (hereinafter referred to as "CNO OZD") and Reference I, Chino Airport Land Use Compatibility Plan (hereinafter referred to as CNO ALUCP) established in the City of Ontario Development Code. As the decision-making body for the Development Plan application and the recommending body for the Subdivision application, the Development Advisory Board has reviewed and considered the facts and information contained in the Application and supporting documentation against the ONT ALUCP CNO ALUCP compatibility factors, including Safety, Airspace Protection, Overflight. As a result, the Development Advisory Board, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ONT ALUCP and the CNO ALUCP.

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 March 6, 2023, the DAB of the City of Ontario continued the Application to a date uncertain; and

WHEREAS, on April 3, 2023, the DAB conducted a hearing on the Application and concluded said hearing on that date; and

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

PART 3: THE DECISION

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

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

(1) The environmental impacts of this Project were previously reviewed in conjunction with File No. PSP19-001, a Specific Plan for which an Environmental Impact Report (State Clearinghouse No. 2021010318) was adopted by the City Council on March 1, 2022; and

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

(3) The previous Certified EIR was completed in compliance with CEQA and the Guidelines promulgated thereunder, and the City of Ontario Local CEQA Guidelines; and

(4) The previous Certified EIR reflects the independent judgment of the Development Advisory Board; and

(5) The proposed Project will introduce no new significant environmental impacts beyond those previously analyzed in the previous Certified EIR, and all mitigation measures previously adopted with the Certified EIR, are incorporated herein by this reference.

SECTION 2: Subsequent or Supplemental Environmental Review Not Required. Based on the information presented to the DAB, and the specific findings set forth in

Section 1, above, the DAB finds that the preparation of a subsequent or supplemental Certified EIR is not required for the Project, as the Project:

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

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

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

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

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

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

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

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

(1) Tentative Parcel Map No. 20161 (File No. PMTT20-011)

(a) *The proposed Tentative Tract/Parcel Map is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, and applicable area and specific plans, and planned unit developments.* The proposed Tentative Tract/Parcel Map is located within the Industrial land use district of the Policy Plan Land Use Map, and the Business Park and Industrial land use designations of South Ontario Logistics Center Specific Plan zoning district. The proposed subdivision is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The

Ontario Plan, as the Project will contribute to the establishment of "[a] dynamic, progressive city containing distinct and complete places that foster a positive sense of identity and belonging among residents, visitors, and businesses" (Goal CD-1). Furthermore, the Project will promote the City's policy to "take actions that are consistent with the City being a leading urban center in Southern California while recognizing, enhancing, and preserving the character of our existing viable neighborhoods" (Policy CD-1.1 *City Identity)*.

(b) *The design or improvement of the proposed Tentative Tract/Parcel Map is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, and applicable specific plans and planned unit developments.* The proposed Tentative Tract/Parcel Map is located within the Industrial land use district of the Policy Plan Land Use Map, and the Business Park and Industrial land use designations of the South Ontario Logistics Center Specific Plan zoning district. The proposed design or improvement of the subdivision is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as the Project will provide "[a] high level of design quality resulting in neighborhoods, commercial areas, public spaces, parks, and streetscapes that are attractive, safe, functional, human-scale, and distinct" (Goal CD-2). Furthermore, the Project will promote the City's policy to "collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping, and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials, and construction techniques" (Policy CD-2.7 *Sustainability).*

(c) *The site is physically suitable for the type of development proposed.* The Project site meets the minimum lot area and dimensions of the South Ontario Logistics Center Specific Plan zoning district and is physically suitable for the type of business park and industrial development proposed in terms of zoning, land use and development activity proposed, and existing and proposed site conditions.

(d) *The site is physically suitable for the density/intensity of development proposed.* The Project site is proposed for industrial development at an overall floor area ratio of 0.43. The Project site meets the minimum lot area and dimensions of the South Ontario Logistics Center Specific Plan zoning district and is physically suitable for this proposed density / intensity of development.

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

proposed thereon, are not likely to cause substantial environmental damage, or substantially and avoidably injure fish or wildlife, or their habitat.

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

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

(2) Development Plan (File No. PDEV20-028)

(a) *The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.* The proposed Project is located within the Industrial land use district of the Policy Plan Land Use Map, and the Business Park and Industrial land use designation of the South Ontario Logistic Center Specific Plan 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

(b) *The proposed development is compatible with those on adjoining sites in relation to location of buildings, with particular attention to privacy, views, any physical constraint identified on the site and the characteristics of the area in which the site is located.* The Project has been designed consistent with the requirements of the City of Ontario Development Code and the South Ontario Logistics Center Specific Plan zoning district, including standards relative to the particular land use proposed (warehouse and distribution), as-well-as building intensity, building and parking setbacks, building height, number of off-street parking and loading spaces, on-site and off-site landscaping, and fences, walls and obstructions; and

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

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

SECTION 4: Development Advisory Board Action. Based on the findings and conclusions set forth in Sections 1 through 3, above, the DAB hereby APRROVES the Development Plan (File PDEV20-028) and recommends the Planning Commission APPROVE the Tentative Tract Map (File No. PMTT20-011), Applications subject to each and every condition set forth in the Conditions of Approval included as Attachment A of this Decision and incorporated herein by this reference.

SECTION 5: Indemnification. The Applicant shall agree to defend, indemnify, and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 6: Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario. The records are available for inspection by any interested person, upon request.

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APPROVED AND ADOPTED this 3rd day of April 2023.

Development Advisory Board Chairman

Exhibit A: PROJECT LOCATION MAP

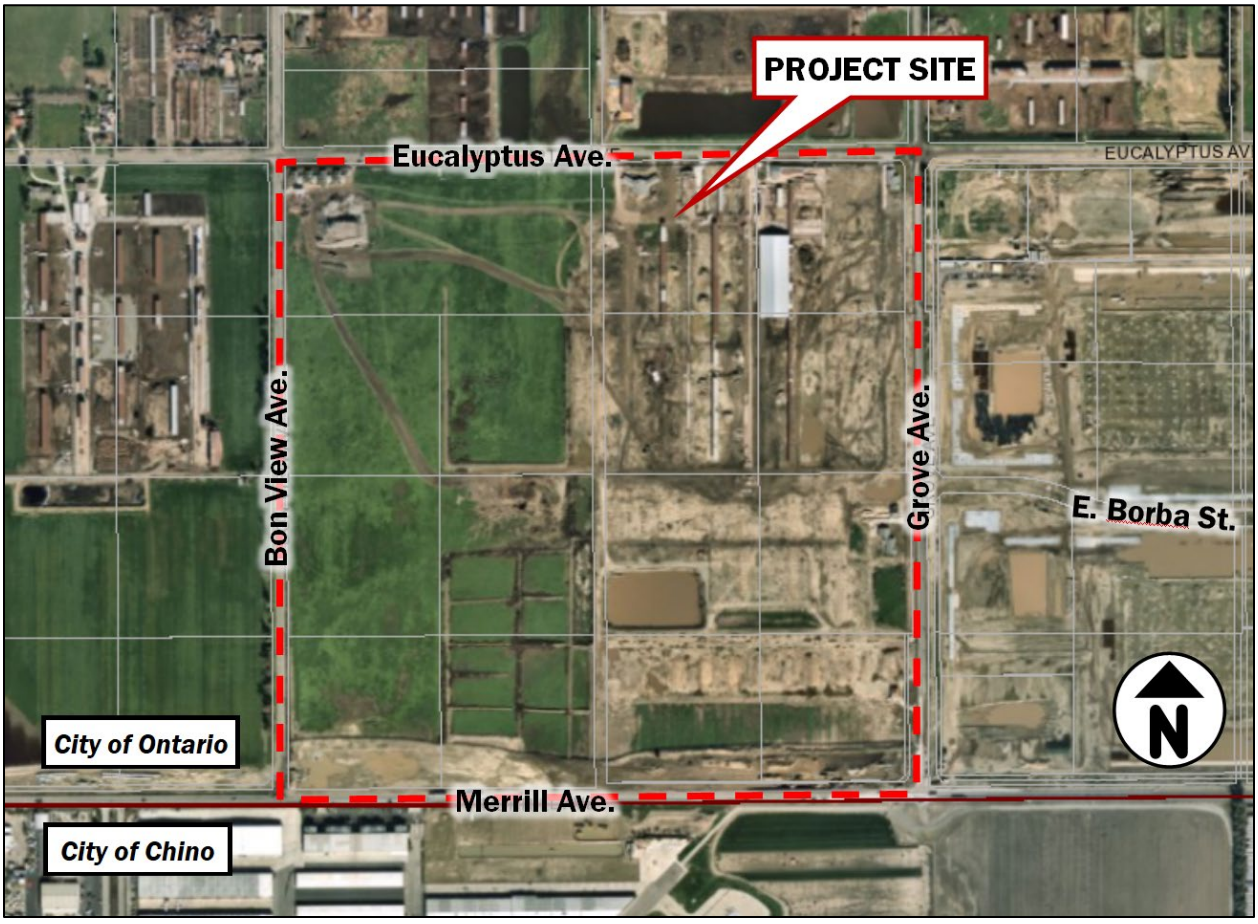
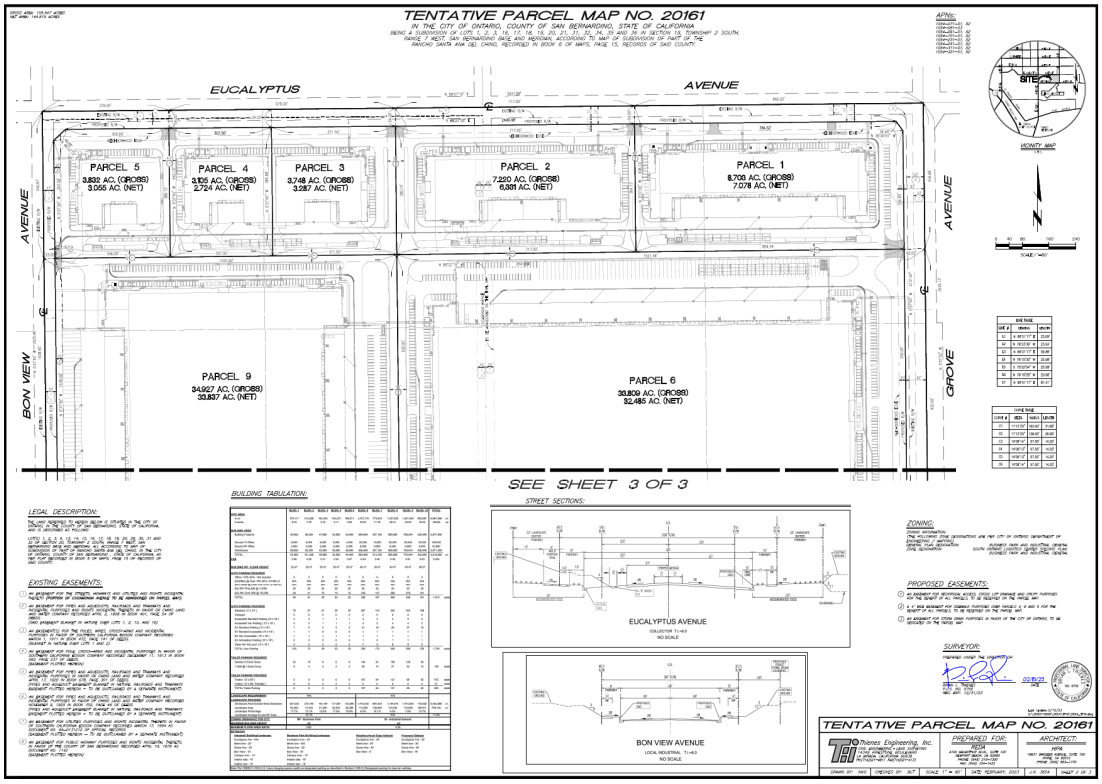


Exhibit B: TENTATIVE PARCEL MAP



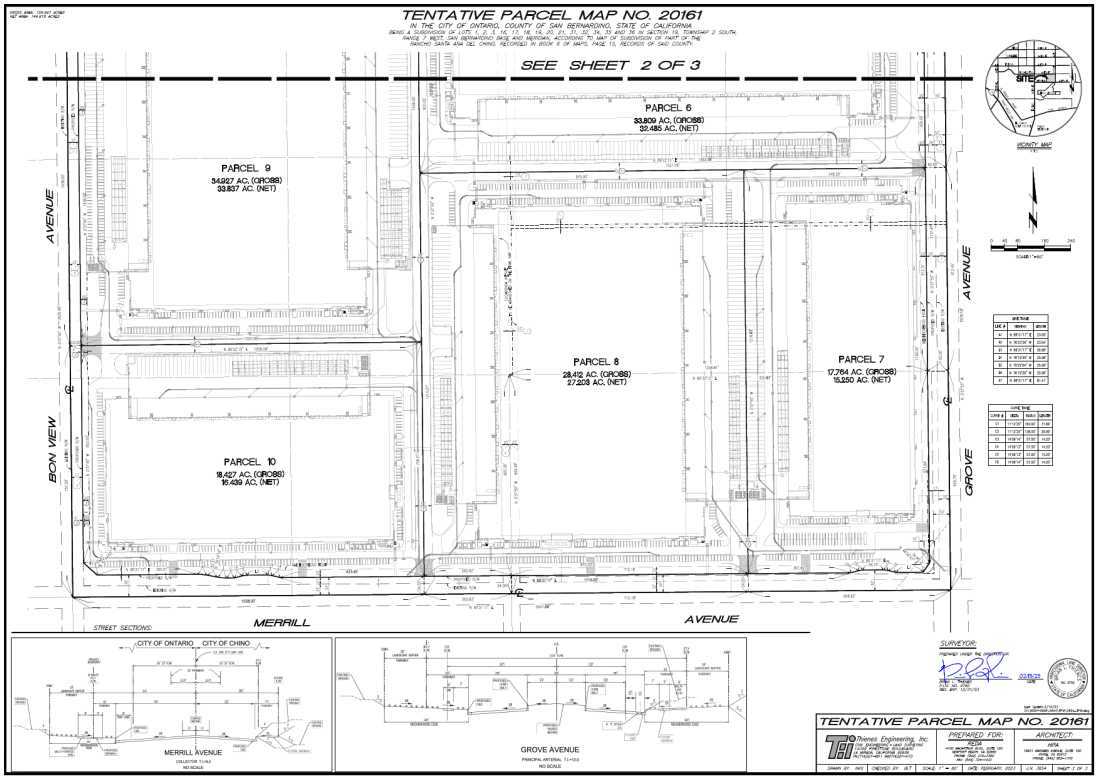


Exhibit C: SITE PLAN

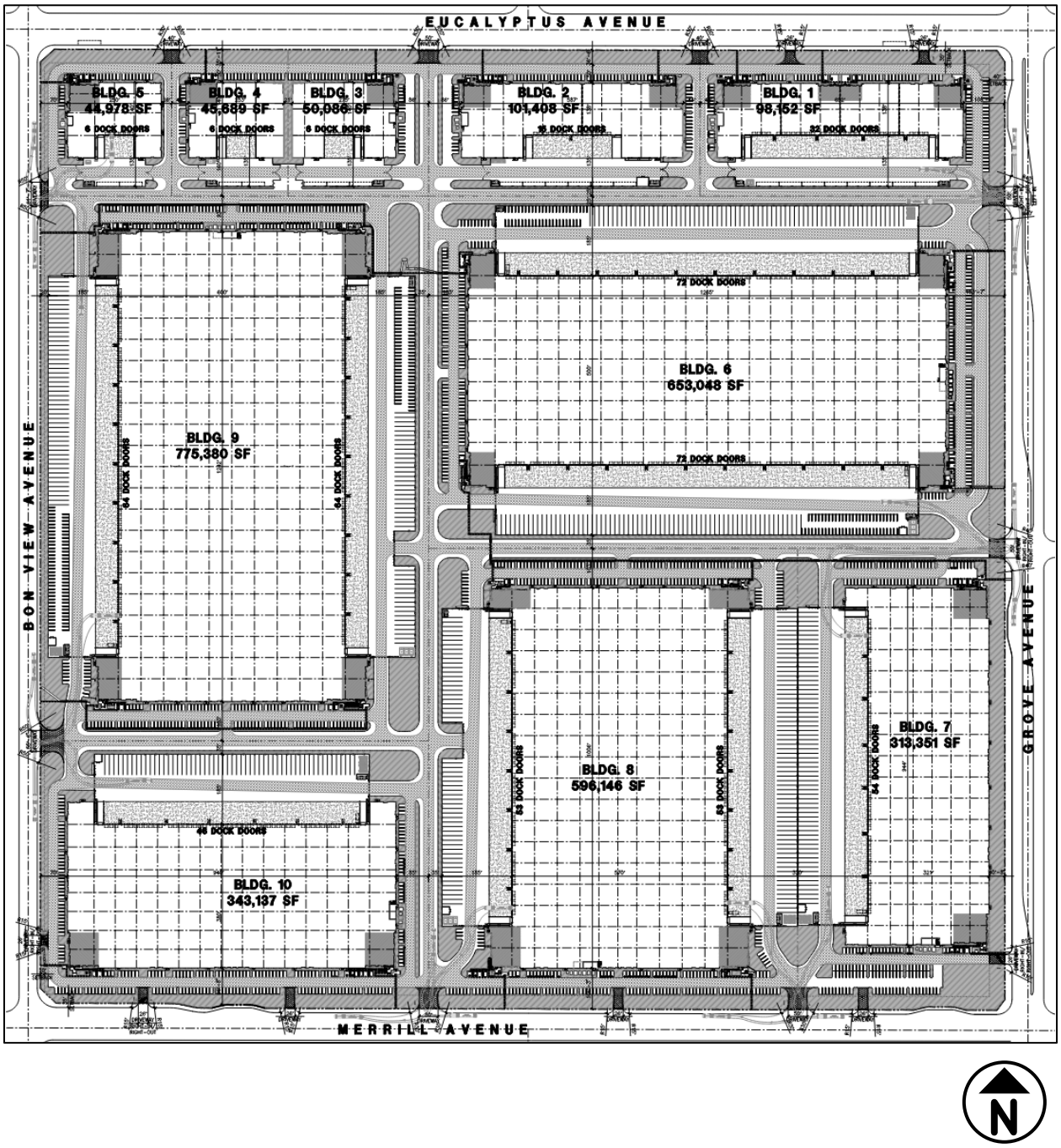
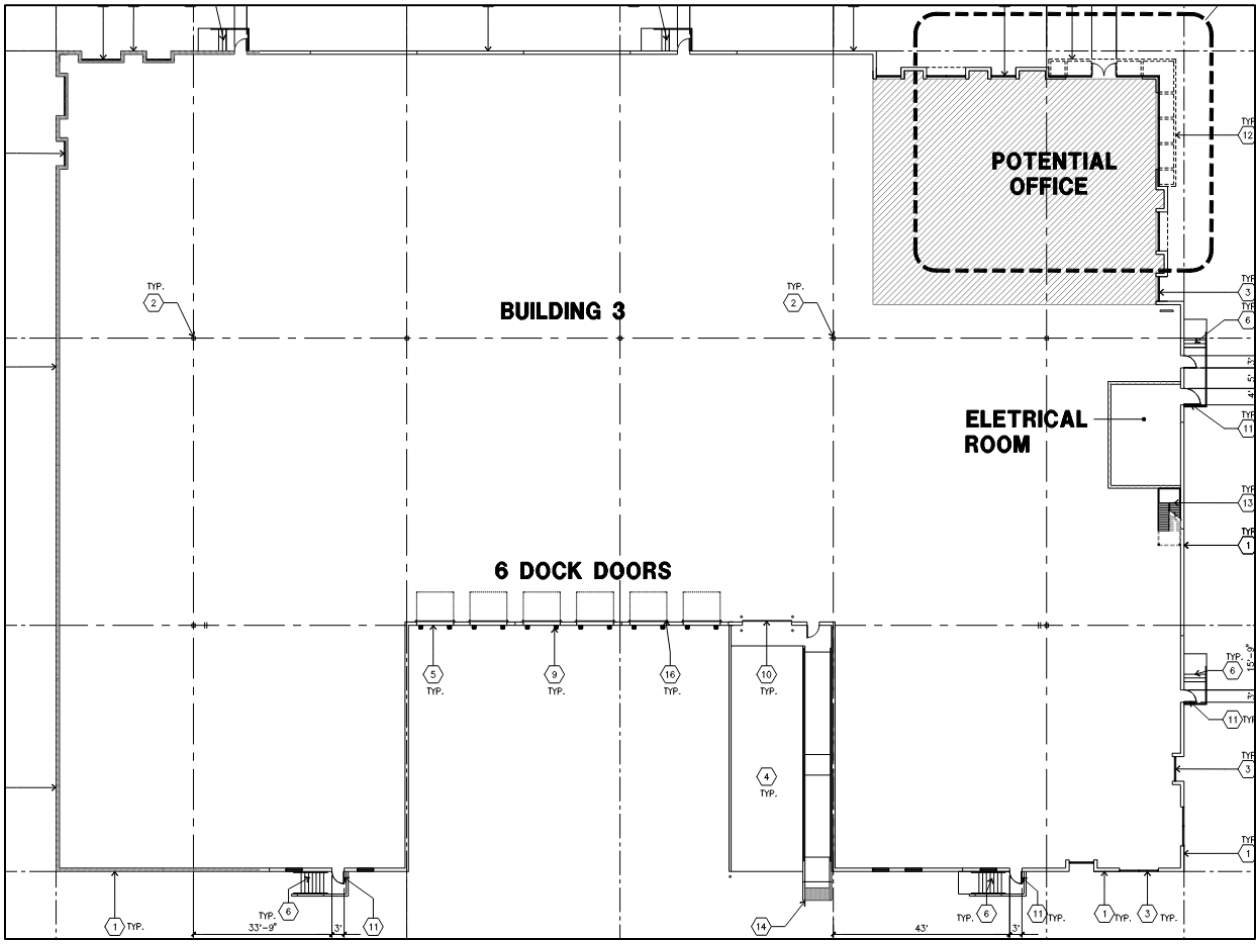


Exhibit D: FLOOR PLAN EXAMPLES

TYPICAL BUSINESS PARK BUILDING FLOOR PLAN



TYPICAL WAREHOUSE BUILDING FLOOR PLAN

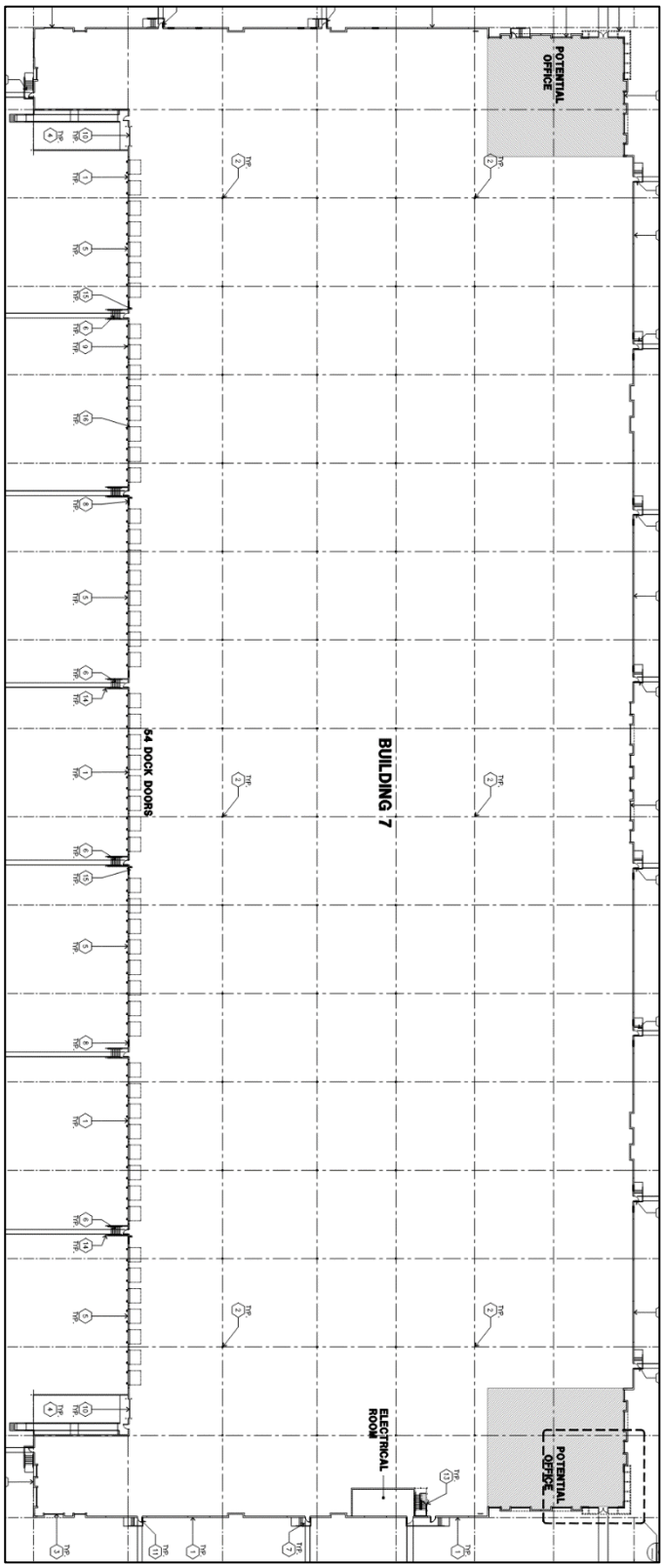
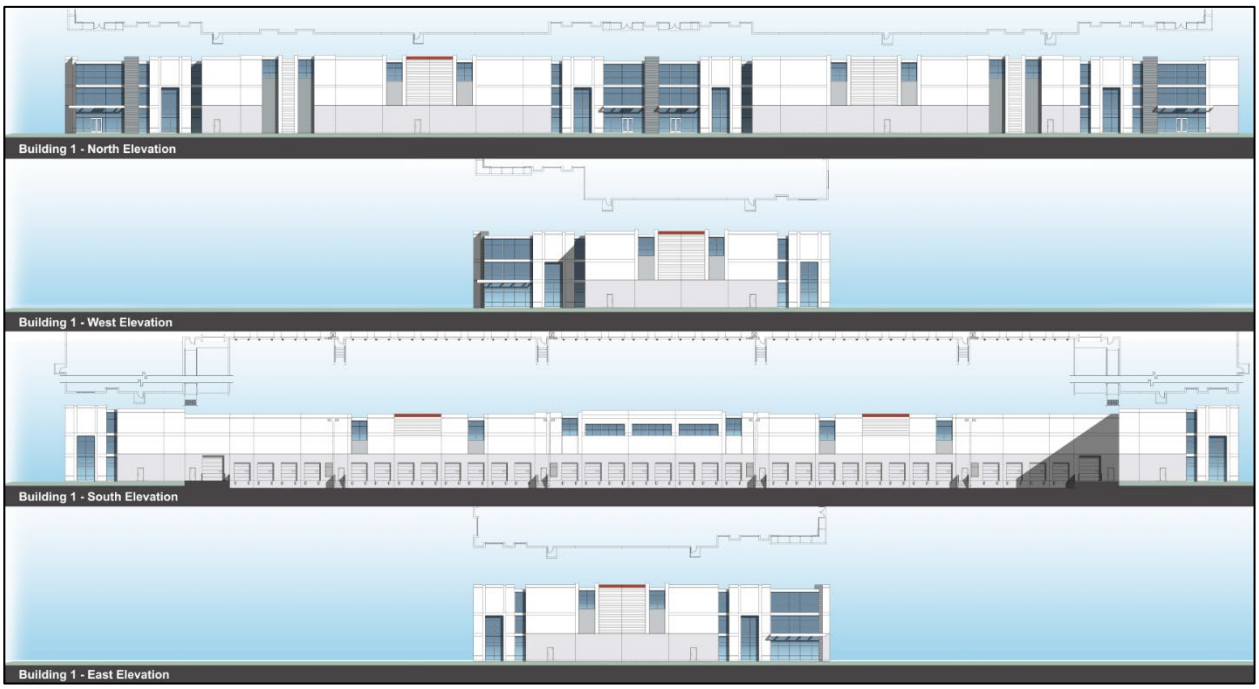
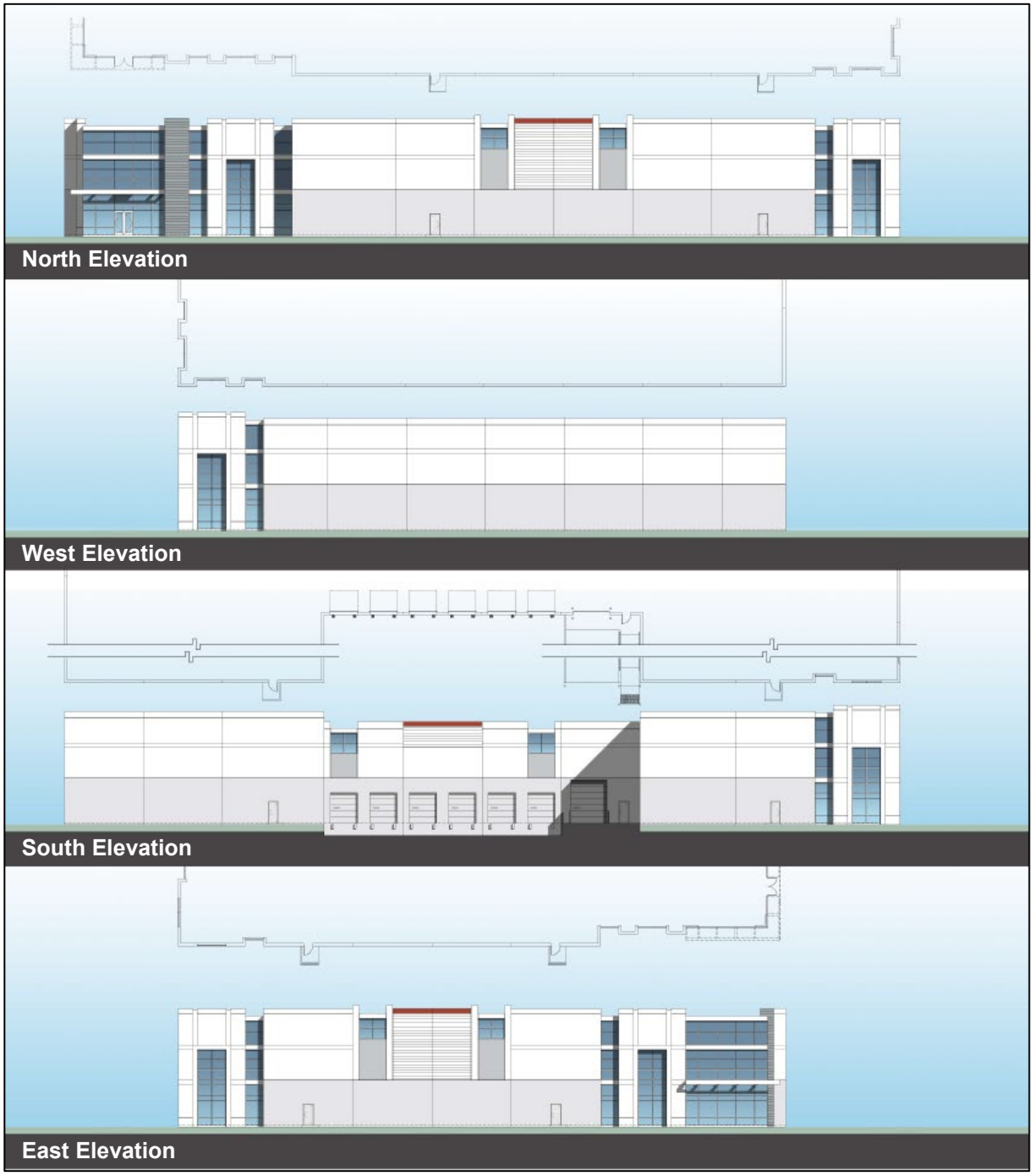


Exhibit E: ELEVATIONS

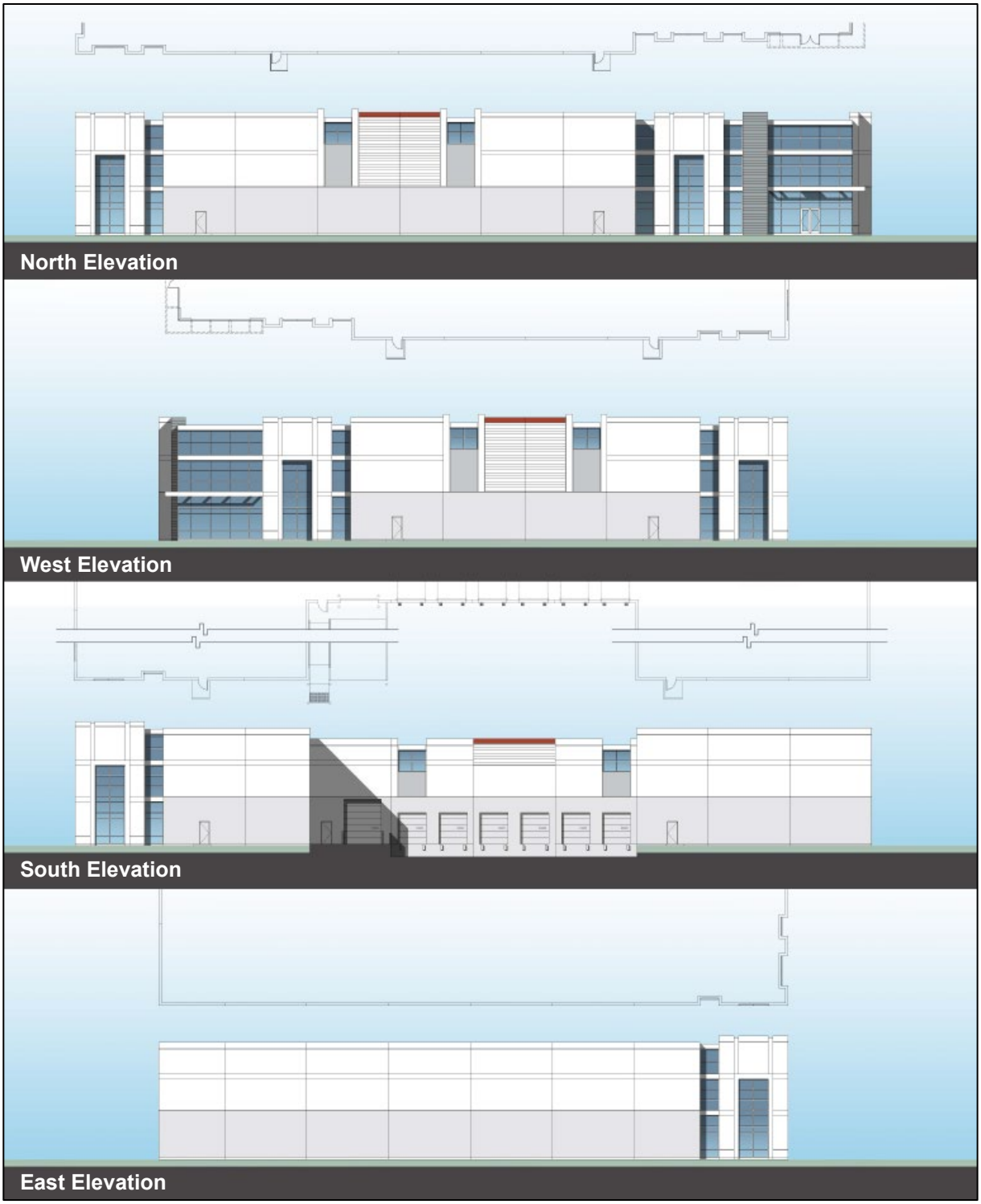


BUILDING 1

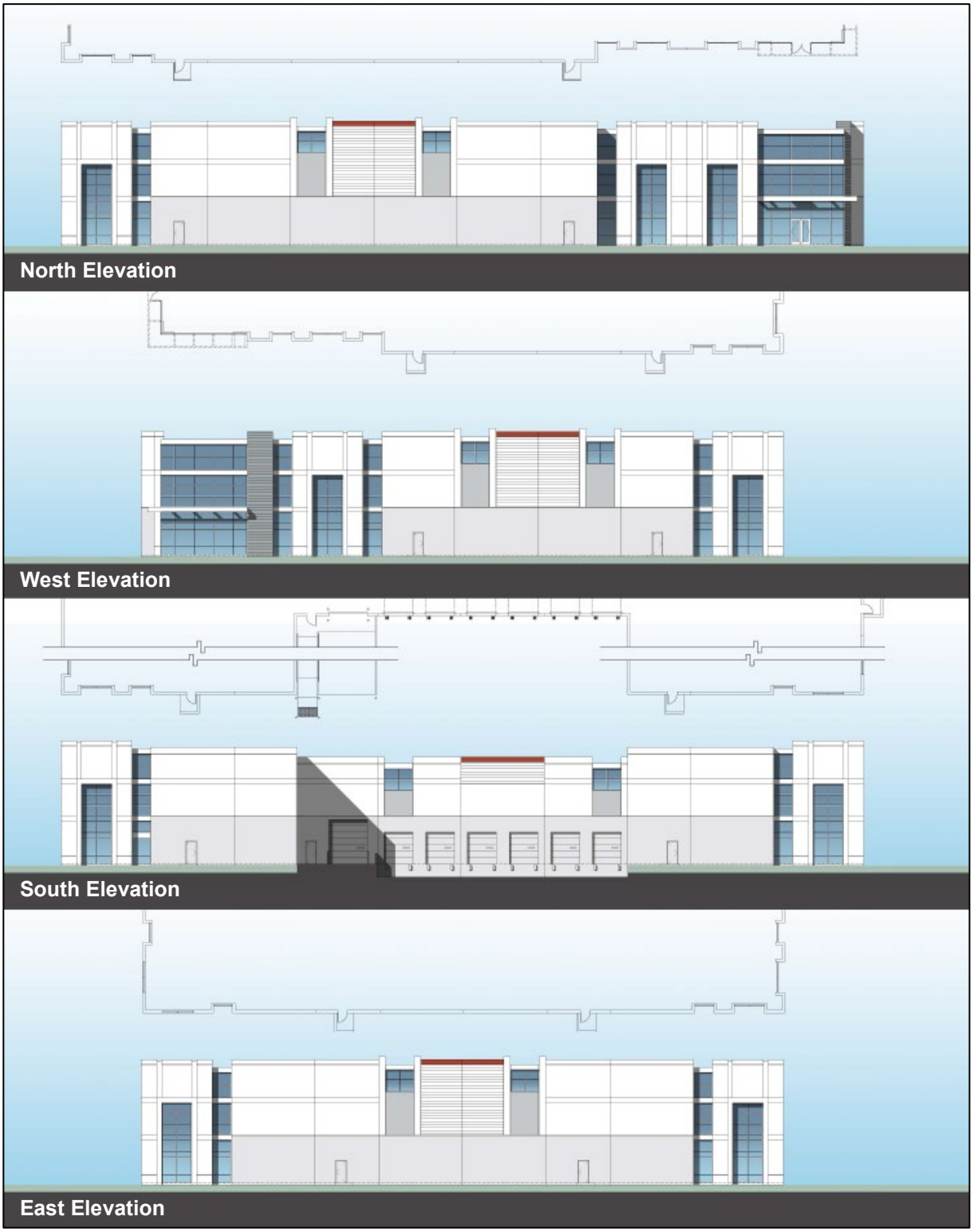
BUILDING 2


North Elevation
West Elevation
South Elevation
East Elevation

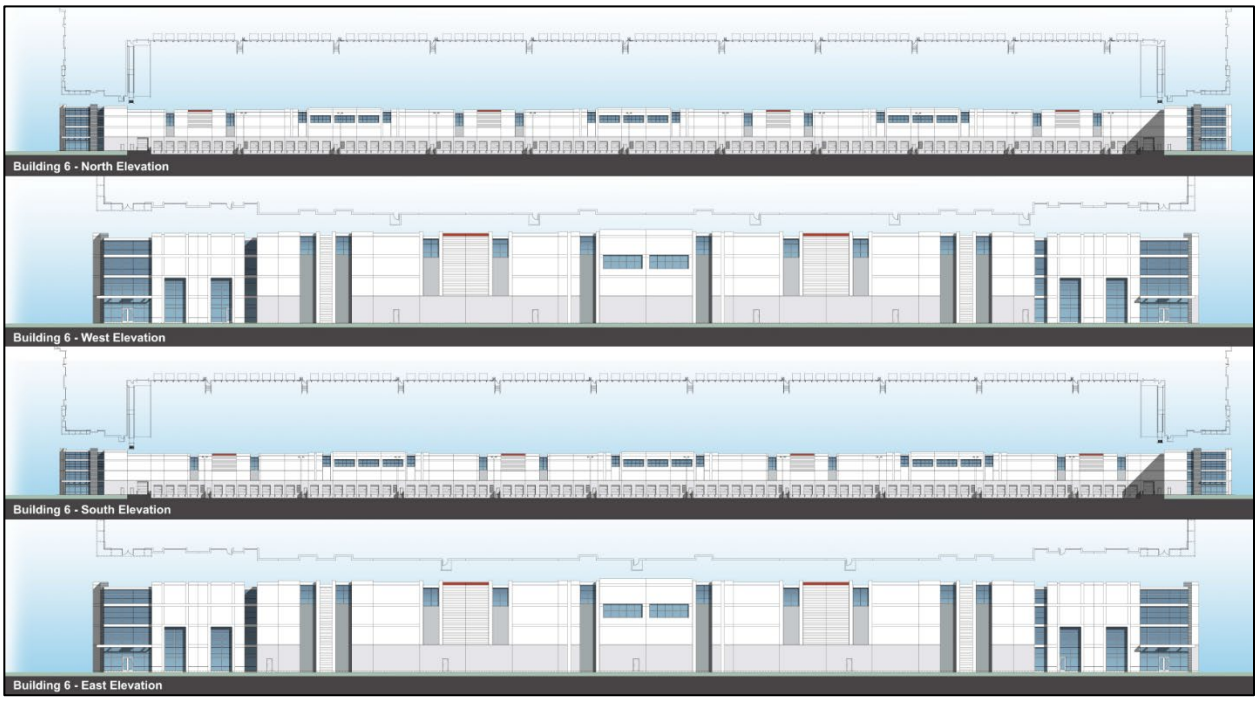
BUILDING 3


North Elevation
West Elevation
South Elevation
East Elevation

BUILDING 4


North Elevation
West Elevation
South Elevation
East Elevation

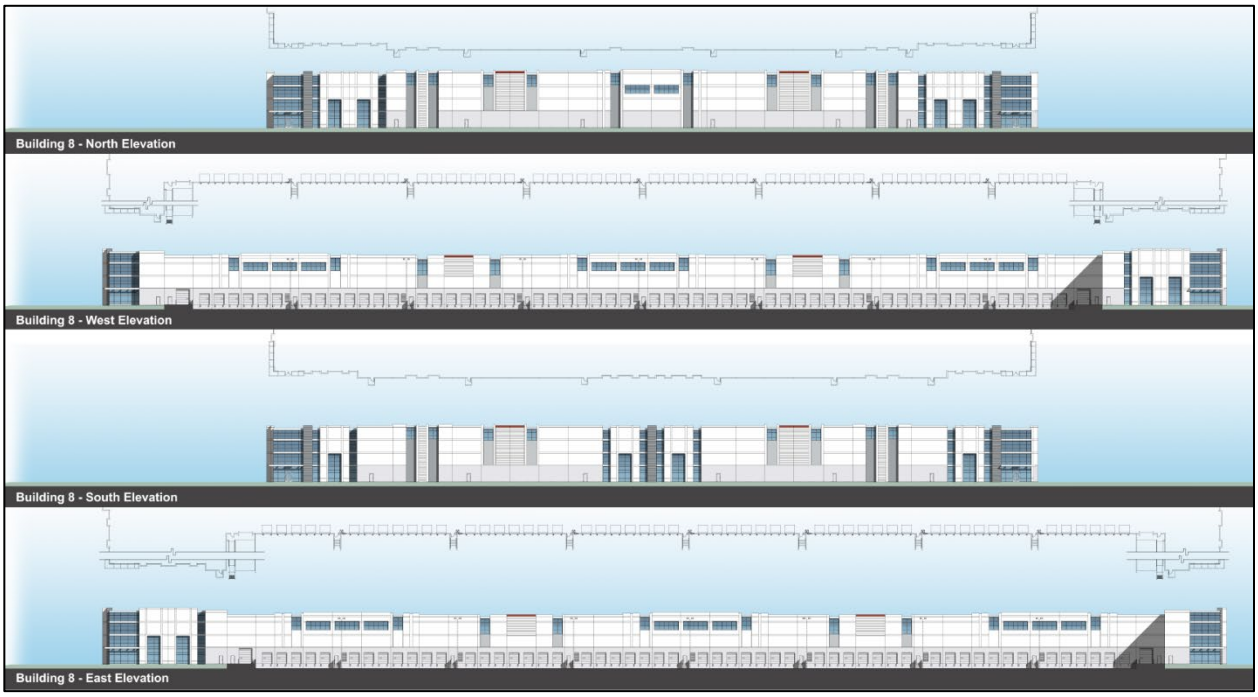
BUILDING 5


Building 6 - North Elevation
Building 6 - West Elevation
Building 6 - South Elevation
Building 6 - East Elevation

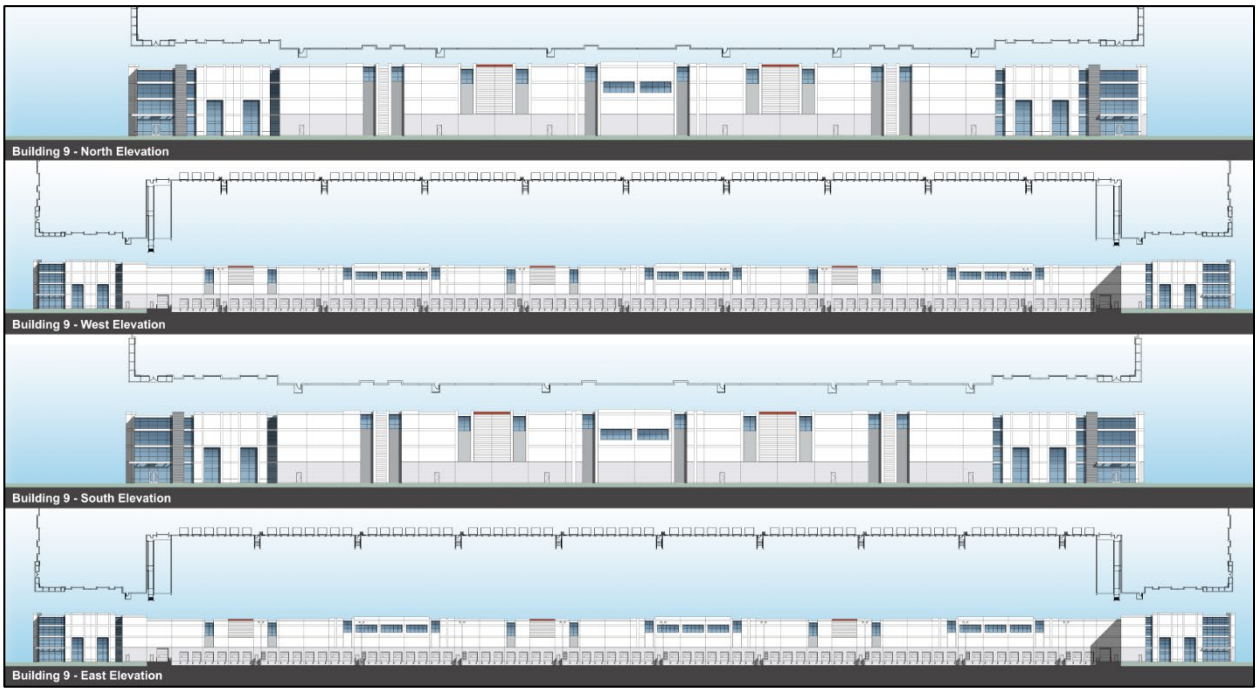
BUILDING 6


North Elevation
West Elevation
South Elevation
East Elevation

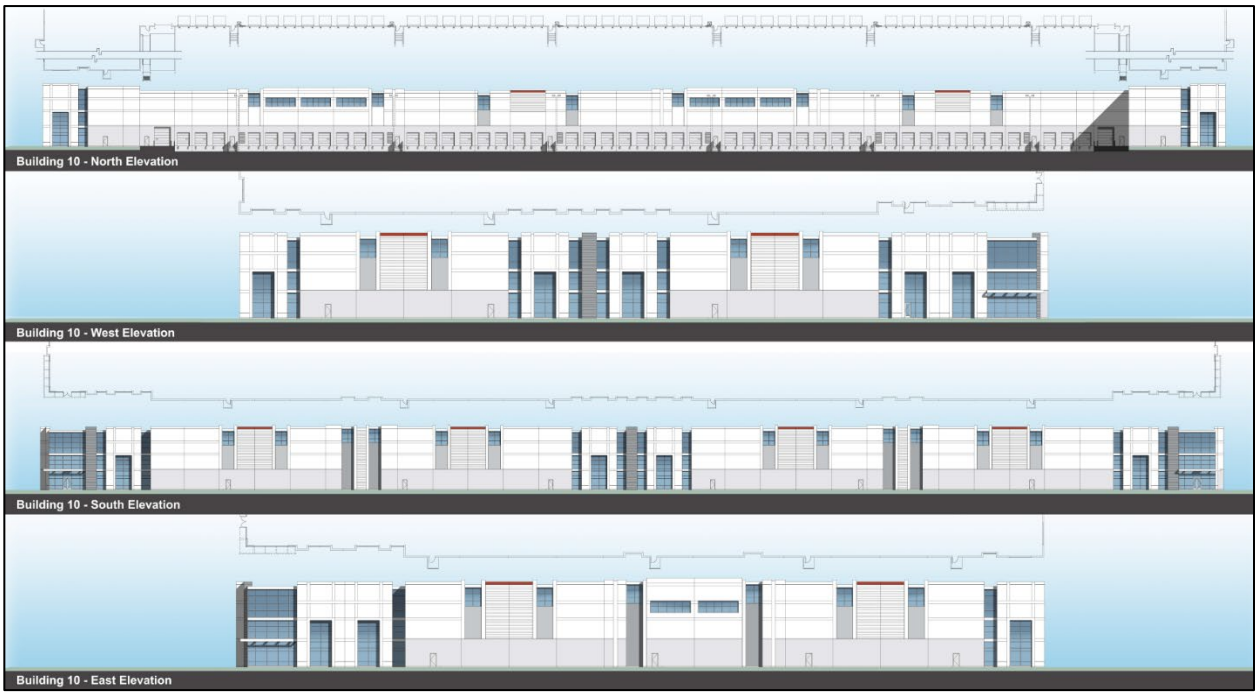
BUILDING 7



BUILDING 8



BUILDING 9


Building 10 - North Elevation
Building 10 - West Elevation
Building 10 - South Elevation
Building 10 - East Elevation

BUILDING 10

Exhibit F: SITE PHOTOS

View looking East along Merrill Avenue

View looking West along Merrill Avenue

View looking North along Bon View Avenue

View looking South along Bon View Avenue

View looking North along Grove Avenue

View looking South along Grove Avenue

View looking East along Eucalyptus Avenue

View looking West along Eucalyptus Avenue

Exhibit G: CHINO AIRPORT SAFETY ZONES

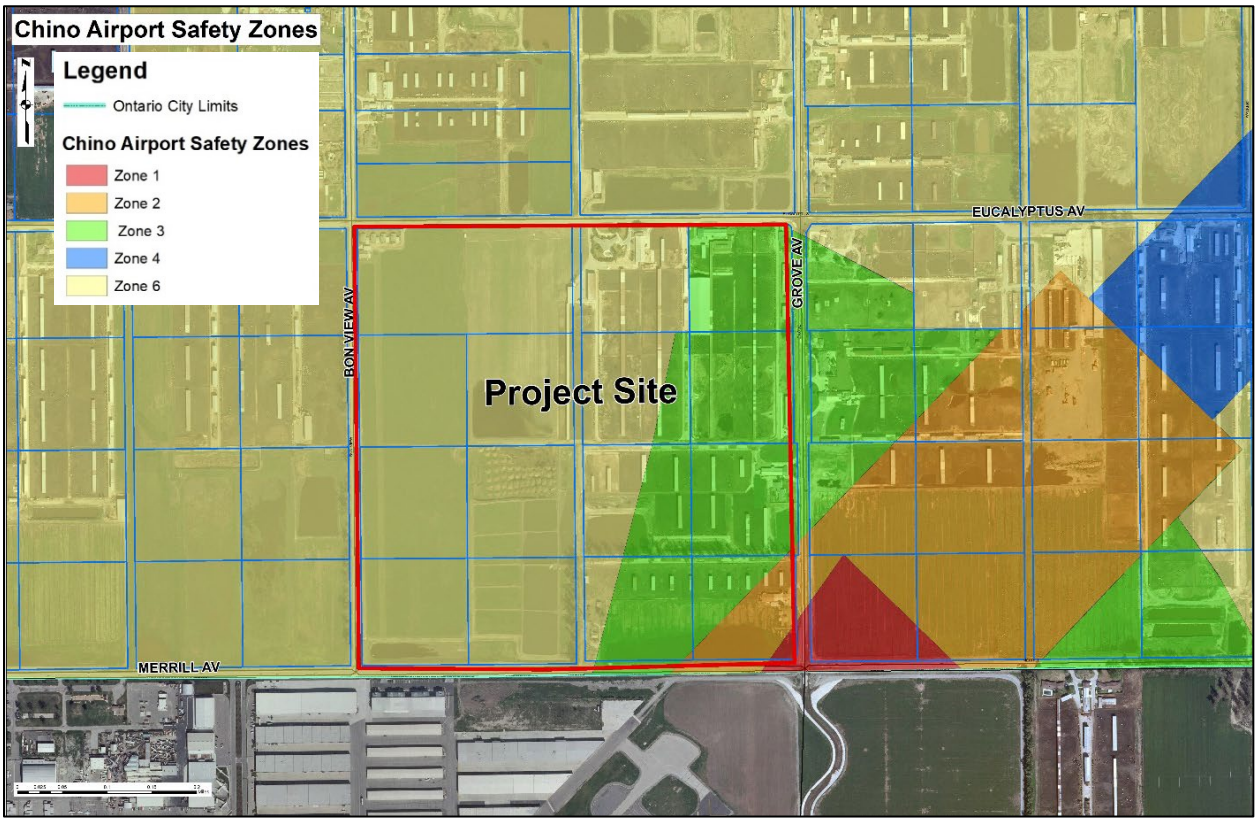
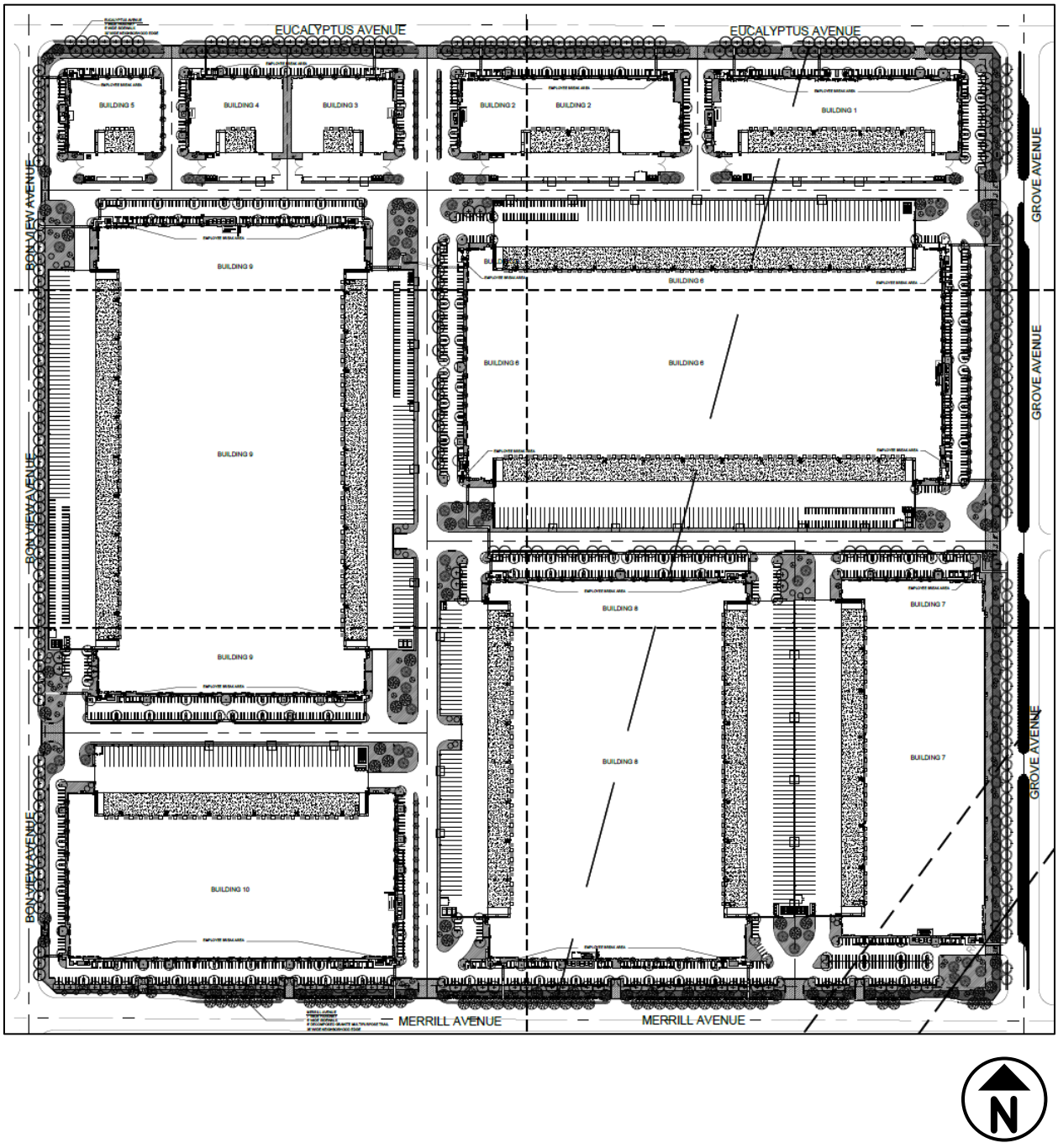


Exhibit H: CONCEPTUAL LANDSCAPE PLAN



Attachment A: Conditions of Approval

(Conditions of Approval follow this page)

LAND DEVELOPMENT DIVISION CONDITIONS OF APPROVAL

CITY OF ONTARIO PLANNING DEPARTMENT
303 East B Street, Ontario, California 91764 Phone: 909.395.2036 / Fax: 909.395.2420

Date Prepared: 2/6/2023

File No: PMTT20-011

Related Files: PDEV20-028 & PDA21-005

Project Description: A Tentative Parcel Map (No. 20161), subdividing 159.95 acres of land into ten parcels to facilitate the development of 10 industrial buildings totaling 3,021,375 square feet on land bordered by Eucalyptus Avenue to the north, Bon View Avenue to the west, Merrill Avenue to the south, and Grove Avenue to the east**;** (APNs: 1054-071-01, 1054-071-02, 1054-081-03, 1054-091-01, 1054-091-02, 1054-101-01, 1054-101-02, 1054-231-01, 1054-231-02, 1054-241-01, 1054-241-02, 1054-311-01, 1054-311-02, 1054-321-01, and 1054-321-02); **submitted by Grove Land Ventures LLC.**

Prepared By: Edmelynne V. Hutter, Senior Planner
Phone: 909.395.2429 (direct)
Email: ehutter@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 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 rom the approved Tentative Parcel Map may be reviewed and approved by the Planning Department. A substantial variation from the approved

Tentative Parcel Map may require review and approval by the Planning Commission, as determined by the Planning Director.

(b) Tentative Parcel Map approval shall be subject to all conditions, requirements and recommendations from all other departments/agencies provided on the attached reports/memorandums.

(c) The subject Tentative Parcel Map for condominium purposes shall require the recordation of a condominium plan concurrent with the recordation of the Final Parcel Map and CC&Rs.

(d) Pursuant to California Government Section 66474.9, the subdivider agrees that it will defend, indemnify, and hold harmless the City of Ontario or its agents, officers and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul any approval of the City of Ontario, whether by its City Council, Planning Commission or other authorized board or officer of this subdivision, which action is brought within the time period provided for in Government Code Section 66499.37. The City of Ontario shall promptly notify the subdivider of any such claim, action or proceeding and the City of Ontario shall cooperate fully in the defense.

2.3 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.

2.4 Environmental Requirements.

(a) The environmental impacts of this project were reviewed in conjunction with the South Ontario Logistics Center Specific Plan Environmental Impact Report (State Clearinghouse No. 2021010318), certified by the Ontario City Council on March 1, 2022, (City Council Resolution No. 2022-016) in conjunction with a General Plan Amendment (File No. PGPA19-004) and the South Ontario Logistics Center Specific Plan (PSP19-001). 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.

(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.

2.5 Indemnification. The applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul 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.

2.6 Additional Fees.

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

2.7 Related Applications.

(a) Subdivision approval shall not be final and complete until such time that related File Nos. PDEV20-028 and PDA21-005 have been approved by the Development Advisory Board and City Council, respectively.

ENGINEERING DEPARTMENT
CONDITIONS OF APPROVAL

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

☒ **DEVELOPMENT PLAN** ☐ OTHER	☒ **PARCEL MAP** ☐ TRACT MAP ☐ FOR CONDOMINIUM PURPOSES
PROJECT FILE NO. PM-20161 **RELATED FILE NO(S). PMTT20-011, PDEV20-028**	
☒ **ORIGINAL** ☐ REVISED: __/__/__	

CITY PROJECT ENGINEER & PHONE NO:	**Michael Bhatanawin, P.E. (909) 395-2130**
CITY PROJECT PLANNER & PHONE NO:	**Edmelynne Hutter (909) 395-2429**
DAB MEETING DATE:	**April 3, 2023**
PROJECT NAME / DESCRIPTION:	**PM-20161, a Tentative Parcel Map to subdivide 159.95 acres of land into 10 parcels within the industrial land use district of South Ontario Logistics Center Specific Plan**
LOCATION:	**Bordered by Eucalyptus Avenue on the north, Bon View Avenue on the west, Merrill Avenue on the south, and Grove Avenue on the east**
APPLICANT:	**Real Estate Development Associates, LLC**
REVIEWED BY:	Raymond Lee 3/22/23. **Raymond Lee, P.E.** **Date** **Assistant City Engineer**
APPROVED BY:	3-22-23 **Khoi Do, P.E.** **Date** **City Engineer**

Last Revised: 3/22/2023

THIS PROJECT SHALL COMPLY WITH THE REQUIREMENTS SET FORTH IN THE GENERAL STANDARD CONDITIONS OF APPROVAL ADOPTED BY THE CITY COUNCIL (RESOLUTION NO. 2017-027) AND THE PROJECT SPECIFIC CONDITIONS OF APPROVAL SPECIFIED HEREIN. ONLY APPLICABLE CONDITIONS OF APPROVAL ARE CHECKED. THE APPLICANT SHALL BE RESPONSIBLE FOR THE COMPLETION OF ALL APPLICABLE CONDITIONS OF APPROVAL PRIOR TO 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, described below:** ☐

- **A. Merrill Ave to the ultimate north half street right-of-way width of 54 feet along project frontage**
- **B. Eucalyptus Ave to the ultimate south half street right-of-way width of 54 feet along the project frontage**
- **C. Grove Ave to the ultimate west half street right-of-way width of 62 feet along the project frontage**

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

- **A. Bon View Ave & Merrill Ave**
- **B. Bon View Ave & Eucalyptus Ave**
- **C. Project Driveway & Merrill Ave**
- **D. Grove Ave & Merrill Ave**
- **E. Grove Ave & Project Driveway**
- **F. Grove Ave & Eucalyptus Ave**

☒ **1.02 Dedicate to the City of Ontario, the following easement(s):** ☐

- **A. 20 feet wide easement for public storm drain purposes onsite adjacent to the Bon View Ave right-of-way along the project frontage**
- **B. 23 feet wide easement for neighborhood edge and trail purposes on the north side of Merrill Ave from the ultimate right-of-way along the project frontage for a 35 feet neighborhood edge**
- **C. 23 feet wide easement for neighborhood edge and trail purposes on the south side of Eucalyptus Ave from the ultimate right-of-way along the project frontage for a 35 feet neighborhood edge**
- **D. 20 feet wide easement for neighborhood edge and trail purposes on the west side of Grove Ave from the ultimate right-of-way along the project frontage for a 40 feet neighborhood edge**

☐ 1.03 Restrict vehicular access to the site as follows: _____ ☐

☒ **1.04 Vacate the following street(s) and/or easement(s):** ☐

- **A. All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company.**
- **B. Cucamonga Ave from Merrill Ave to Eucalyptus Ave**

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

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

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

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

(1) _____

(2) _____

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

☒ 1.10 **Provide a monument bond (i.e. cash deposit) in an amount calculated by the City's approved cost estimate spreadsheet (available for download on the City's website: www.ontarioca.gov) or as specified in writing by the applicant's Registered Engineer or Licensed Land Surveyor of Record and approved by the City Engineer, whichever is greater.** ☐

☒ 1.11 **Provide a preliminary title report current to within 30 days.** ☐

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

☐ 1.13 Ontario Ranch Developments: ☐

☐ 1) Provide evidence of final cancellation of Williamson Act contracts associated with this tract, prior to approval of any final subdivision map. Cancellation of contracts shall have been approved by the City Council.

☐ 2) Provide evidence of sufficient storm water capacity availability equivalents (Certificate of Storm Water Treatment Equivalents).

☐ 3) Provide evidence of sufficient water availability equivalents (Certificate of Net MDD Availability).

☒ **1.14 Other conditions:** ☐

A. Provide private easements for utilities, cross lot drainage, blanket emergency access and reciprocal access across all parcels in favor of all parcels (as needed).
B. The Parcel Map shall comply with the approved South Ontario Logistics Center Specific Plan, the Development Agreement and the Conditions of Approval for this Tentative Parcel Map.
C. Applicant/developer shall obtain all off-site right-of-way/easements necessary to construct the required public improvements identified within Section 2 of these Conditions of Approval.

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

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

☒ **2.01 Record Parcel Map No. 20161 pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.** ☐

☒ **2.02 Submit a PDF of the recorded map to the City Engineer's office.** ☐

☐ 2.03 Note that the subject parcel is a recognized parcel in the City of Ontario per_____. ☐

☐ 2.04 Note that the subject parcel is an 'unrecognized' parcel in the City of Ontario and shall require a Certificate of Compliance to be processed unless a deed is provided confirming the existence of the parcel prior to the date of March 4, 1972. ☐

☐ 2.05 Apply for a: ☐

☐ Certificate of Compliance with a Record of Survey;

☐ Lot Line Adjustment (Record a Conforming Deed with the County of San Bernardino within six months of the recordation of the Lot Line Adjustment to conform the new LLA legal description. Submit a copy of the recorded Conforming Deed to the Engineering Department.);

☐ Make a Dedication of Easement.

☐ 2.06 Provide (original document) Covenants, Conditions and Restrictions (CC&R's), as applicable to the project, and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&R's shall provide for, but not be limited to, common ingress and egress, joint maintenance of all common access improvements, common facilities, parking areas, utilities and drive approaches in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project. ☐

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

☒ **2.08 Submit a soils/geology report.** ☐

☒ **2.09 Other Agency Permit/Approval: Submit a copy of the approved permit and/or other form of approval of the project from the following agency or agencies:** ☐

- ☒ **State of California Department of Transportation (Caltrans) – for any improvements encroaching into their right-of-way on Euclid Ave (State Route 83)**
- ☐ 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) – for recycled water connection at Bon View Ave & Eucalyptus Ave**
- ☒ **Other: San Bernardino County Department of Airports – for any improvements encroaching into their property**
  City of Chino – 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 Vacate the following street(s) and/or easement(s): ☐

☒ **2.13 Ontario Ranch Developments:** ☐

☐ 1) Submit a copy of the permit from the San Bernardino County Health Department to the Engineering Department and the Ontario Municipal Utilities Company (OMUC) for the destruction/abandonment of the on-site water well. The well shall be destroyed/abandoned in accordance with the San Bernardino County Health Department guidelines.

☐ 2) Make a formal request to the City of Ontario Engineering Department for the proposed temporary use of an existing agricultural water well for purposes other than agriculture, such as grading, dust control, etc. Upon approval, the Applicant shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by said agreement.

☒ **3) Design proposed retaining walls to retain up to a maximum of three (3) feet of earth. In no case shall a wall exceed an overall height of 14 feet.**

☐ 2.14 Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein valued at _____% of the approved construction cost estimate. Security deposit shall be in accordance with the City of Ontario Municipal Code. Security deposit will be eligible for release, in accordance with City procedure, upon completion and acceptance of said public improvements. ☐

☒ **2.15 The applicant/developer shall submit all necessary survey documents prepared by a Licensed Surveyor registered in the State of California detailing all existing survey monuments in and around the project site. These documents are to be reviewed and approved by the City Survey Office.** ☐

☒ **2.16 Pay all Development Impact Fees (DIF) to the Building Department. Storm Drain Development Impact Fee, approximately $6,014,159, shall be paid to the Building Department. Final fee shall be determined based on the approved site plan and the DIF rate at the time of payment.** ☐

☐ 2.17 Other conditions: _____ ☐

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

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

Improvement	Merrill Ave	Eucalyptus Ave	Bon View Ave	Grove Ave
Curb and Gutter	☒ **New; 42 ft. from C/L (A)** ☐ Replace damaged ☐ Remove and replace	☒ **New; 42 ft. from C/L (E)** ☐ Replace damaged ☐ Remove and replace	☒ **New; 24 ft. from C/L (G)** ☐ Replace damaged ☐ Remove and replace	☒ **New; 42 ft. from C/L (I)** ☐ Replace damaged ☐ Remove and replace
AC Pavement	☐ Replacement ☒ **New; 40 ft. from C/L, including pavm't transitions (A, B)**	☐ Replacement ☒ **New; 40 ft. from C/L along frontage, including pavm't transitions (E, F)**	☐ Replacement ☒ **New; 22 ft. from C/L along frontage, including pavm't transitions (G, H)**	☐ Replacement ☒ **New; 40 ft. from C/L along frontage, including pavm't transitions (I, J)**
PCC Pavement (Truck Route Only) (see Sec. 2.F, 2.38G)	☒ **New (C)** ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing
Drive Approach	☒ **New** ☐ Remove and replace	☒ **New** ☐ Remove and replace	☒ **New** ☐ Remove and replace	☒ **New** ☐ Remove and replace
Sidewalk	☒ **New (A, D)** ☐ Remove and replace	☒ **New (E)** ☐ Remove and replace	☒ **New (G)** ☐ Remove and replace	☒ **New (I)** ☐ Remove and replace
ADA Access Ramp	☒ **New** ☐ Remove and replace	☒ **New** ☐ Remove and replace	☒ **New** ☐ Remove and replace	☒ **New** ☐ Remove and replace
Parkway	☒ **Trees (A, D)** ☒ **Landscaping (w/irrigation) (A, D)** ☒ **Neighborhood edge (A, D)**	☒ **Trees (E)** ☒ **Landscaping (w/irrigation) (E)** ☒ **Neighborhood edge (E)**	☒ **Trees (G)** ☒ **Landscaping (w/irrigation) (G)**	☒ **Trees (I)** ☒ **Landscaping (w/irrigation) (I)** ☒ **Neighborhood edge (I)**
Raised Landscaped Median	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace	☒ **New (K)** ☐ Remove and replace

Fire Hydrant	☒ **New (A, D)** ☐ Relocation	☒ **New (E)** ☐ Relocation	☒ **New (G)** ☐ Relocation	☒ **New (I)** ☐ Relocation
Sewer (see Sec. 2.C)	☒ **Main** ☒ **Lateral**	☐ Main ☐ Lateral	☒ **Main** ☒ **Lateral**	☒ **Main** ☒ **Lateral**
Water (see Sec. 2.D)	☒ **Main** ☒ **Service**	☒ **Main** ☒ **Service**	☒ **Main** ☒ **Service**	☒ **Main** ☒ **Service**
Recycled Water (see Sec. 2.E)	☒ **Main** ☒ **Service**	☒ **Main** ☒ **Service**	☒ **Main** ☒ **Service**	☒ **Main** ☒ **Service**
Traffic Signal System (see Sec. 2.F, 2.38E, F)	☒ **New** ☒ **Modify existing at Euclid Ave**	☒ **New** ☒ **Modify existing at Euclid Ave**	☒ **New** ☐ Modify existing	☒ **New** ☒ **Modify existing at Merrill Ave**
Traffic Signing and Striping (see Sec. 2.F)	☒ **New (A)** ☒ **Modify Existing**	☒ **New (E)** ☒ **Modify existing**	☒ **New (G)** ☒ **Modify existing**	☒ **New (I)** ☒ **Modify existing**
Street Light (see Sec. 2.F)	☒ **New (A, D)** ☐ Relocation	☒ **New (E)** ☐ Relocation	☒ **New (G)** ☐ Relocation	☒ **New (I)** ☐ Relocation
Bus Stop Pad or Turn-out (see Sec. 2.F, 2.38 P, Q, R)	☒ **New** ☐ Modify existing	☒ **New** ☐ Modify existing	☐ New ☐ Modify existing	☒ **New** ☐ Modify existing
Storm Drain (see Sec. 2G)	☒ **Main** ☒ **Lateral**	☐ Main ☐ Lateral	☒ **Main** ☒ **Lateral**	☒ **Main** ☒ **Lateral**
Fiber Optics (see Sec. 2K)	☒ **Conduit / Appurtenances**	☒ **Conduit / Appurtenances**	☒ **Conduit / Appurtenances**	☒ **Conduit / Appurtenances**
Overhead Utilities	☐ Underground ☐ Relocate	☒ **Underground** ☐ Relocate	☒ **Underground** ☐ Relocate	☒ **Underground** ☐ Relocate
Removal of Improvements	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____
Other Improvements	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____

Improvement	Euclid Ave
Curb and Gutter	☐ New; ___ ft. from C/L ☐ Replace damaged ☐ Remove and replace
AC Pavement	☐ Replacement ☐ Widen ____ additional feet along frontage, including pavm't transitions
PCC Pavement (Truck Route Only) (see Sec. 2.F, 2.38G)	☐ New ☐ Modify existing
Drive Approach	☐ New ☐ Remove and replace
Sidewalk	☐ New ☐ Remove and replace
ADA Access Ramp	☐ New ☐ Remove and replace
Parkway	☐ Trees ☐ Landscaping (w/irrigation)
Raised Landscaped Median	☐ New ☐ Remove and replace
Fire Hydrant	☐ New / Upgrade ☐ Relocation
Sewer (see Sec. 2.C)	☒ **Main** ☐ Lateral
Water (see Sec. 2.D)	☐ Main ☐ Service
Recycled Water (see Sec. 2.E)	☐ Main ☐ Service

Traffic Signal System (see Sec. 2.F, 2.38E, F)	☐ New ☒ **Modify existing at Merrill Ave and Eucalyptus Ave**
Traffic Signing and Striping (see Sec. 2.F)	☐ New ☐ Modify existing
Street Light (see Sec. 2.F)	☐ New / Upgrade ☐ Relocation
Bus Stop Pad or Turn-out (see Sec. 2.F)	☐ New ☐ Modify existing
Storm Drain (see Sec. 2G)	☒ **Main** ☒ **Lateral**
Fiber Optics (see Sec. 2K)	☐ Conduit / Appurtenances
Overhead Utilities	☐ Underground ☐ Relocate
Removal of Improvements	_____ _____ _____
Other Improvements	_____ _____ _____

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

A. **North side from Euclid Ave to Carpenter Ave. Improvements beyond the project frontage are limited to curb, gutter and pavement widening only.**
B. **Pavement widening will be required on the south side within the City of Chino. Coordinate with the City on those requirements.**
C. **For the following new signalized intersections:**
    i. **Bon View Ave & Merrill Ave**
    ii. **Project Driveway & Merrill Ave**
    iii. **Grove Ave & Merrill Ave**
D. **Parkway improvements will not be required along frontage of County owned parcels (APN: 1054-301-01 and 1054-301-02).**
E. **South side from Bon View Ave to Grove Ave**
F. **A 14' circulation lane and a 5' paved shoulder are required on the north side**
G. **East side from Eucalyptus Ave to Merrill Ave**
H. **A 14' circulation lane and a 5' paved shoulder are required on the west side.**
I. **West side from Eucalyptus Ave to Merrill Ave**
J. **A 14' circulation lane and a 5' paved shoulder are required on the east side**
K. **Full width of 28' from Eucalyptus Ave to Merrill Ave**

☐ 2.19 Construct a 2" asphalt concrete (AC) grind and overlay on the following street(s): _____ ☐

☐ 2.20 Reconstruction of the full pavement structural section, per City of Ontario Standard Drawing number 1011, may be required based on the existing pavement condition and final street design. Minimum limits of reconstruction shall be along property frontage, from street centerline to curb/gutter. ☐

☐ 2.21 Make arrangements with the Cucamonga Valley Water District (CVWD) to provide ☐ water service ☐ sewer service to the site. This property is within the area served by the CVWD and Applicant shall provide documentation to the City verifying that all required CVWD fees have been paid. ☐

☒ **2.22 Overhead utilities shall be under-grounded, in accordance with Title 7 of the City's Municipal Code (Ordinance No. 2804 and 2892).** ☐

☐ 2.23 Other conditions: _____ ☐

C. SEWER

☒ **2.24 A 36 inch sewer main is available for connection by this project in Merrill Ave. (Ref: Sewer Drawing Number: S16636)** ☐

☐ 2.25 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately _____ feet away. ☐

☐ 2.26 Submit documentation that shows expected peak loading values for modeling the impact of the subject project to the existing sewer system. The project site is within a deficient public sewer system area. Applicant shall be responsible for all costs associated with the preparation of the model. Based on the results of the analysis, Applicant may be required to mitigate the project impact to the deficient public sewer system, including, but not limited to, upgrading of existing sewer main(s), construction of new sewer main(s) or diversion of sewer discharge to another sewer. ☐

☒ **2.27 Other conditions:** ☐

See OMUC Conditions of Approval attached.

D. WATER

☒ **2.28 A 16 inch water main is available for connection by this project in Eucalyptus Ave. (Ref: Water Drawing Number: W16785)** ☐

☐ 2.29 Design and construct a water main extension. A water main is not available for direct connection. The closest main is approximately _____ feet away. ☐

☒ **2.30 Other conditions:** ☐

See OMUC Conditions of Approval attached.

E. RECYCLED WATER

☒ **2.31 A 30 inch recycled water main is available for connection by this project at the intersection of Eucalyptus Ave and Bon View Ave. Please note that this main is owned by Inland Empire Utilities Agency (IEUA). See COA 2.09.** ☐

☒ **2.32 Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project.** ☐

☐ 2.33 Design and construct an on-site recycled water ready system for this project. A recycled water main does not currently exist in the vicinity of this project, but is planned for the near future. If Applicant would like to connect to this recycled water main when it becomes available, the cost for the connection shall be borne solely by the Applicant. ☐

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

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

☒ **2.35 Other conditions:** ☐

See OMUC Conditions of Approval attached.

F. TRAFFIC / TRANSPORTATION

☐ 2.36 Submit a focused traffic impact study, prepared and signed by a Traffic/Civil Engineer registered in the State of California. The study shall address, but not be limited to, the following issues as required by the City Engineer: ☐

1. On-site and off-site circulation
2. Traffic level of service (LOS) at 'build-out' and future years
3. Impact at specific intersections as selected by the City Engineer

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

☒ **2.38 Other conditions:** ☐

A. The Applicant/Developer shall be responsible to perform all mitigation measures and operational improvements in accordance with the South Ontario Logistics Specific Plan TIA, and to the satisfaction of the City Engineer.

B. The Applicant/Developer shall be responsible to design and construct street improvements along property frontages of Grove Avenue, Bon View Avenue, Merrill Avenue and Eucalyptus Avenue in accordance with conditions issued by City's Land Development Division. These, and all other street improvements required herein, shall include, but not be limited to, concrete curb and gutter, sidewalk, LED street lights, signing and striping, and parkway landscaping.

C. The Applicant/Developer shall be responsible to design and construct the necessary pavement and striping transitions from existing roadway conditions to the widened roadway portions along all project frontages. Striping improvements shall include the removal existing interim signing and striping beyond the project frontage limits and the installation of ultimate signing and striping. Provide conceptual layouts to determine limits of improvements.

D. The Applicant/Developer shall be responsible to design and construct the following streets to their ultimate half-width along the project frontage including additional pavement for a 14-foot circulation lane and 5-foot paved shoulder, where applicable, beyond the centerline of the roadway:

- **i. Merrill Avenue**
- **ii. Grove Avenue (including full width raised median)**
- **iii. Eucalyptus Avenue**
- **iv. Bon View Avenue**

Additional R/W shall be provided to accommodate additional left turn and right turn lanes at intersections based on required queue lengths per the South Ontario Logistics Specific Plan TIA. Improvements shall include, but not limited to concrete curb and gutter, sidewalk, LED street lights, landscaped parkways, signing & striping, and necessary pavement transitions.

E. The Applicant/Developer shall be responsible to design and construct modifications to the existing traffic signals on Euclid Avenue at Merrill Avenue and Eucalyptus Avenue, and at Merrill Avenue at Grove Avenue, per the mitigation measures and operational improvements listed in the South Ontario Logistics Specific Plan.

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

F. The Applicant/Developer shall be responsible to design and construct traffic signals at the following intersections:

- **i. Merrill Avenue at Bon View Avenue**
- **ii. Merrill Avenue at signalized intersection (driveway) between Grove Avenue and Bon View Avenue.**
- **iii. Grove Avenue at signalized median break that aligns with Merrill Commerce Center Specific Plan**

iv. Grove Avenue at Eucalyptus Avenue
v. Eucalyptus Avenue at Bon View Avenue

Additional traffic signals may be required to be installed based on the South Ontario Logistics Center Specific Plan TIA.

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

G. Merrill Avenue is designated truck route in the City of Ontario. The Applicant/Developer shall be responsible to design and construct concrete pavement at the following intersections in accordance with City of Ontario Standard Drawing No. 1207:
   i. Merrill Avenue at Grove Avenue
   ii. Merrill Avenue at Bon View Avenue
   iii. Merrill Avenue at signalized intersection (driveway) between Grove Avenue and Bon View Avenue.

H. The Applicant/Developer shall be responsible to design and construct all project intersection curb returns to accommodate a WB-67 truck. The Applicant/Developer shall verify that curb return radii are designed to adequately accommodate the WB-67 via truck turning templates. The exhibits must show trucks capable of making inbound right turns in from the curbside lane.

I. Proposed driveways onto Grove Avenue, except for the northerly driveway, shall be restricted to right-in/right-out access only unless the driveway is located at a signalized intersection. The northerly driveway on Grove Avenue will be restricted to right-in/right-out/left-in. On-site signage and pavement markings shall be provided for driveway access restrictions.

J. The signalized driveway on Grove Avenue shall be aligned with the signalized street to the Merrill Commerce Center Specific Plan. The Applicant/Developer shall provide a conceptual layout of lanes, with widths and centerline alignment for the intersection to verify compatibility with the street on the eastside of Grove Avenue.

K. The southerly driveway onto Bon View Avenue just north of Merrill Avenue shall be restricted to right-in/right-out access only. On-site signage and pavement markings shall be provided for driveway access restrictions.

L. The westerly driveway onto Merrill Avenue just east of Bon View Avenue shall be restricted to right-in/right-out access only. On-site signage and pavement markings shall be provided for driveway access restrictions.

M. Reciprocal access agreements will be required for all shared drive aisles.

N. Driveways shall be constructed in accordance with City of Ontario Standard Drawing No. 1204. Trucks shall be capable of making the inbound and outbound maneuvers such that it does not impact more than one lane of traffic.

O. The Applicant/Developer shall be responsible to design and construct in-fill public street lights and potential new electrical services along its project frontages. Street lighting shall be LED-type and in accordance with the City's Traffic and Transportation Guidelines. The Applicant/Developer shall also install smart nodes on all new street light fixtures.

P. The Applicant/Developer shall be responsible to design and construct concrete bus turnouts to serve future stops on the west side of Grove Avenue, south of Eucalyptus Avenue and south of the signalized entrance (departure side). The bus turnouts shall be designed in accordance with Omnitrans requirements and to the satisfaction of the City Engineer.

Q. The Applicant/Developer shall be responsible to design and construct concrete bus pads (departure side of intersection) to serve future stops on the south side of Eucalyptus Avenue, east of Bon View Avenue, and east of future Cucamonga Avenue. The bus pads shall be designed in accordance with Omnitrans requirements and to the satisfaction of the City Engineer.

R. The Applicant/Developer shall be responsible to design and construct concrete bus turnouts (departure side of intersection) to serve future stops on the north side of Merrill Avenue, west of Grove Avenue, and west of the signalized driveway. The bus turnouts shall be designed in accordance with Omnitrans requirements and to the satisfaction of the City Engineer.

S. Property frontage along Grove Avenue, Bon View Avenue, Merrill Avenue and Eucalyptus Avenue shall be signed "No Stopping Any Time".
T. All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.
U. The Applicant/Developer's engineer-of-record shall meet with City Engineering staff prior to start of signing and striping, traffic signal, and street lighting design, and develop an interim striping plan that includes any necessary pavement transitions in preparation for the plan check stage.

G. DRAINAGE / HYDROLOGY

☐ 2.39 A _____inch storm drain main is available to accept flows from this project in _____. (Ref: Storm Drain Drawing Number: _____) ☐

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

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

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

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

☒ **2.44 Other conditions:** ☐

Design and construct storm drain improvements along the following segments per the Master Plan of Drainage. Pipe sizes shall be based on final City approved technical studies

A. 120" RCP on Grove Ave from Eucalyptus Ave to point of connection north of Merrill Ave
B. 102" RCP on Bon View Ave from Eucalyptus Ave to Merrill Ave
C. 120" RCP transitioning to 9.5' x 9.5' RCB on Merrill Ave from Bon View Ave to Euclid Ave
D. Pay an in-lieu fee of $4,012,190 for the construction of the ultimate storm drain improvements on Euclid Ave south of Merrill Ave.
E. Design and construct storm drain bleeder line or alternative interim connection at the discretion of the City on Euclid Ave south of Merrill Ave. This shall connect to the storm drain lines on Merrill Ave e/o Euclid Ave and Euclid Ave n/o Merrill Ave.
F. Proposed project specific storm drain along Merrill Ave east of Bon View Ave and Eucalyptus Ave west of Grove Avenue and east of Bon View Avenue

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

☐ 2.45 401 Water Quality Certification/404 Permit – Submit a copy of any applicable 401 Certification or 404 Permit for the subject project to the City project engineer. Development that will affect any body of surface water (i.e. lake, creek, open drainage channel, etc.) may require a 401 Water Quality Certification from the California Regional Water Quality Control Board, Santa Ana Region (RWQCB) and a 404 Permit from the United States Army Corps of Engineers (USACE). The groups of water bodies classified in these requirements are perennial (flow year round) and ephemeral (flow during rain conditions, only) and include, but are not limited to, direct connections into San Bernardino County Flood Control District (SBCFCD) channels. ☐

If a 401 Certification and/or a 404 Permit are not required, a letter confirming this from Applicant's engineer shall be submitted.
Contact information: USACE (Los Angeles District) (213) 452-3414; RWQCB (951) 782-4130.

☒ 2.46 **Submit a Water Quality Management Plan (WQMP). This plan shall be approved by the Engineering Department prior to approval of any grading plan. The WQMP shall be submitted, utilizing the current San Bernardino County Stormwater Program template, available at: http://www.sbcounty.gov/dpw/land/npdes.asp.** ☐

☒ 2.47 **Design and construct a Connector Pipe Trash Screen or equivalent Trash Treatment Control Device, per catch basin located within or accepting flows tributary of a Priority Land Use (PLU) area that meets the Full Capture System definition and specifications, and is on the Certified List of the State Water Resources Control Board. The device shall be adequately sized per catch basin and include a deflector screen with vector control access for abatement application, vertical support bars, and removable component to facilitate maintenance and cleaning.** ☐

☒ 2.48 **Other conditions:** ☐

A. Design and a debris separation baffle box or equivalent alternative approved device to satisfy the statewide trash mandate at the intersection of Grove Ave and Merrill Ave.

J. SPECIAL DISTRICTS

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

☐ 2.50 Other conditions: _____ ☐

K. FIBER OPTIC

☐ 2.51 A _____ fiber optic line is available for connection by this project in _____. (Ref: Fiber Optic Drawing Number: _____) ☐

☒ 2.52 **Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole. Limits of work are generally located along the project frontages of Merrill Ave, Eucalyptus Ave, Bon View Ave and Grove Ave. Additionally, see Broadband Conditions of Approval attached.** ☐

☒ 2.53 **Refer to the City's Fiber Optic Master Plan for design and layout guidelines. Contact the Broadband Operations Department at (909) 395-2000, regarding this requirement.** ☐

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

☒ 3.01 **Set new monuments in place of any monuments that have been damaged or destroyed as a result of construction of the subject project. Monuments shall be set in accordance with City of Ontario standards and to the satisfaction of the City Engineer.** ☐

☒ 3.02 **Complete all requirements for recycled water usage.** ☐

☒ 1) **Procure from the OMUC a copy of the letter of confirmation from the California Department of Public Health (CDPH) that the Engineering Report (ER) has been reviewed and the subject site is approved for the use of recycled water.**

☒ 2) **Obtain clearance from the OMUC confirming completion of recycled water improvements and passing of shutdown tests and cross connection inspection, upon availability/usage of recycled water.**

☒ 3) **Complete education training of on-site personnel in the use of recycled water, in accordance with the ER, upon availability/usage of recycled water.**

☒ 3.03 **The applicant/developer shall submit all final survey documents prepared by a Licensed Surveyor registered in the State of California detailing all survey monuments that have been preserved, revised, adjusted or set along with any maps, corner records or Records of Survey needed to comply with these Conditions of Approvals and the latest edition of the California Professional Land Survey Act. These documents are to be reviewed and approved by the City Survey Office.** ☐

☒ 3.04 **Ontario Ranch Projects: For developments located at an intersection of any two collector or arterial streets, the applicant/developer shall set a monument if one does not already exist at that intersection. Contact the City Survey office for information on reference benchmarks, acceptable methodology and required submittals.** ☐

☒ 3.05 **Confirm payment of all Development Impact Fees (DIF) to the Building Department.** ☐

☒ 3.06 **Submit electronic copies (PDF and Auto CAD format) of all approved improvement plans, studies and reports (i.e. hydrology, traffic, WQMP, etc.).** ☐

4. PRIOR TO FINAL ACCEPTANCE, APPLICANT SHALL:

☒ 4.01 **Complete all Conditions of Approval listed under Sections 1-3 above.** ☐

☒ 4.02 **Pay all outstanding fees pursuant to the City of Ontario Municipal Code, including but not limited to, plan check fees, inspection fees and Development Impact Fees.** ☐

☒ 4.03 **The applicant/developer shall submit a written request for the City's final acceptance of the project addressed to the City Project Engineer. The request shall include a completed Acceptance and Bond Release Checklist, state that all Conditions of Approval have been completed and shall be signed by the applicant/developer. Upon receipt of the request, review of the request shall be a minimum of 10 business days. Conditions of Approval that are deemed incomplete by the City will cause delays in the acceptance process.** ☐

☒ 4.04 **Submit record drawings (PDF) for all public improvements identified within Section 2 of these Conditions of Approval.** ☐

EXHIBIT 'A'

ENGINEERING DEPARTMENT
First Plan Check Submittal Checklist

Project Number: PDEV20-028, PMTT20-011 and/or Parcel Map No. 20161

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

1. ☒ **A copy of this check list**
2. ☒ **Payment of fee for Plan Checking**
3. ☒ **One (1) copy of Engineering Cost Estimate (on City form) with engineer's wet signature and stamp.**
4. ☒ **One (1) copy of project Conditions of Approval**
5. ☒ **Include a PDF (electronic submittal) of each required improvement plan at every submittal.**
6. ☒ **Two (2) sets of Potable and Recycled Water demand calculations (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size).**
7. ☒ **Three (3) sets of Public Street improvement plan with street cross-sections**
8. ☒ **Four (4) sets of Public Water improvement plan (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size)**
9. ☒ **Four (4) sets of Recycled Water improvement plan (include recycled water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size and an exhibit showing the limits of areas being irrigated by each recycled water meter)**
10. ☒ **Four (4) sets of Public Sewer improvement plan**
11. ☒ **Five (5) sets of Public Storm Drain improvement plan**
12. ☒ **Three (3) sets of Public Street Light improvement plan**
13. ☒ **Three (3) sets of Signing and Striping improvement plan**
14. ☒ **Three (3) sets of Fiber Optic plan (include Auto CAD electronic submittal)**
15. ☐ Three (3) sets of HOA Landscape improvement plans. Show corner sight line distance per engineering standard drawing 1309.
16. ☒ **Five (5) sets of CFD Landscape improvement plans. Show corner sight line distance per engineering standard drawing 1309.**
17. ☒ **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)**
18. ☒ **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.**
19. ☒ **Two (2) copies of Water Quality Management Plan (WQMP), including one (1) copy of the approved Preliminary WQMP (PWQMP) and one (1) copy of the precise grading plan.**

20. ☒ **One (1) copy of Hydrology/Drainage study**

21. ☒ **One (1) copy of Soils/Geology report**

22. ☒ **Payment for Parcel Map processing fee**

23. ☒ **Three (3) copies of Parcel Map**

24. ☒ **One (1) copy of approved Tentative Map**

25. ☒ **One (1) copy of Preliminary Title Report (current within 30 days)**

26. ☒ **One (1) copy of Traverse Closure Calculations**

27. ☒ **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.**

28. ☒ **Two (2) copies of Engineering Report and an electronic file (include PDF format electronic submittal) for recycled water use**

29. ☐ Other: _____

CITY OF ONTARIO
MEMORANDUM

ONTARIO MUNICIPAL UTILITIES COMPANY

DATE: March 20, 2023
TO: Michael Bhatanawin, Engineering Department
CC: Edmelynne Hutter, Planning Department
FROM: Eric Woosley, Utilities Engineering

SUBJECT: DPR#6- Utilities Engineering Condtions of Approval (**#8930-8931**)
PROJECT NO.: PM-20161 (PMTT20-011)/PDEV20-028

BRIEF DESCRIPTION

A Tentative Parcel Map (TPM 20161) to subdivide 159.95 acres into ten (10) parcels bordered by Eucalyptus Avenue to the north, Bon View Avenue to the west, Merrill Avenue to the south, and Grove Avenue to the east, and a Development Plan to construct ten (10) industrial buildings, within the Industrial and Business Park land use zoning districts of the South Ontario Logistics Center (SOLC) Specific Plan. Related files: PSP19-001, PGPA19-003.

OMUC UTILITIES ENGINEERING DIVISION CONDITIONS OF APPROVAL

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

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

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

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

2. Inherited Requirements and Conditions of Approval: This project is subject to all the Requirements and Conditions of Approval from the South Ontario Logistics Center Specific Plan (PSP-19-001) and the Development Agreement (DA21-005).
3. Final Utilities Systems Map (USM): Submit a Final Utilities Systems Map (USM) as part of the precise grading plan submittal that meets all the City's USM requirements. These requirements include to show and label all existing and proposed utilities (including all appurtenances such as backflow devices, DCDAs, etc.), sizes, points of connection, and any easements. The final utility design shall comply with all Division of Drinking Water (CCR §64572) Separation Requirements. See *Utility Systems Map (USM) Requirements* document for details.
    a. The proposed utilities, utility alignments, and Public Rights-of-Way(ROW)/Public Utility Easements (PUE) shown on the Conceptual Utilities Systems Map (CUSM) and other Entitlement documents are not considered final and shall be revised during Final Design to meet all City Design Guidelines, Standards, City Requirements, and all the Conditions of Approval contained in this document.
4. Note the following definitions and concepts for Public Utility Improvements and Private Utility Improvements: Public Improvements shall be designed per City Public Design Guidelines and City Standards and constructed through a City

Encroachment Permit; and Private Onsite Improvements shall be designed per Building Code and Plumbing Code and constructed through a City Building Permit.

a. Public Utility Improvements include the following: water main pipelines and sewer main pipelines; sewer laterals connecting to a Public Sewer Main up to the Cleanout (or Manhole) at PL/ROW; water services and connected appurtenances (Meters/Meter Boxes, Fire Hydrants, Airvacs, Blowoffs, etc.) connecting to a Public Water Main per City Standards; and Fire Services connecting to a Public Water Main from the Main up to the DCDA. Public Water Improvements and Public Sewer Improvements are required to be designed and constructed through Public Improvement Plans with Plan View and Profile View per City Standards, Guidelines, and Requirements.

b. Private Utility Improvements include the following: onsite water plumbing lines after a Public Meter, or after the Fire DCDA and including the DCDA; Backflow Devices and other Cross-Connection Prevention; onsite sewer upstream of the Public Sewer Lateral, including the Cleanout (or Manhole) at PL/ROW/PUE Edge; Monitoring Manholes and other Wastewater Pretreatment Facilities. Private Onsite Utility Improvements are required to be designed and constructed per Building and Plumbing Plans with: the Backflows, DCDAs, Cleanout (or Manhole) at PL/ROW/PUE Edge, and Monitoring Manholes being designed and constructed through a Precise Grading Plan; and, the other Pretreatment Devices (Grease Interceptor, Sand, Oil Interceptors, etc.) and the connections to the buildings and structures through a building Plumbing Plan.

5. Public Utility Easements: Any City of Ontario Public Utilities that will not be installed within the public Right-of-Way (ROW), shall be installed within a Public Utility Easement (PUE) and shall comply with the following requirements (as applicable, these requirements also apply to utilities in Public ROW and Public ROW/PUE combinations):

   a. The PUE shall be a minimum of 20 feet wide, centered on the utility main contained within it with 10 feet of PUE on each side of each main;

   b. The PUE shall be a minimum of 10 feet wide, centered on the utility services/laterals contained within it with 5 feet of PUE on each side of each service/lateral;

   c. The PUE shall be a minimum of 5 feet behind and 5 feet on each side of a water meter box, and 5 feet on each side of water apparatuses (fire hydrants, blowoffs, airvacs, etc.);

   d. The PUE shall not contain any storm water improvements (infiltration, detention, retention, bioswale, etc.), landscaping with thick or intrusive root structures, or any permanent structures or overhangs of permanent structures;

   e. The PUE surface shall be improved and shall be designed to allow vehicle access over and along the full length and width of the utility main by any City maintenance vehicle.

6. Existing Groundwater Wells: Existing groundwater wells shall be abandoned per County of San Bernardino and State of California Requirements prior to grading.

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

7. Public Sewer Improvements: Design and construct the following required public sewer mains in accordance with City of Ontario Standards and Design Guidelines and Specifications:

   a. A 36-inch sewer main on Euclid Avenue between Kimball Avenue and Merrill Avenue; connected to the existing Inland Empire Utilities Agency (IEUA) 60-inch sewer main in Kimball Avenue.

   b. A 36-inch sewer main on Merrill Avenue between Euclid Avenue and Grove Avenue.

   c. An 18-inch sewer main on Bon View Avenue between Merrill Avenue and Eucalyptus Avenue; including a stub easterly for a future connection on Eucalyptus Avenue.

   d. An 18-inch sewer main on Grove Avenue, between Merrill Avenue and Eucalyptus Avenue; including a stub northerly for a future connection on Grove Avenue.

8. Sewer Laterals: Per City of Ontario Standard Drawing No. 2003:

   a. Install a sewer lateral connected to the new 18-inch sewer main in Bon View Avenue for Buildings 2,3,4, and 5.

   b. Install a sewer lateral connected to the new 18-inch sewer main in Bon View Avenue for Building 9.

   c. Install a sewer lateral connected to the new 18-inch sewer main in Grove Avenue for Building 1.

   d. Install a sewer lateral connected to the new 18-inch sewer main in Grove Avenue for Building 6.

e. Install a sewer lateral connected to the new 18-inch sewer main in Grove Avenue for Building 7.

f. Install a sewer lateral connected to the new 36-inch sewer main in Merrill Avenue for Building 8.

g. Install a sewer lateral connected to the new 36-inch sewer main in Merrill Avenue for Building 10.

9. On-Site Sewer System: Each building shall have an onsite monitoring manhole prior to the point of connection with the Public Sewer System designed and constructed per City of Ontario Standard Drawing Nos. 2201 & 2203.

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

10. Public Water Improvements: Design and construct the following required public potable water mains in accordance with City of Ontario Standards and Design Guidelines and Specifications:

    a. A 24-inch potable water main on Eucalyptus Avenue between Carpenter Avenue and Grove Avenue; connected to the existing 24-inch potable water main in Eucalyptus Avenue east of Carpenter Avenue.

    b. A 16-inch potable water main on Eucalyptus Avenue between Grove Avenue and Bon View Avenue; connected to the required 24-inch potable water main on Eucalyptus Avenue.

    c. A 16-inch potable water main on Merrill Avenue between Carpenter Avenue and Bon View Avenue; connected to the existing 12-inch potable water main in Merrill Avenue east of Carpenter Avenue.

    d. A 12-inch potable water main on Grove Avenue between Merrill Avenue and Eucalyptus Avenue.

    e. A 12-inch potable water main on Bon View Avenue between Merrill Avenue and Eucalyptus Avenue.

11. Fire Hydrants: Install fire hydrants along all frontages connected to the new respective potable water main per City of Ontario Standards. Fire hydrants connected to potable water mains shall be spaced a maximum of 300 feet apart or per Fire Department Standards/Requirements.

12. Fire Service with Fire System Double Check Detector Assembly (DCDA): Per City of Ontario Standard Drawing No. 4208:

    a. Install two (2) fire services each equipped with a DCDA for Buildings 1 through 5. Install one (1) connected to the new 16-inch water main in Eucalyptus Avenue, and one (1) connected to the new 12-inch water main in Grove Avenue. The on-site fire system downstream of the DCDAs shall be designed as a looped fire system.

    b. Install two (2) fire services each equipped with a DCDA for Building 6, both connected to the new 12-inch water main in Grove Avenue. The on-site fire system downstream of the DCDAs shall be designed as a looped fire system.

    c. Install two (2) fire services each equipped with a DCDA for Building 7. Install one (1) connected to the new 16-inch water main in Merrill Avenue, and one (1) connected to the new 12-inch water main in Grove Avenue. The on-site fire system downstream of the DCDAs shall be designed as a looped fire system.

    d. Install two (2) fire services each equipped with a DCDA for Building 8, both connected to the new 16-inch water main in Merrill Avenue. The on-site fire system downstream of the DCDAs shall be designed as a looped fire system.

    e. Install two (2) fire services each equipped with a DCDA for Building 9, both connected to the new 12-inch water main in Bon View Avenue. The on-site fire system downstream of the DCDAs shall be designed as a looped fire system.

    f. Install two (2) fire services each equipped with a DCDA for Building 10. Install one (1) connected to the new 16-inch water main in Merrill Avenue, and one (1) connected to the new 12-inch water main in Bon View Avenue. The on-site fire system downstream of the DCDAs shall be designed as a looped fire system.

13. Water Service with Meter and Backflow Prevention Assembly Reduced Pressure Device: Install a water service and meter connected to the respective potable water main per City of Ontario Standards. The water service shall be equipped with a backflow prevention device. The water meter shall be located within the ROW:

    a. Buildings 1 through 5 shall connect separately to the new 16-inch potable water main in Eucalyptus Avenue.

    b. Buildings 6 & 7 shall connect separately to the new 12-inch potable water main in Grove Avenue.

    c. Building 9 shall connect to the new 12-inch potable water main in Bon View Avenue.

    d. Buildings 8 & 10 shall connect separately to the new 16-inch potable water main in Merrill Avenue.

14. Phase 2 Water Improvements: Phase 2 Water Improvement payments shall be made by the Owner as described in the Development Agreement (DA21-005).

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

15. Public Recycled Water Improvements: Design and construct the following required public recycled water mains in accordance with City of Ontario Standards and Design Guidelines and Specifications:
    a. A 12-inch recycled water main on Eucalyptus Avenue between Bon View and Grove Avenue; connected to the existing 30-inch IEUA recycled water main in Eucalyptus Avenue.
    b. An 8-inch recycled water main on Bon View Avenue between Merrill Avenue and Eucalyptus Avenue; connected to the existing 30-inch IEUA recycled water main in Bon View Avenue.
    c. An 8-inch recycled water main on Merrill Avenue between Bon View Avenue and Grove Avenue.
    d. An 8-inch recycled water main on Grove Avenue between Merrill Avenue and Eucalyptus Avenue.
16. City Ordinance 2689: This development shall comply with City Ordinance 2689 and make use of recycled water for all approved uses, including but not limited to landscaping irrigation. This includes:
    a. Separate recycled water irrigation service and meter for each building's private landscape areas.
    b. Separate recycled water irrigation services for the City maintained neighborhood edges and medians.
17. Recycled Water Irrigation Service and Meter: Install a separate recycled water irrigation service with a meter for each building connected to the respective recycled water main per City of Ontario Standards. The irrigation meter shall be located within the ROW:
    a. Buildings 1 through 5 shall connect separately to the new 12-inch recycled water main in Eucalyptus Avenue.
    b. Buildings 6 & 7 shall connect separately to the new 8-inch recycled water main in Grove Avenue.
    c. Building 9 shall connect to the new 8-inch recycled water main in Bon View Avenue.
    d. Buildings 8 & 10 shall connect separately to the new 8-inch recycled water main in Merrill Avenue.
18. Engineering Report: Submit 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 regarding this requirement.

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

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

CITY OF ONTARIO
MEMORANDUM

DEVELOPMENT PLAN REVIEW COMMENTS
Broadband Operations Section

DATE: 08-12-22

PROJECT: PMTT20-011, PDEV20-028

LOCATION: Eucalyptus, Grove, Bon View

PROJECT ENGINEER:

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

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A. General Comments:

1. The applicant/developer shall respond to these comments as well as the comments provided by the Environmental Section, Traffic & Transportation Division, Ontario Municipal Utilities Company and Broadband Operations and address all of them prior to the next submittal.

2. The applicant/developer shall address all additional redlined comments on the plans attached.

3. Provide plans in digital format (PDF) for future submittals.

4. Refer to the In-tract Fiber Network Design guideline on the City's website for additional in-tract conduit guidelines

B. The following items will be incorporated in the Conditions of Approval Report prior to the Development Advisory Board and/or Zoning Administrator Hearing upon all departments' comments being satisfactorily addressed:

1. Project shall be designed and constructed to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole in the Right-of-Way (ROW) and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole.
2. Contractor is responsible for locating and connecting conduit to existing OntarioNet hand holes on adjacent properties within a reasonable distance. There should be no "Gaps" in conduit between the contractor's development and the adjacent property. OntarioNet hand holes are typically located in the ROW at the extreme edge of a property.
3. Where a joint telecom or street light street crossing is required, include (2) 2" HDPE SDR-11 conduits or (1) 4" schedule 80 conduit sleeve. Terminate the street crossing conduit(s) in a new HH-3/22 OntarioNet hand hole in the right of way
4. The City requires a public utility easement for fiber optics on all private aisles/alley ways.
5. Hand holes - Design and install OntarioNet fiber optic hand hole HH-FP (10x00x10), HH-1 (13x24x18), HH-2 (17x30x24), HH-2A (24x36x30), HH-3 (30x48x36) and/or HH-4 (36x60x36) as needed. Respectively, Newbasis Part # PLA100010T-00002, PCA132418-00006, PCA-173024-90116, PCA-243630-90064, PCA-304836-90244 and PCA-366036-90146 or equivalent as specified per City Standard 1316. Conduits sweeping into hand holes shall enter in flush with the cut-out mouse holes aligned parallel to the bottom of

the box and come in perpendicular to the wall of the box. Conduits shall not enter at any angle other than parallel. Provide 5-foot minimum clearance from existing/proposed utilities. All hand holes will have ¼-inch galvanized wire between the hand holes and the gravel it is placed on.

6. ROW Conduit – Design and install fiber optic conduit at a minimum depth of 36-inch. Trenching shall be per City Standard 1306. Install (1) 2-inch HDPE SDR-11 (Smoothwall) roll pipe (Orange) duct and (1) 2-inch HDPE SDR-11 (Smoothwall) roll pipe (Orange with Black Stripe) duct. Conduit(s) between ROW hand holes and hand holes on private property shall be 2-inch HDPE SDR-11 (Smoothwall) roll pipe (Orange) duct.
7. Building Entrance (Single Family) – Design and install 0.75-inch HDPE SDR-11 (Smoothwall) roll pipe (Orange) duct from hand holes on property or hand holes in the ROW. Consult City's Fiber Team for design assistance.
8. Building Entrance (Multi-family and Commercial) - From the nearest handhole to the building entrance, design and install fiber optic conduit at a minimum depth of 36-inches. Trenching shall be per City Standard for Commercial Buildings. (1) 2-inch HDPE SDR-11 (Smoothwall) roll pipe (Orange) duct. Install locate/tracer wires minimum 12AWG within conduit bank and fiber warning tape 18-inch above the uppermost duct
9. Multi-family and commercial properties shall terminate conduit in an electrical room adjacent to the wall no less than five inches above the finished floor. A 20" width X length 36" space shall be reserved on the plywood wall for OntarioNet equipment. This space shall be labeled "OntarioNet Only". Ontario Conduit shall be labeled "OntarioNet"
10. A minimum 1.5-inch joint use telecommunications conduit with pull-rope from the single-family, multi-family or commercial building communal telecom/electrical room/closet to each multi-family or commercial building unit shall be installed. See Structured Wiring Checklist on City's website for additional details.
11. Warning Tape - Contractor shall supply and install an approved non-detectable warning tape 18-inch above the uppermost conduit when backfilling trenches, pits or excavations greater than 10' in length. Warning Tape shall be non-detectable, Orange in color, 4-inch minimum width, 4 mil, 500% minimum elongation, with bold printed black letters "CAUTION - BURIED FIBER OPTIC CABLE BELOW" printed in bold black lettering no less than 2-inch high.
12. All hand holes, conduits, conduit banks, materials and installations are per the City's Fiber Optic Master Plan and City Fiber Optic Cable and Duct Standards. All hand holes, conduits and ducts shall be placed in the public right of way.
13. All unused conduits/ducts/microducts shall be protected with duct plugs that provide a positive seal. Ducts that are occupied shall be protected with industry accepted duct seal compound.
14. Locate/Tracer Wire - Conduit bank requires (1) 12AWG high strength (minimum break load 452#) copper-clad steel with 30mil HDPE orange insulation for locate/tracer wire. Contact City's Fiber Team for tracer wire specifications and see note 8.
15. Multi-family dwellings are considered commercial property.
16. Refer to the In-tract Fiber Network Design guideline on the City's website for additional in-tract conduit guidelines.

Include fiber optic on Utility Systems Map

AIRPORT LAND USE COMPATIBILITY PLANNING
CONSISTENCY DETERMINATION REPORT

ONTARIO AIRPORT PLANNING

Project File No.: PMTT20-011 & PDEV20-028

Address: North East Corner of Merrill Avenue & Bon View Avenue

APN: 1054-071-01-02, 1054-081-03, 1054-091-01-02, 1054-231-01-02, 1054-241-01-02

Existing Land Use: Agricultural - Dairy Farms

Proposed Land Use: Tentative Parcel Map to subdivide 159.95 acres into 10 Lots. Development Plan to construct 10 industrial building totaling 3,021,375 SF

Site Acreage: 159.95 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: Edmelynne Hutter

Date: 3/2/2023

CD No.: 2020-039 Rev. 1

PALU No.: N/A

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

Safety	Noise Impact	Airspace Protection	Overflight Notification
○ Zone 1	○ 75+ dB CNEL	☐ High Terrain Zone	☐ Avigation Easement Dedication
○ Zone 1A	○ 70 - 75 dB CNEL	○ FAA Notification Surfaces	☐ Recorded Overflight Notification
☐ Zone 2	☐ 65 - 70 dB CNEL	○ Airspace Obstruction Surfaces	☑ Real Estate Transaction Disclosure
☐ Zone 3	☐ 60 - 65 dB CNEL	☐ Airspace Avigation Easement Area	
☐ Zone 4		Allowable Height: 200 FT +	
○ 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: 50-130 FT

CONSISTENCY DETERMINATION

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

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

Airport Planner Signature: Lorena Mejia

Project Conditions

1. The project will need to provide a minimum of 17.97 acres of open land and 18.62 acres of open land has been provided.

2. The attached open land exhibit identifies the interior truck yard as an acceptable location for meeting the open land requirements. The area within the truck yard designated for open land shall be remain free of permanent structures and other major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires.

3. Project is located within Safety Zones 1, 2, 3, and 6 and above ground storage of hazardous materials greater than 6,000 gallons is not allowed.

4. The project site is located within an area where 45-130 foot building heights are allowed. Allowable building heights gradually increase from the southeast to the northwest corner of the project site. Given its close proximity to Chino Airport the applicant will be required to file for an FAA Obstruction Evaluation/Airport Airspace Analysis (FAA Form 7460-1) for any temporary construction equipment such as cranes and receive a Determination of No Hazard for any temporary structures/objects that are over 45 feet in height.

5. The planting palette will need to include tree species that will not grow to a mature height that would create future hazards to aircraft in flight and shall have a mature height of no more than 50 feet in height for Parcel/Building 7 and no more than 75 feet for the remaining project site.

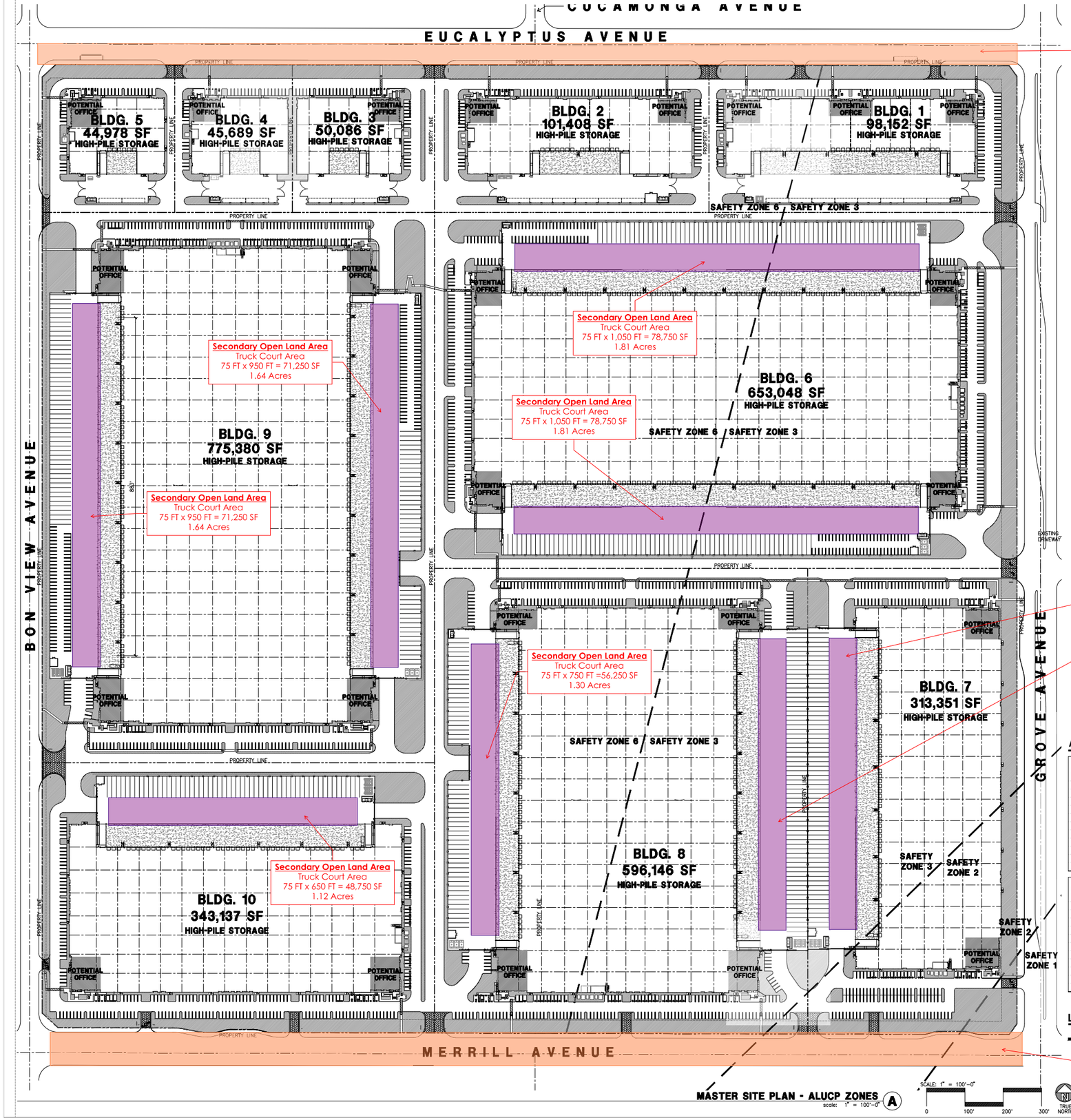
6. Attached is the land use intensity calculation for the proposed building. Future land uses that deviate from what is currently being approved must meet the policies and criteria of the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics and Reference I, Chino Airport Land Use Compatibility Plan of the Development Code and receive Planning Department approval prior to issuance of any business license.

7. The portion of Merrill Avenue located within Safety Zone 1 must remain clear of permanent aboveground objects. The developer shall coordinate with Chino Airport and FAA to determine allowable heights and structures permitted within Safety Zone 1 near the Grove Avenue/Merrill Avenue intersection such as Traffic signals and street lights. The applicant shall file for an Obstruction Evaluation with the FAA and receive a Determination of No Hazard prior for permit issuance of any street improvements (street lights/traffic signals/street trees).

8. The applicant shall adhere to the conditions set forth in FAA Aeronautical Study No's. 2022-AWP-24366-OE,2022-AWP-24370-OE, 2022-AWP-24374-OE, 2022-AWP-24378-OE, 2022-AWP-24383-OE, 2022-AWP-24387-OE,2022-AWP-24391-OE, 2022-AWP-24396-OE and 2022-AWP-24400-OE.

9. New development located within any of the Safety Zones are required to have a"Property Located within Safety Zone Notification appearing on the Property Deed and Title incorporating the following language:

NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.) The property is presently located in a Safety Zone which limits land uses and the number of people on site. Land uses are required to meet the policies and criteria of the Chino Airport Land Use Compatibility Plan.



Safety Zone Open Land Calculations

Project Site within Safety Zone 1 = 0.35 acres
100% Open Land required = 0.35 acres

Project Site within Safety Zone 2 = 4.46 acres
25% Open Land required = 1.12 acres

Project Site within Safety Zone 3 = 44.11 acres
15% Open Land required = 6.62 acres

Project Site within Safety Zone 6 = 98.75 acres
10% Open Land required = 9.88 acres

Total Open Land Required = 17.97 acres

Total Open Land Provided = 18.62 acres

ALUCP ZONE CALCULATIONS

Building No.	Overall Site Acres	Safety Zone 1	2	3	6	Outside
Building 1	7.06	0.00	0.00	4.89	2.17	0.00
Building 2	6.33	0.00	0.00	0.00	6.33	0.00
Building 3	3.29	0.00	0.00	0.00	3.29	0.00
Building 4	2.71	0.00	0.00	0.00	2.71	0.00
Building 5	3.06	0.00	0.00	0.00	3.06	0.00
Building 6	32.49	0.00	0.00	15.65	16.84	0.00
Building 7	15.25	0.35	4.32	10.58	0.00	0.00
Building 8	27.20	0.00	0.14	12.99	14.07	0.00
Building 9	33.84	0.00	0.00	0.00	33.84	0.00
Building 10	16.46	0.00	0.00	0.00	16.46	0.00
TOTAL	**147.67**	0.35	4.46	44.11	98.75	0.00

Building No.	Building Overall S.F.	Warehouse S.F. Zone 1	Zone 2	Zone 3	Zone 6	Outside	Office S.F. Zone 1	Zone 2	Zone 3	Zone 6	Outside	Total
Building 1	98,152	0	0	58,468	30,684	0	0	0	6,000	3,000	0	98,152
Building 2	101,408	0	0	0	92,408	0	0	0	0	9,000	0	101,408
Building 3	50,086	0	0	0	45,086	0	0	0	0	5,000	0	50,086
Building 4	45,689	0	0	0	41,189	0	0	0	0	4,500	0	45,689
Building 5	44,978	0	0	0	40,578	0	0	0	0	4,400	0	44,978
Building 6	653,048	0	0	286,252	340,796	0	0	0	13,000	13,000	0	653,048
Building 7	313,351	0	84,985	212,366	0	0	0	8,000	8,000	0	0	313,351
Building 8	596,146	0	0	284,944	285,202	0	0		13,000	13,000	0	596,146
Building 9	775,380	0	0	0	749,380	0	0	0	0	26,000	0	775,380
Building 10	343,137	0	0	0	327,137	0	0	0	0	16,000	0	343,137
TOTAL	**3,021,375**	**0**	**84,985**	**842,030**	**1,952,460**	**0**	**0**	**8,000**	**40,000**	**93,900**	**0**	**3,021,375**

LEGEND

SAFETY ZONE BOUNDARY LINE

MASTER SITE PLAN - ALUCP ZONES (A)
scale: 1" = 100'-0"

SCALE: 1" = 100'-0"
0 100' 200' 300'
TRUE NORTH

HPA architecture
hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com
LICENSED ARCHITECT C-29451 3-31-23 RENEWAL DATE STATE OF CALIFORNIA

Owner:

REDA REAL ESTATE DEVELOPMENT ASSOCIATES
Address: 4450 MacArthur Blvd #100, Newport Beach, CA 92660
Phone: (949) 216-7300

Project:

SOUTH ONTARIO LOGISTICS CENTER

ONTARIO, CALIFORNIA

Consultants:

CIVIL	Thienes Engineering
STRUCTURAL	
MECHANICAL	
PLUMBING	
ELECTRICAL	
LANDSCAPE	Hunter Landscape
FIRE PROTECTION	
SOILS ENGINEER	

Title: ALUCP SITE PLAN

Project Number: 18533
Drawn by: X.L.
Date: 07/19/22
Revision:

Sheet:

DAB-A1.0A

CE No.: 2020-039

Intensity Calculations for PDEV20-028

Building 1 Intensity Calculations

Building No.	Proposed Land Use	Zone 2 Land Use SF	Zone 3 Land Use SF	Zone 6 Land Use SF	Load Factors: ALUCP Load Factor	Sitewide Average Calculations (Zone 2 = 60 P/AC max): ALUCP Load Factor	Sitewide Average Calculations (Zone 3 = 100 P/AC max): ALUCP Load Factor	Sitewide Average Calculations (Zone 6= 300 P/AC max): ALUCP Load Factor	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Zone 3 Single Acre Land Use SF (Zone 3 = 300 P/AC max)	Single Acre Intensity Calculations (Zone 6 = 1,200 P/AC max): ALUCP Load Factor	INTENSITY CALCULATION RESULTS
Building 1	Warehouse	0	58,468	30,684	1,000	0	58	31		38	41	Project meets Single Acre & Sitewide Average Calculations
Building 1	Office	0	6,000	3,000	215	0	28	14	0	28	14	
Totals						**0**	**18**	**21**	**0.0**	**65**	**55**	

Site Information

Safety Zone	Acreage	Square Footage
Zone 1	0.00	0
Zone 2	0.00	0
Zone 3	4.89	213,008.40
Zone 6	2.17	94,525.20
Totals		

Sitewide Average Calculation	Single Acre Intensity Calculation
Safety Zone 3 = 18 Safety Zone 6 = 21	Safety Zone 3 = 65 Safety Zone 6 = 55

CE No.: 2020-039

Intensity Calculations for PDEV20-028

Building 2 Intensity Calculations

Building No.	Proposed Land Use	Zone 2 Land Use SF	Zone 3 Land Use SF	Zone 6 Land Use SF	Load Factors: ALUCP Load Factor	Sitewide Average Calculations (Zone 2 = 60 P/AC max): ALUCP Load Factor	Sitewide Average Calculations (Zone 3 = 100 P/AC max): ALUCP Load Factor	Sitewide Average Calculations (Zone 6= 300 P/AC max): ALUCP Load Factor	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Zone 3 Single Acre Land Use SF (Zone 3 = 300 P/AC max)	Single Acre Intensity Calculations (Zone 6 = 1,200 P/AC max): ALUCP Load Factor	INTENSITY CALCULATION RESULTS
Building 2	Warehouse	0	0	92,408	1,000	0	0	92		0	35	Project meets Single Acre & Sitewide Average Calculations
Building 2	Office	0	0	9,000	215	0	0	42	0	0	42	
Totals						0	0	21	0.0	0	76	

Site Information

Safety Zone	Acreage	Square Footage
Zone 1	0.00	0
Zone 2	0.00	0
Zone 3	0.00	0.00
Zone 6	6.33	275,734.80
Totals		

Sitewide Average Calculation	Single Acre Intensity Calculation
Safety Zone 6 = 21	Safety Zone 6 = 76

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Intensity Calculations for PDEV20-028

Building 3 Intensity Calculations

Building No.	Proposed Land Use	Zone 2 Land Use SF	Zone 3 Land Use SF	Zone 6 Land Use SF	Load Factors ALUCP Load Factor	Sitewide Average Calculations (Zone 2 = 60 P/AC max) ALUCP Load Factor	Sitewide Average Calculations (Zone 3 = 100 P/AC max) ALUCP Load Factor	Sitewide Average Calculations (Zone 6= 300 P/ AC max) ALUCP Load Factor	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Zone 3 Single Acre Land Use SF (Zone 3 = 300 P/AC max)	Single Acre Intensity Calculations (Zone 6 = 1,200 P/AC max) ALUCP Load Factor	INTENSITY CALCULATION RESULTS
Building 3	Warehouse	0	0	45,086	1,000	0	0	45		0	39	Project meets Single Acre & Sitewide Average Calculations
Building 3	Office	0	0	5,000	215	0	0	23	0	0	23	
Totals						0	0	21	0.0	0	62	

Site Information

Safety Zone	Acreage	Square Footage
Zone 1	0.00	0
Zone 2	0.00	0
Zone 3	0.00	0.00
Zone 6	3.29	143,312.40
Totals		

Sitewide Average Calculation

Safety Zone 6 = 21

Single Acre Intensity Calculation

Safety Zone 6 = 62

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Intensity Calculations for PDEV20-028

Building 4 Intensity Calculations

Building No.	Proposed Land Use	Zone 2 Land Use SF	Zone 3 Land Use SF	Zone 6 Land Use SF	Load Factors ALUCP Load Factor	Sitewide Average Calculations (Zone 2 = 60 P/AC max) ALUCP Load Factor	Sitewide Average Calculations (Zone 3 = 100 P/AC max) ALUCP Load Factor	Sitewide Average Calculations (Zone 6= 300 P/ AC max) ALUCP Load Factor	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Zone 3 Single Acre Land Use SF (Zone 3 = 300 P/AC max)	Single Acre Intensity Calculations (Zone 6 = 1,200 P/AC max) ALUCP Load Factor	INTENSITY CALCULATION RESULTS
Building 4	Warehouse	0	0	41,189	1,000	0	0	41		0	37	Project meets Single Acre & Sitewide Average Calculations
Building 4	Office	0	0	4,500	215	0	0	21	0	0	21	
Totals						0	0	23	0.0	0	58	

Site Information

Safety Zone	Acreage	Square Footage
Zone 1	0.00	0
Zone 2	0.00	0
Zone 3	0.00	0.00
Zone 6	2.71	118,047.60
Totals		

Sitewide Average Calculation	Single Acre Intensity Calculation
Safety Zone 6 = 23	Safety Zone 6 = 58

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Intensity Calculations for PDEV20-028

Building 5 Intensity Calculations

Building No.	Proposed Land Use	Zone 2 Land Use SF	Zone 3 Land Use SF	Zone 6 Land Use SF	Load Factors ALUCP Load Factor	Sitewide Average Calculations (Zone 2 = 60 P/AC max) ALUCP Load Factor	Sitewide Average Calculations (Zone 3 = 100 P/AC max) ALUCP Load Factor	Sitewide Average Calculations (Zone 6= 300 P/ AC max) ALUCP Load Factor	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Zone 3 Single Acre Land Use SF (Zone 3 = 300 P/AC max)	Single Acre Intensity Calculations (Zone 6 = 1,200 P/AC max) ALUCP Load Factor	INTENSITY CALCULATION RESULTS
Building 5	Warehouse	0	0	40,578	1,000	0	0	41		0	36	Project meets Single Acre & Sitewide Average Calculations
Building 5	Office	0	0	4,400	215	0	0	20	0	0	20	
Totals						0	0	20	0.0	0	57	

Site Information

Safety Zone	Acreage	Square Footage
Zone 1	0.00	0
Zone 2	0.00	0
Zone 3	0.00	0.00
Zone 6	3.06	133,293.60
Totals		

Sitewide Average Calculation	Single Acre Intensity Calculation
Safety Zone 6 = 20	Safety Zone 6 = 57

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Intensity Calculations for PDEV20-028

Building 6 Intensity Calculations

Building No.	Proposed Land Use	Zone 2 Land Use SF	Zone 3 Land Use SF	Zone 6 Land Use SF	Load Factors: ALUCP Load Factor	Sitewide Average Calculations (Zone 2 = 60 P/AC max): ALUCP Load Factor	Sitewide Average Calculations (Zone 3 = 100 P/AC max): ALUCP Load Factor	Sitewide Average Calculations (Zone 6= 300 P/AC max): ALUCP Load Factor	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Zone 3 Single Acre Land Use SF (Zone 3 = 300 P/AC max)	Single Acre Intensity Calculations (Zone 6 = 1,200 P/AC max): ALUCP Load Factor	INTENSITY CALCULATION RESULTS
Building 6	Warehouse	0	286,252	340,796	1,000	0	286	341		31	31	Project meets Single Acre & Sitewide Average Calculations
Building 6	Office	0	13,000	13,000	215	0	60	60	0	60	60	
Totals						0	22	24	0.0	91	91	

Site Information

Safety Zone	Acreage	Square Footage
Zone 1	0.00	0
Zone 2	0.00	0
Zone 3	15.65	681,714.00
Zone 6	16.84	733,550.40
Totals		

Sitewide Average Calculation

Safety Zone 3= 22
Safety Zone 6 = 24

Single Acre Intensity Calculation

Safety Zone 3 = 91
Safety Zone 6 = 91

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Intensity Calculations for PDEV20-028

Building 7 Intensity Calculations

Building No.	Proposed Land Use	Zone 2 Land Use SF	Zone 3 Land Use SF	Zone 6 Land Use SF	Load Factors ALUCP Load Factor	Sitewide Average Calculations (Zone 2 = 60 P/AC max) ALUCP Load Factor	Sitewide Average Calculations (Zone 3 = 100 P/AC max) ALUCP Load Factor	Sitewide Average Calculations (Zone 6= 300 P/ AC max) ALUCP Load Factor	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Zone 3 Single Acre Land Use SF (Zone 3 = 300 P/AC max)	Single Acre Intensity Calculations (Zone 6 = 1,200 P/AC max) ALUCP Load Factor	INTENSITY CALCULATION RESULTS
Building 7	Warehouse	84,985	212,366		1,000	85	212	0	36	36	0	Project meets Single Acre & Sitewide Average Calculations
Building 7	Office	8,000	8,000		215	37	37	0	37	37	0	
Totals						**28**	**24**	**0.0**	**73**	**73**	**0**	

Site Information

Safety Zone	Acreage	Square Footage
Zone 1	0.35	15,246.00
Zone 2	4.32	188,179.20
Zone 3	10.58	460,864.80
Zone 6	0.00	0.00
Totals		

Sitewide Average Calculation

Safety Zone 2 = 28
Safety Zone 3= 24

Single Acre Intensity Calculation

Safety Zone 2 = 73
Safety Zone 3 = 73

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Intensity Calculations for PDEV20-028

Building 8 Intensity Calculations

Building No.	Proposed Land Use	Zone 2 Land Use SF	Zone 3 Land Use SF	Zone 6 Land Use SF	Load Factors ALUCP Load Factor	Sitewide Average Calculations (Zone 2 = 60 P/AC max) ALUCP Load Factor	Sitewide Average Calculations (Zone 3 = 100 P/AC max) ALUCP Load Factor	Sitewide Average Calculations (Zone 6= 300 P/ AC max) ALUCP Load Factor	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Zone 3 Single Acre Land Use SF (Zone 3 = 300 P/AC max)	Single Acre Intensity Calculations (Zone 6 = 1,200 P/AC max) ALUCP Load Factor	INTENSITY CALCULATION RESULTS
Building 8	Warehouse	0	284,944	285,202	1,000	0	285	285		31	31	Project meets Single Acre & Sitewide Average Calculations
Building 8	Office	0	13,000	13,000	215	0	60	60	0	60	60	
Totals						0	27	25	0.0	91	91	

Site Information

Safety Zone	Acreage	Square Footage
Zone 1	0.00	0
Zone 2	0.14	6,098.40
Zone 3	12.99	565,844.40
Zone 6	14.07	612,889.20
Totals		

Sitewide Average Calculation

Safety Zone 3 = 27
Safety Zone 6 = 25

Single Acre Intensity Calculation

Safety Zone 3 = 91
Safety Zone 6 = 91

CE No.: 2020-039

Intensity Calculations for PDEV20-028

Building 9 Intensity Calculations

Building No.	Proposed Land Use	Zone 2 Land Use SF	Zone 3 Land Use SF	Zone 6 Land Use SF	Load Factors: ALUCP Load Factor	Sitewide Average Calculations (Zone 2 = 60 P/AC max): ALUCP Load Factor	Sitewide Average Calculations (Zone 3 = 100 P/AC max): ALUCP Load Factor	Sitewide Average Calculations (Zone 6= 300 P/AC max): ALUCP Load Factor	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Zone 3 Single Acre Land Use SF (Zone 3 = 300 P/AC max)	Single Acre Intensity Calculations (Zone 6 = 1,200 P/AC max): ALUCP Load Factor	INTENSITY CALCULATION RESULTS
Building 9	Warehouse	0	0	749,380	1,000	0	0	749		44	37	Project meets Single Acre & Sitewide Average Calculations
Building 9	Office	0	0	26,000	215	0	0	121	0	0	30	
Totals						0	0	26	0.0	44	67	

Site Information

Safety Zone	Acreage	Square Footage
Zone 1	0.00	0
Zone 2	0.00	0
Zone 3	0.00	0.00
Zone 6	33.84	1,474,070.40
Totals		

Sitewide Average Calculation

Safety Zone 6 = 26

Single Acre Intensity Calculation

Safety Zone 6 = 67

CE No.: 2020-039

Intensity Calculations for PDEV20-028

Building 10 Intensity Calculations

Building No.	Proposed Land Use	Zone 2 Land Use SF	Zone 3 Land Use SF	Zone 6 Land Use SF	Load Factors ALUCP Load Factor	Sitewide Average Calculations (Zone 2 = 60 P/AC max) ALUCP Load Factor	Sitewide Average Calculations (Zone 3 = 100 P/AC max) ALUCP Load Factor	Sitewide Average Calculations (Zone 6= 300 P/ AC max) ALUCP Load Factor	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Zone 3 Single Acre Land Use SF (Zone 3 = 300 P/AC max)	Single Acre Intensity Calculations (Zone 6 = 1,200 P/AC max) ALUCP Load Factor	INTENSITY CALCULATION RESULTS
Building 10	Warehouse	0	0	327,137	1,000	0	0	327		0	36	Project meets Single Acre & Sitewide Average Calculations
Building 10	Office	0	0	16,000	215	0	0	74	0	0	37	
Totals						0	0	24	0.0	0	73	

Site Information

Safety Zone	Acreage	Square Footage
Zone 1	0.00	0
Zone 2	0.00	0
Zone 3	0.00	0.00
Zone 6	16.46	716,997.60
Totals		

Sitewide Average Calculation	Single Acre Intensity Calculation
Safety Zone 6 = 24	Safety Zone 6 = 73

Mail Processing Center
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Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-AWP-24366-OE

Issued Date: 01/17/2023

Naveen Gali
Thienes Engineering, Inc
14349 Firestone Boulevard
La Mirada, CA 90638

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building SOUTH ONTARIO LOGISTICS CENTER-BUILDING 1
Location:	ONTARIO, CA
Latitude:	33-59-24.01N NAD 83
Longitude:	117-37-50.49W
Heights:	673 feet site elevation (SE) 42 feet above ground level (AGL) 715 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/17/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

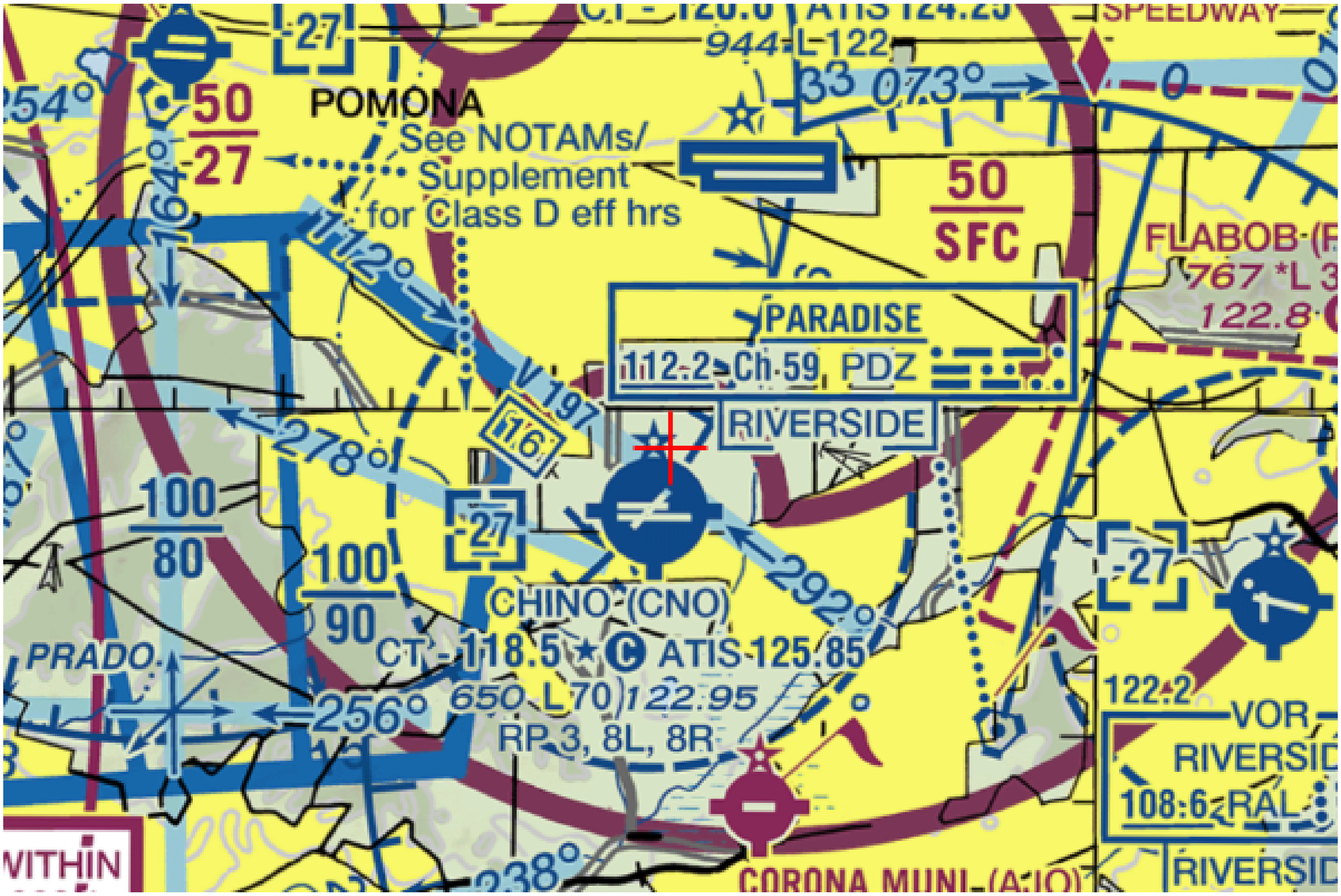
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-24366-OE.

Signature Control No: 566495169-568545641 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-24366-OE

Sectional Map for ASN 2022-AWP-24366-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-AWP-24370-OE

Issued Date: 01/17/2023

Naveen Gali
Thienes Engineering, Inc
14349 Firestone Boulevard
La Mirada, CA 90638

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building SOUTH ONTARIO LOGISTICS CENTER-BUILDING 2
Location:	ONTARIO, CA
Latitude:	33-59-23.96N NAD 83
Longitude:	117-37-58.65W
Heights:	673 feet site elevation (SE) 42 feet above ground level (AGL) 715 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/17/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

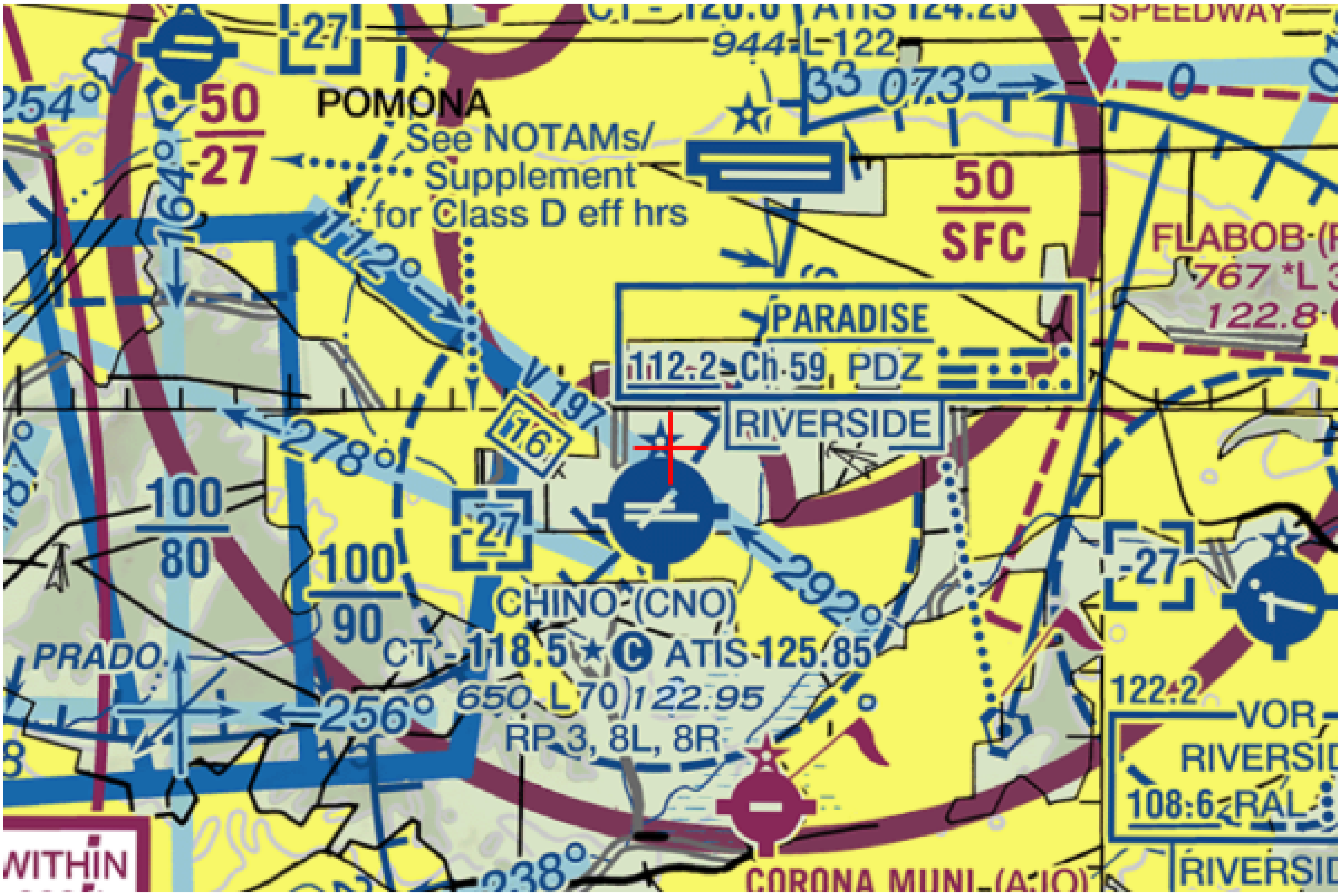
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-24370-OE.

Signature Control No: 566495173-568545647 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-24370-OE

Sectional Map for ASN 2022-AWP-24370-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-AWP-24374-OE

Issued Date: 01/17/2023

Naveen Gali
Thienes Engineering, Inc
14349 Firestone Boulevard
La Mirada, CA 90638

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building SOUTH ONTARIO LOGISTICS CENTER-BUILDING 3
Location:	ONTARIO, CA
Latitude:	33-59-24.00N NAD 83
Longitude:	117-38-04.03W
Heights:	671 feet site elevation (SE) 42 feet above ground level (AGL) 713 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/17/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

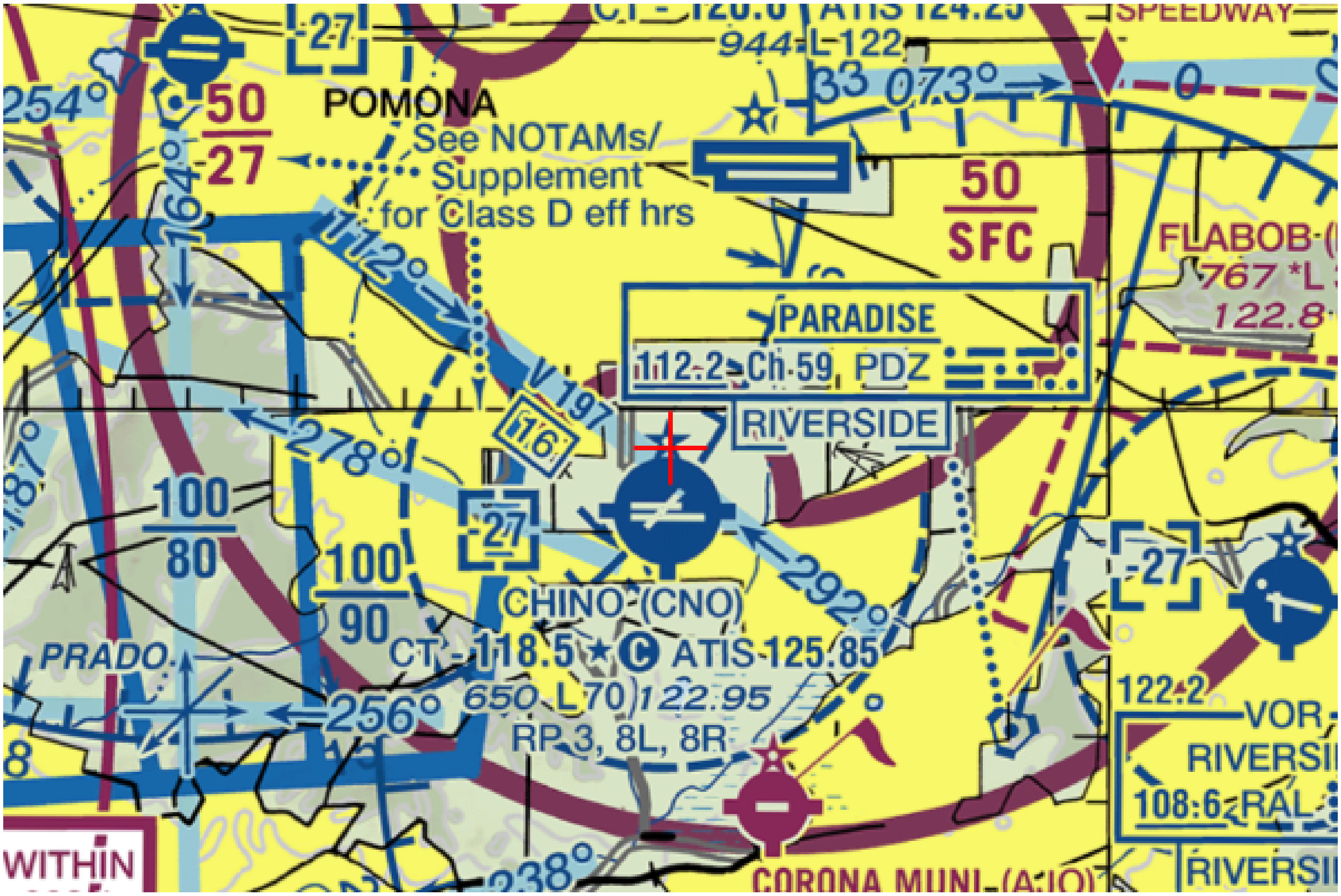
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-24374-OE.

Signature Control No: 566495178-568545642 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-24374-OE

Sectional Map for ASN 2022-AWP-24374-OE



Mail Processing Center
Federal Aviation Administration
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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-AWP-24378-OE

Issued Date: 01/17/2023

Naveen Gali
Thienes Engineering, Inc
14349 Firestone Boulevard
La Mirada, CA 90638

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building SOUTH ONTARIO LOGISTICS CENTER-BUILDING 4
Location:	ONTARIO, CA
Latitude:	33-59-23.93N NAD 83
Longitude:	117-38-07.21W
Heights:	671 feet site elevation (SE) 42 feet above ground level (AGL) 713 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/17/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

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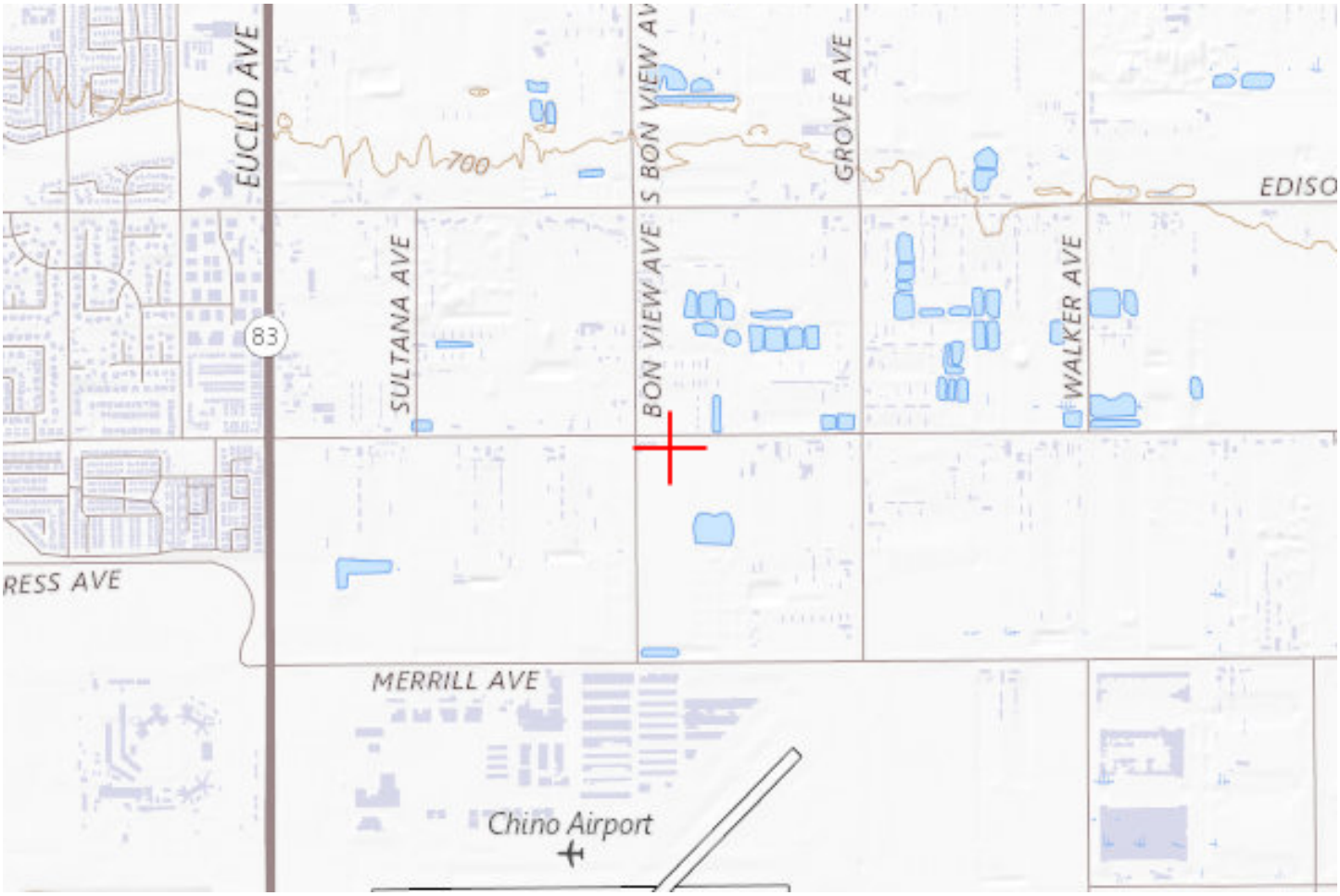
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-24378-OE.

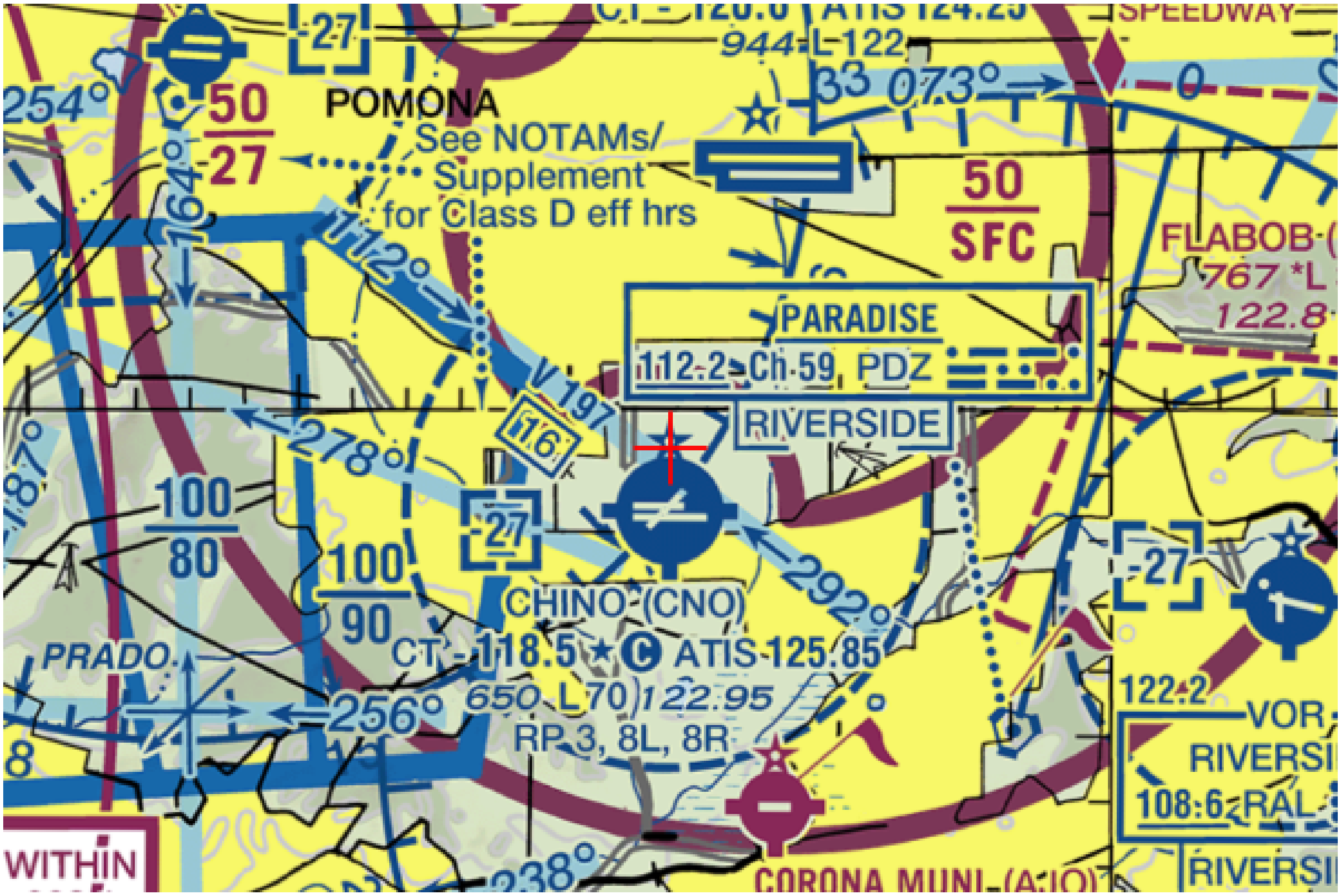
Signature Control No: 566495182-568545657 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-24378-OE



Sectional Map for ASN 2022-AWP-24378-OE



Mail Processing Center
Federal Aviation Administration
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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-AWP-24383-OE

Issued Date: 01/17/2023

Naveen Gali
Thienes Engineering, Inc
14349 Firestone Boulevard
La Mirada, CA 90638

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building SOUTH ONTARIO LOGISTICS CENTER-BUILDING 6
Location:	ONTARIO, CA
Latitude:	33-59-19.53N NAD 83
Longitude:	117-37-58.41W
Heights:	668 feet site elevation (SE) 50 feet above ground level (AGL) 718 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/17/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

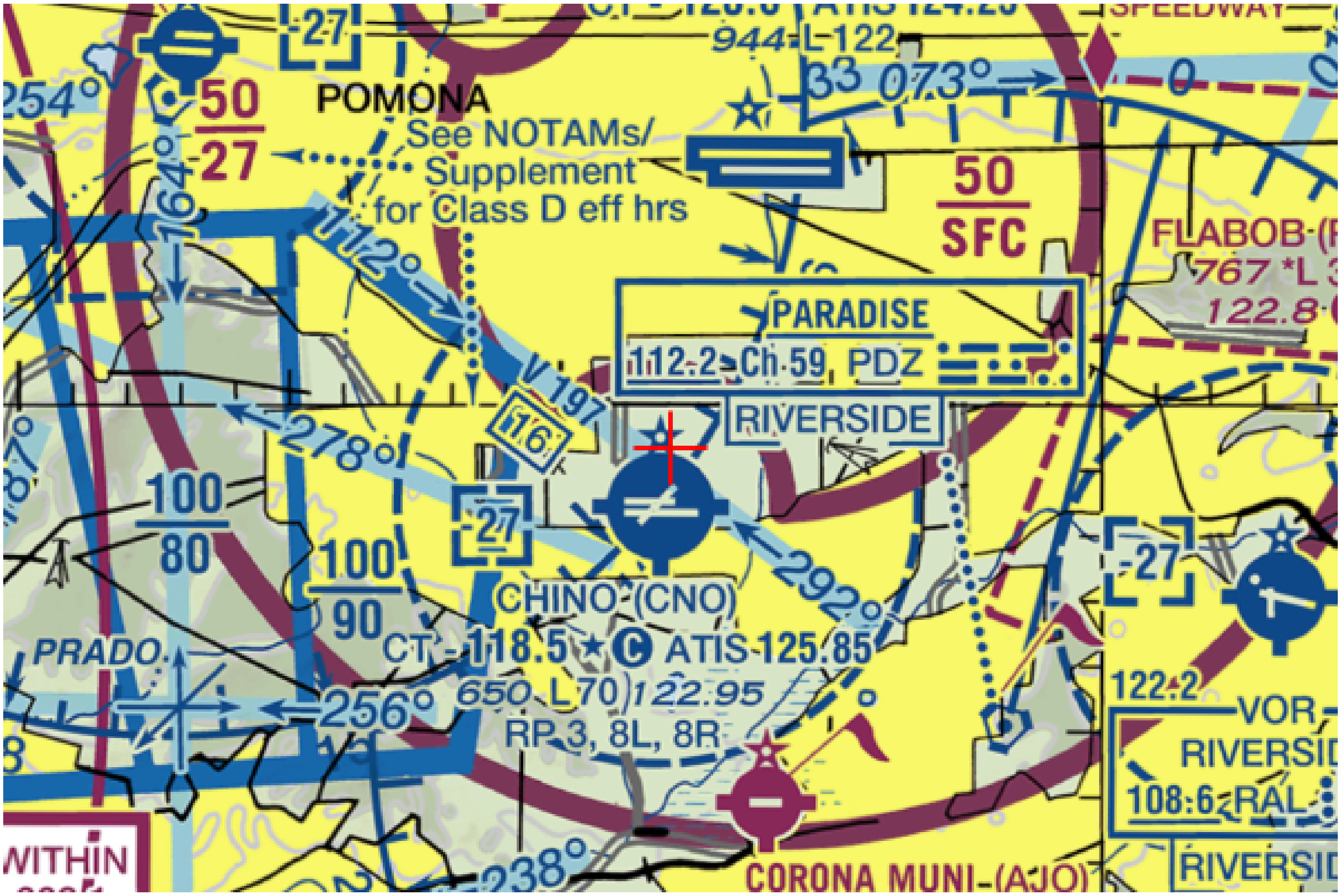
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-24383-OE.

Signature Control No: 566505669-568545645 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-24383-OE

Sectional Map for ASN 2022-AWP-24383-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-AWP-24387-OE

Issued Date: 02/01/2023

Naveen Gali
Thienes Engineering, Inc
14349 Firestone Boulevard
La Mirada, CA 90638

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building SOUTH ONTARIO LOGISTICS CENTER-BUILDING 7
Location:	ONTARIO, CA
Latitude:	33-59-10.92N NAD 83
Longitude:	117-37-46.57W
Heights:	663 feet site elevation (SE)
	46 feet above ground level (AGL)
	709 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 08/01/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

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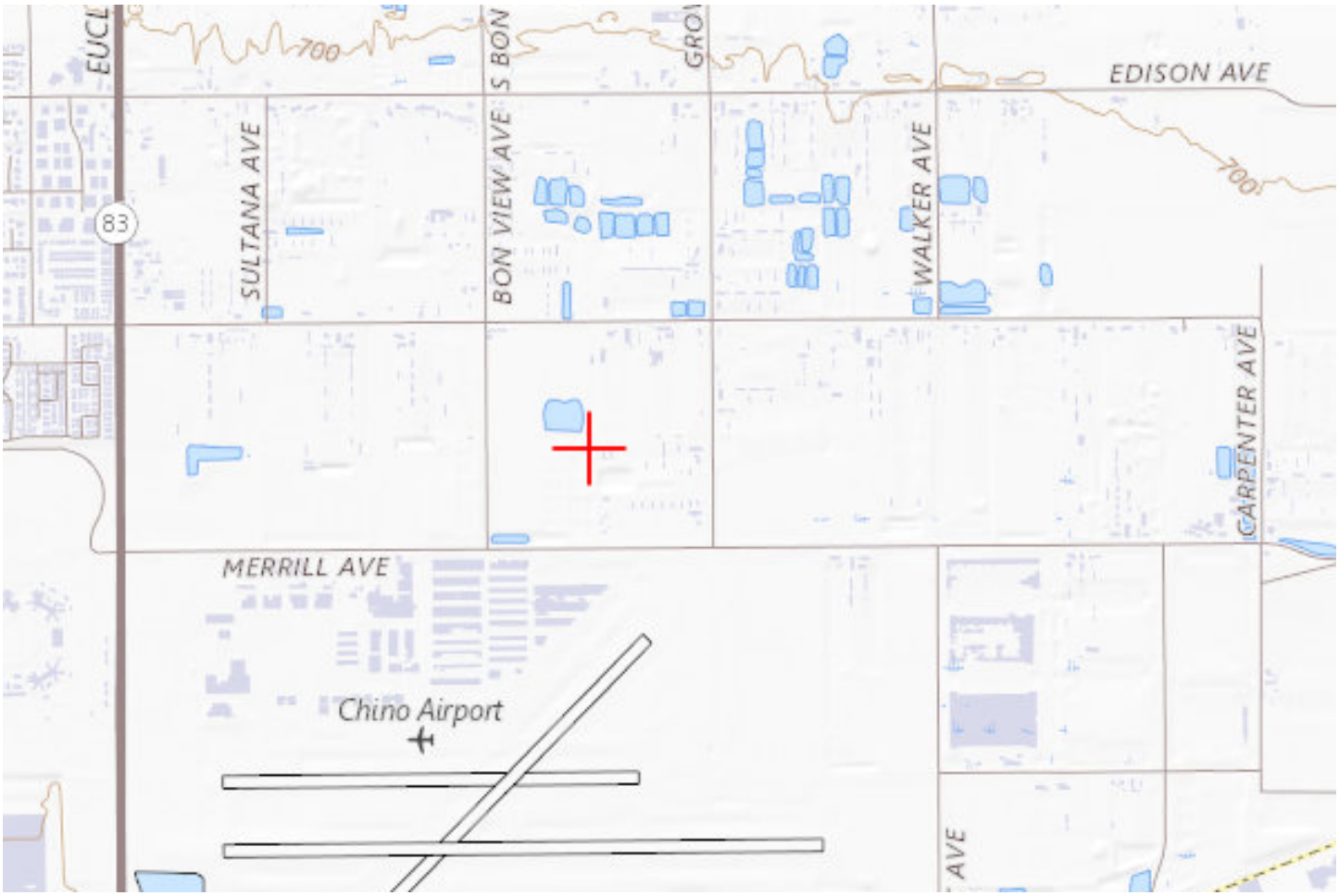
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-24387-OE.

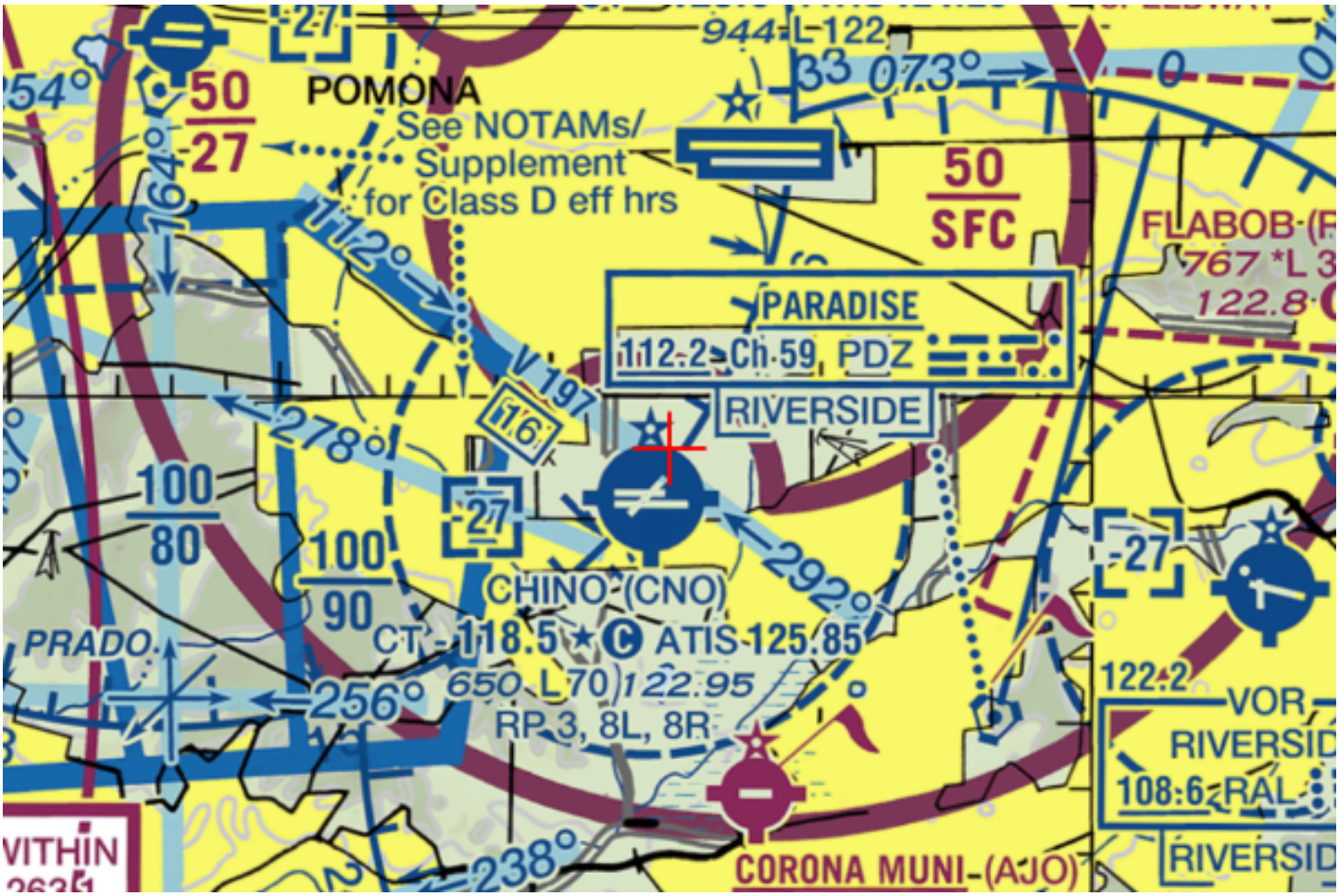
Signature Control No: 566505674-570721008 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-24387-OE



Sectional Map for ASN 2022-AWP-24387-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-AWP-24391-OE

Issued Date: 01/17/2023

Naveen Gali
Thienes Engineering, Inc
14349 Firestone Boulevard
La Mirada, CA 90638

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building SOUTH ONTARIO LOGISTICS CENTER-BUILDING 8
Location:	ONTARIO, CA
Latitude:	33-59-10.80N NAD 83
Longitude:	117-37-57.66W
Heights:	660 feet site elevation (SE) 50 feet above ground level (AGL) 710 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/17/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

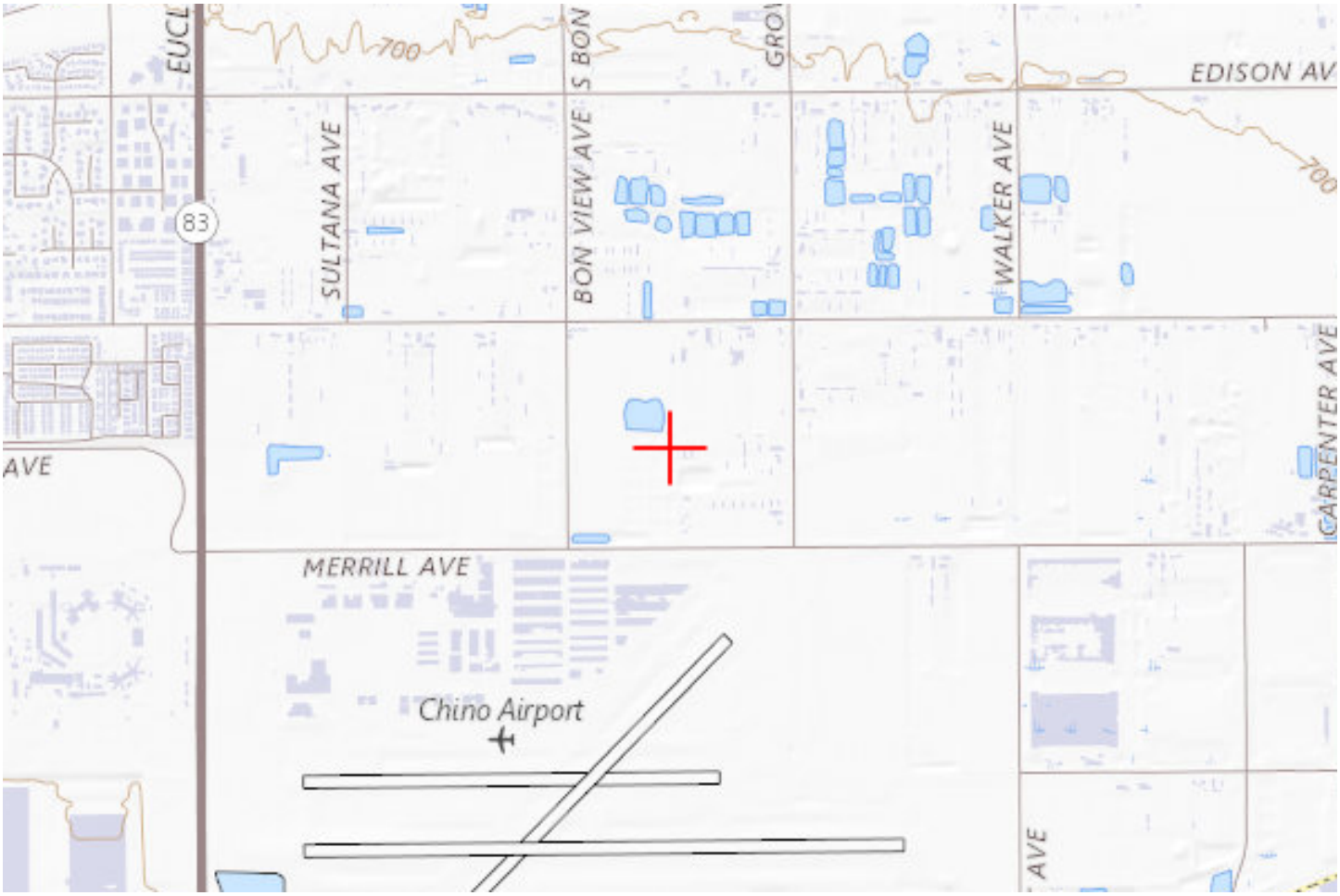
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

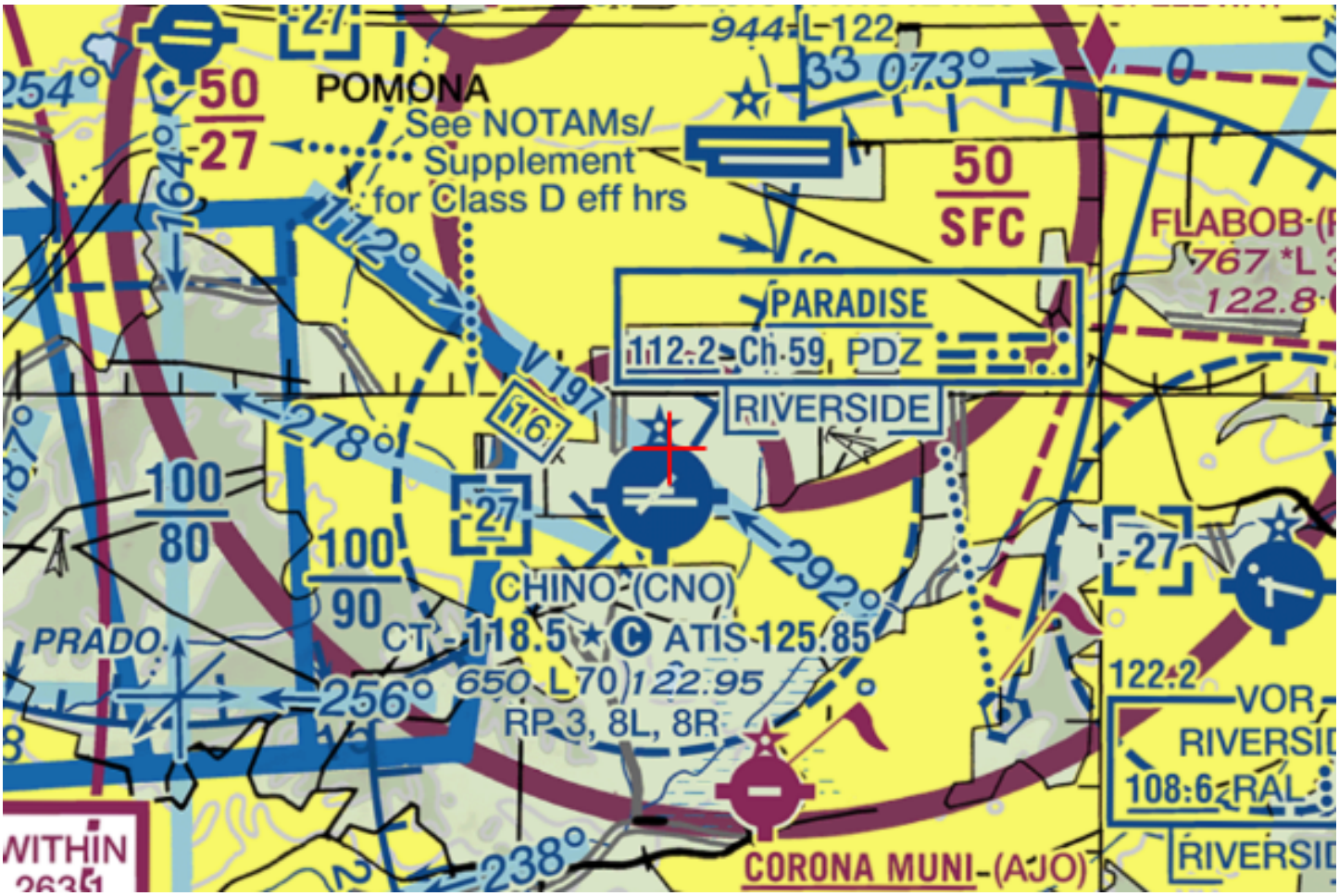
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-24391-OE.

Signature Control No: 566505680-568545801 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-24391-OE

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Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-AWP-24396-OE

Issued Date: 01/17/2023

Naveen Gali
Thienes Engineering, Inc
14349 Firestone Boulevard
La Mirada, CA 90638

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building SOUTH ONTARIO LOGISTICS CENTER-BUILDING 9
Location:	ONTARIO, CA
Latitude:	33-59-20.02N NAD 83
Longitude:	117-38-10.09W
Heights:	665 feet site elevation (SE) 50 feet above ground level (AGL) 715 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/17/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

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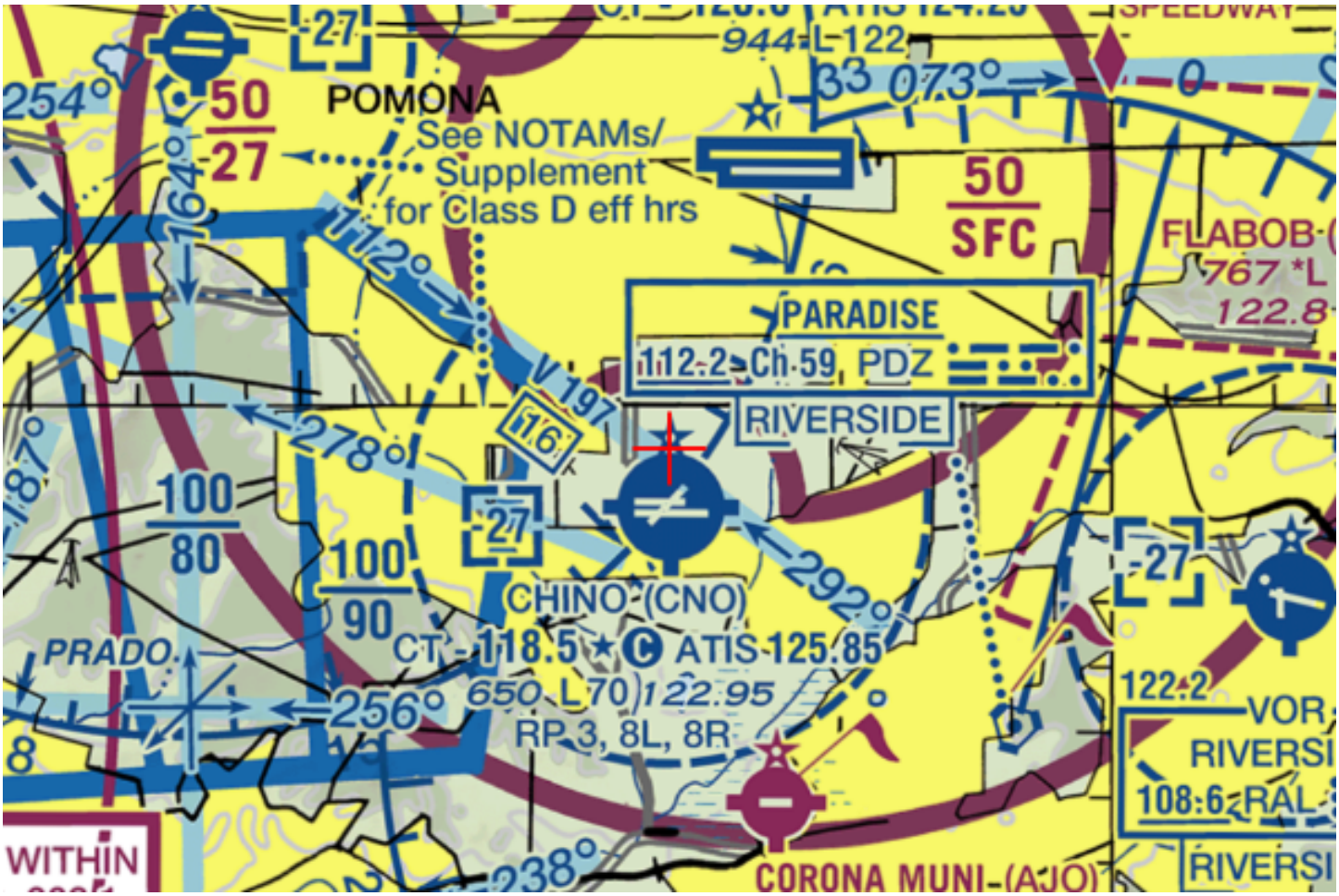
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-24396-OE.

Signature Control No: 566510483-568545835 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-24396-OE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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-AWP-24400-OE

Issued Date: 01/17/2023

Naveen Gali
Thienes Engineering, Inc
14349 Firestone Boulevard
La Mirada, CA 90638

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building SOUTH ONTARIO LOGISTICS CENTER-BUILDING 10
Location:	ONTARIO, CA
Latitude:	33-59-05.19N NAD 83
Longitude:	117-38-10.92W
Heights:	659 feet site elevation (SE)
	46 feet above ground level (AGL)
	705 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/17/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

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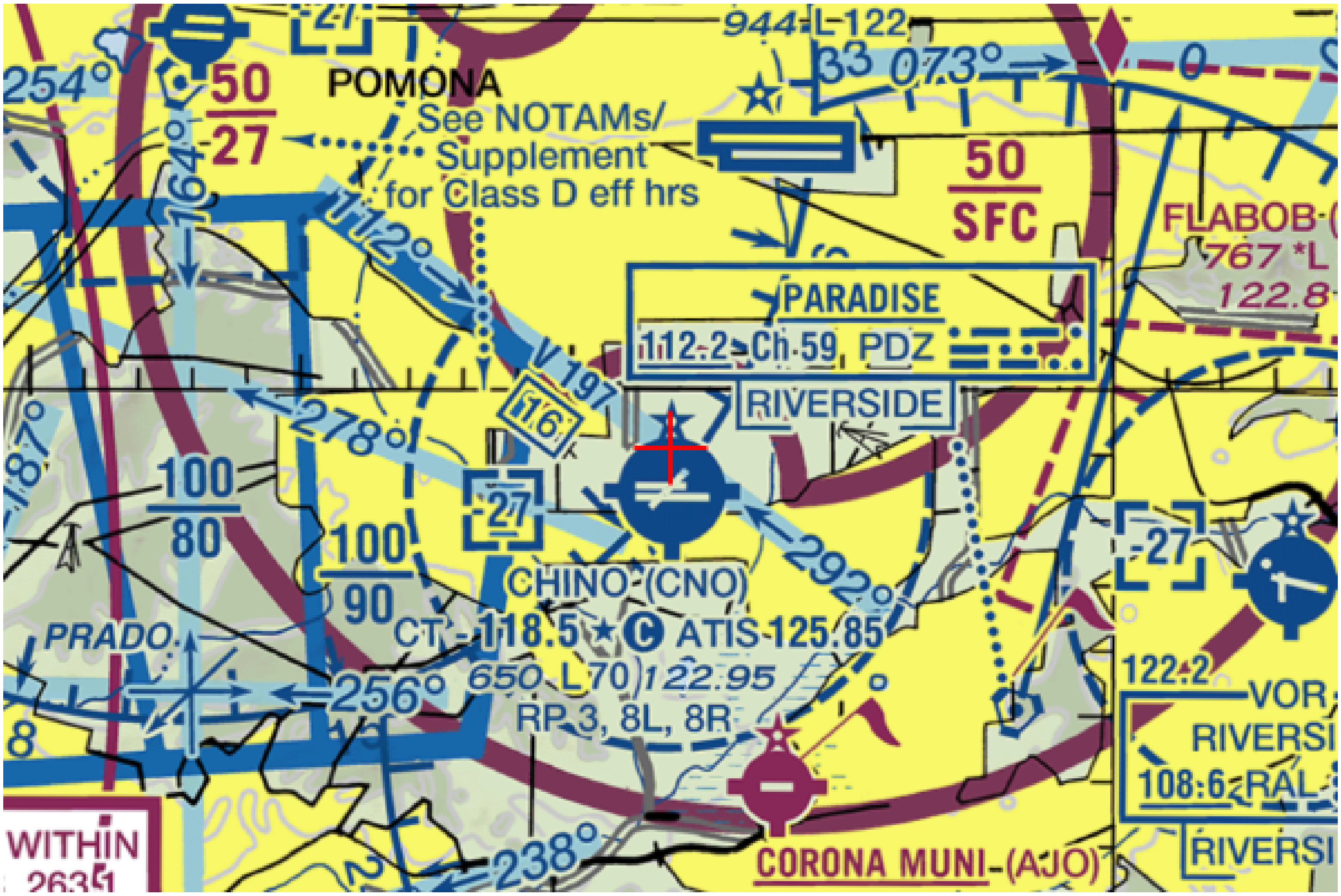
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-24400-OE.

Signature Control No: 566510488-568545844 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-24400-OE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LAND DEVELOPMENT DIVISION CONDITIONS OF APPROVAL

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

Date Prepared: 2/6/2023

File No: PDEV20-028

Related Files: PMTT20-011 & PDA21-005

Project Description: A Development Plan request develop 159.95 acres of land with 10 industrial buildings totaling 3,021,375 square feet and associated site improvements on land bordered by Eucalyptus Avenue to the north, Bon View Avenue to the west, Merrill Avenue to the south, and Grove Avenue to the east **;** (APNs: 1054-071-01, 1054-071-02, 1054-081-03, 1054-091-01, 1054-091-02, 1054-101-01, 1054-101-02, 1054-231-01, 1054-231-02, 1054-241-01, 1054-241-02, 1054-311-01, 1054-311-02, 1054-321-01, and 1054-321-02); **submitted by Grove Land Ventures LLC.**

Prepared By: Edmelynne V. Hutter, Senior Planner
Phone: 909.395.2429 (direct)
Email: ehutter@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). Final design and location of bicycle parking facilities shall be subject to Planning Department review and approval.

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.

(a) 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 Trip Reduction Measures. The Project shall comply with the following trip reduction measures, as applicable:

(a) Bicycle Parking and Shower/Changing Rooms. Safe and convenient access to bicycle racks shall be provided from public streets. Bicycle racks or other secure bicycle parking, and shower/changing rooms, shall be provided pursuant to current regulations contained in CALGreen (CAC Title 24, Part 11).

(b) On-Site Pedestrian Walkways. On-site pedestrian walkways shall be provided, which connect each building in a development to bicycle parking facilities (if required).

(c) Passenger Loading Areas. Passenger loading areas shall be provided pursuant to current regulations contained in CALGreen (CAC Title 24, Part 11).

(d) Carpool/Vanpool Parking Spaces. Parking spaces reserved for use by carpool/vanpool vehicles, shall be provided pursuant to current regulations contained in CALGreen (CAC Title 24, Part 11).

(e) Transit Facilities. Transit facilities, such as bus shelters, bus pullouts, and bus pads, shall be provided if the Planning Director, in consultation with local transit providers, determines they are needed to serve the development.

(f) On-Site Video Conferencing Facilities. On-site video conferencing facilities shall be provided for office buildings with a capacity of 1,000 employees or greater.

2.13 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, 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.

(d) 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.

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

(f) 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.

2.14 Environmental Requirements.

(a) The environmental impacts of this project were reviewed in conjunction with the South Ontario Logistics Center Specific Plan Environmental Impact Report (State Clearinghouse No. 2021010318), certified by the Ontario City Council on March 1, 2022, (City Council Resolution No. 2022-016) in conjunction with a General Plan Amendment (File No. PGPA19-004) and the South Ontario Logistics Center Specific Plan (PSP19-001). 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.

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

2.16 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.

2.17 Additional Fees.

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

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

2.18 Related Applications. Development Plan approval shall not be final and complete until such time that related File Nos. PMTT20-011 and PDA21-005 have been approved by the Planning Commission and City Council, respectively.

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

2.20 Additional Requirements.

(a) The Project is restricted to warehouse and distribution uses only, unless an alternate parking plan is provided that demonstrates that on-site parking can be provided in

compliance with "General Industrial" parking requirements, to support more intense industrial land uses. The Applicant shall include said restriction within the Project CC&Rs, subject to Planning Department review and approval.

(b) Each parcel shall provide the required number of passenger vehicle parking spaces and trailer parking spaces on-site. Minor site plan modifications to accommodate required parking shall be reviewed at plan check submittal.

(c) Parcel Map No. 20161 shall be recorded prior to City approval of precise grading plans.

(d) The Project shall comply with all Federal, State, and local regulations regarding use, transportation, and storage of hazardous materials during construction and project implementation.

(e) Prior to building occupancy, the Project shall record a deed restriction on the property, or properties, documenting the requirement for development to be consistent with the Chino Airport Land Use Compatibility Plan and/or applicable airport related land use intensity requirements in the Development Code.

(f) Future expansion of leasable floor area such as, but not limited to, building additions or conversion of mezzanine floor area, shall be subject to review and approval by the Planning Department for compliance with floor-area ratio requirements.

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

CONDITIONS OF APPROVAL

Sign Off

Jamie Richardson, Sr. Landscape Planner	09/19/2022 Date

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

D.A.B. File No.: PDEV20-028	Case Planner: Edmelynne Hutter

Project Name and Location:

8 Industrial Buildings
South of Eucalyptus, East of Bon View, West of Grove, and North of Merrill

Applicant/Representative:

EPD Solutions Inc. – Norah Jaffan norah@epdsolutions.com
2 Park Plaza Suite 1120
Irvine, CA 92614

☒	**A Preliminary Landscape Plan (dated 08/10/2022) meets the Standard Conditions for New Development. It has been approved with the consideration that the following conditions below be met upon submittal of the landscape construction**
☐	**A Preliminary Landscape Plan () has not been approved. Corrections noted below are required before Preliminary Landscape Plan approval.**

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

PREVIOUS COMMENTS

Civil/ Site Plans

1. Replacement and mitigation for removed trees shall equal the trunk diameter of heritage trees removed per the Development Code Tree Preservation Policy and Protection Measures, section 6.05.020. The inventory identified a total of 1,311 inches of trunk replacement. One definition of a heritage tree identified in the Development Code is a. *It is one of the largest or oldest trees of the species located in the City, with a trunk diameter of 18 inches or greater, measured at 54 inches above natural grade.*
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. *A total of 1,311 additional 15-gallon trees.*
   b. New 24" box trees min 1.5" diameter trunk, in addition to trees required. *A total of 874 additional 24" box trees.*
   c. Upsizing trees on the plan one size larger such as 15 gallon to 24" box, or 24" to 36" box size.
   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. *$131,100 in monetary value for mitigation of 1,311.*
3. Before permit issuance, stormwater infiltration devices located in landscape areas shall be reviewed and plans approved by the Landscape Planning Division. Any stormwater devices in parkway areas shall not displace street trees. Locate modular wetlands in truck yards; these systems have not been successful within landscape areas. Consider underground chambers

or maxwell units.

4. Locate utilities, including light standards, fire hydrants, water, drain, and sewer lines, to not conflict with required tree locations—coordinate civil plans with landscape plans.
5. Note for compaction to be no greater than 85% in landscape areas. All finished grades at 1 ½" below finished surfaces. Slopes to be maximum 3:1.
6. Show corner ramp and sidewalk per city standard drawing 1213 with max 10' or 13' of ramp and sidewalk behind corners. Do not show an expanse of concrete behind the ramp; show a maximum of 4' behind the ramp.
7. Dimension, show and call out for step-outs at parking spaces adjacent to planters; a 12" wide monolithic concrete curb, DG paving or pavers with edging.
8. Multipurpose trails shall be shown and called out as decomposed granite.
9. Tree diamonds; trees are required one tree for every five spaces of double row parking.

Landscape Plans

10. See #1 & #2 for tree mitigation.
11. Show corner ramp and sidewalk per city standard drawing 1213 with max 10' or 13' of ramp and sidewalk behind corners. Do not show an expanse of concrete behind the ramp; show a maximum of 4' behind the ramp.
12. Median noses shall include LUA trees.
13. Provide screening trees within the neighborhood edge along Bon View. Additional trees are required in the neighborhood edge along Grove Ave. See redlines.
14. Locate light standards, fire hydrants, water, and sewer lines to not conflict with required tree locations. Coordinate civil plans with landscape plans
15. Show all utilities on the landscape plans. Coordinate, so utilities are clear of tree locations.
16. Overhead spray systems shall be designed for plant material less than the height of the spray head.
17. Replace or limit Agaves to accent areas (frost damage), use Rhus lancea in open planter areas (irregular form), and limit the use of Muhlenbergia rigens to accent areas (gets wild and rangy if planted in mass and becomes difficult to maintain.
18. Detail irrigation dripline outside of mulched root zone.
19. Show outdoor employee break areas throughout the project site adjacent to buildings with tables or benches and shade trees on the south and west sides.
20. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See http://www.ontarioca.gov/landscape-planning/standards
21. 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.
22. Landscape construction plans with building permit number for plan check may be emailed to: landscapeplancheck@ontarioca.gov

CITY OF ONTARIO

ENGINEERING DEPARTMENT CONDITIONS OF APPROVAL

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

☒ **DEVELOPMENT PLAN** ☐ OTHER	☒ **PARCEL MAP** ☐ TRACT MAP ☐ FOR CONDOMINIUM PURPOSES
PROJECT FILE NO. PM-20161 **RELATED FILE NO(S). PMTT20-011, PDEV20-028**	
☒ **ORIGINAL** ☐ REVISED: __/__/__	

CITY PROJECT ENGINEER & PHONE NO:	**Michael Bhatanawin, P.E. (909) 395-2130**
CITY PROJECT PLANNER & PHONE NO:	**Edmelynne Hutter (909) 395-2429**
DAB MEETING DATE:	**April 3, 2023**
PROJECT NAME / DESCRIPTION:	**PM-20161, a Tentative Parcel Map to subdivide 159.95 acres of land into 10 parcels within the industrial land use district of South Ontario Logistics Center Specific Plan**
LOCATION:	**Bordered by Eucalyptus Avenue on the north, Bon View Avenue on the west, Merrill Avenue on the south, and Grove Avenue on the east**
APPLICANT:	**Real Estate Development Associates, LLC**
REVIEWED BY:	Raymond Lee 3/22/23. **Raymond Lee, P.E.** **Date** **Assistant City Engineer**
APPROVED BY:	3-22-23 **Khoi Do, P.E.** **Date** **City Engineer**

Last Revised: 3/22/2023

THIS PROJECT SHALL COMPLY WITH THE REQUIREMENTS SET FORTH IN THE GENERAL STANDARD CONDITIONS OF APPROVAL ADOPTED BY THE CITY COUNCIL (RESOLUTION NO. 2017-027) AND THE PROJECT SPECIFIC CONDITIONS OF APPROVAL SPECIFIED HEREIN. ONLY APPLICABLE CONDITIONS OF APPROVAL ARE CHECKED. THE APPLICANT SHALL BE RESPONSIBLE FOR THE COMPLETION OF ALL APPLICABLE CONDITIONS OF APPROVAL PRIOR TO 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, described below:** ☐

- **A. Merrill Ave to the ultimate north half street right-of-way width of 54 feet along project frontage**
- **B. Eucalyptus Ave to the ultimate south half street right-of-way width of 54 feet along the project frontage**
- **C. Grove Ave to the ultimate west half street right-of-way width of 62 feet along the project frontage**

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

- **A. Bon View Ave & Merrill Ave**
- **B. Bon View Ave & Eucalyptus Ave**
- **C. Project Driveway & Merrill Ave**
- **D. Grove Ave & Merrill Ave**
- **E. Grove Ave & Project Driveway**
- **F. Grove Ave & Eucalyptus Ave**

☒ **1.02 Dedicate to the City of Ontario, the following easement(s):** ☐

- **A. 20 feet wide easement for public storm drain purposes onsite adjacent to the Bon View Ave right-of-way along the project frontage**
- **B. 23 feet wide easement for neighborhood edge and trail purposes on the north side of Merrill Ave from the ultimate right-of-way along the project frontage for a 35 feet neighborhood edge**
- **C. 23 feet wide easement for neighborhood edge and trail purposes on the south side of Eucalyptus Ave from the ultimate right-of-way along the project frontage for a 35 feet neighborhood edge**
- **D. 20 feet wide easement for neighborhood edge and trail purposes on the west side of Grove Ave from the ultimate right-of-way along the project frontage for a 40 feet neighborhood edge**

☐ 1.03 Restrict vehicular access to the site as follows: _____ ☐

☒ **1.04 Vacate the following street(s) and/or easement(s):** ☐

- **A. All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company.**
- **B. Cucamonga Ave from Merrill Ave to Eucalyptus Ave**

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

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

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

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

(1) _____

(2) _____

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

☒ 1.10 **Provide a monument bond (i.e. cash deposit) in an amount calculated by the City's approved cost estimate spreadsheet (available for download on the City's website: www.ontarioca.gov) or as specified in writing by the applicant's Registered Engineer or Licensed Land Surveyor of Record and approved by the City Engineer, whichever is greater.** ☐

☒ 1.11 **Provide a preliminary title report current to within 30 days.** ☐

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

☐ 1.13 Ontario Ranch Developments: ☐

☐ 1) Provide evidence of final cancellation of Williamson Act contracts associated with this tract, prior to approval of any final subdivision map. Cancellation of contracts shall have been approved by the City Council.

☐ 2) Provide evidence of sufficient storm water capacity availability equivalents (Certificate of Storm Water Treatment Equivalents).

☐ 3) Provide evidence of sufficient water availability equivalents (Certificate of Net MDD Availability).

☒ **1.14 Other conditions:** ☐

A. Provide private easements for utilities, cross lot drainage, blanket emergency access and reciprocal access across all parcels in favor of all parcels (as needed).
B. The Parcel Map shall comply with the approved South Ontario Logistics Center Specific Plan, the Development Agreement and the Conditions of Approval for this Tentative Parcel Map.
C. Applicant/developer shall obtain all off-site right-of-way/easements necessary to construct the required public improvements identified within Section 2 of these Conditions of Approval.

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

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

☒ **2.01 Record Parcel Map No. 20161 pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.** ☐

☒ **2.02 Submit a PDF of the recorded map to the City Engineer's office.** ☐

☐ 2.03 Note that the subject parcel is a recognized parcel in the City of Ontario per_____. ☐

☐ 2.04 Note that the subject parcel is an 'unrecognized' parcel in the City of Ontario and shall require a Certificate of Compliance to be processed unless a deed is provided confirming the existence of the parcel prior to the date of March 4, 1972. ☐

☐ 2.05 Apply for a: ☐

☐ Certificate of Compliance with a Record of Survey;

☐ Lot Line Adjustment (Record a Conforming Deed with the County of San Bernardino within six months of the recordation of the Lot Line Adjustment to conform the new LLA legal description. Submit a copy of the recorded Conforming Deed to the Engineering Department.);

☐ Make a Dedication of Easement.

☐ 2.06 Provide (original document) Covenants, Conditions and Restrictions (CC&R's), as applicable to the project, and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&R's shall provide for, but not be limited to, common ingress and egress, joint maintenance of all common access improvements, common facilities, parking areas, utilities and drive approaches in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project. ☐

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

☒ **2.08 Submit a soils/geology report.** ☐

☒ **2.09 Other Agency Permit/Approval: Submit a copy of the approved permit and/or other form of approval of the project from the following agency or agencies:** ☐

- ☒ **State of California Department of Transportation (Caltrans) – for any improvements encroaching into their right-of-way on Euclid Ave (State Route 83)**
- ☐ 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) – for recycled water connection at Bon View Ave & Eucalyptus Ave**
- ☒ **Other: San Bernardino County Department of Airports – for any improvements encroaching into their property**
  City of Chino – 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 Vacate the following street(s) and/or easement(s): ☐

☒ **2.13 Ontario Ranch Developments:** ☐

☐ 1) Submit a copy of the permit from the San Bernardino County Health Department to the Engineering Department and the Ontario Municipal Utilities Company (OMUC) for the destruction/abandonment of the on-site water well. The well shall be destroyed/abandoned in accordance with the San Bernardino County Health Department guidelines.

☐ 2) Make a formal request to the City of Ontario Engineering Department for the proposed temporary use of an existing agricultural water well for purposes other than agriculture, such as grading, dust control, etc. Upon approval, the Applicant shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by said agreement.

☒ **3) Design proposed retaining walls to retain up to a maximum of three (3) feet of earth. In no case shall a wall exceed an overall height of 14 feet.**

☐ 2.14 Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein valued at _____% of the approved construction cost estimate. Security deposit shall be in accordance with the City of Ontario Municipal Code. Security deposit will be eligible for release, in accordance with City procedure, upon completion and acceptance of said public improvements. ☐

☒ **2.15 The applicant/developer shall submit all necessary survey documents prepared by a Licensed Surveyor registered in the State of California detailing all existing survey monuments in and around the project site. These documents are to be reviewed and approved by the City Survey Office.** ☐

☒ **2.16 Pay all Development Impact Fees (DIF) to the Building Department. Storm Drain Development Impact Fee, approximately $6,014,159, shall be paid to the Building Department. Final fee shall be determined based on the approved site plan and the DIF rate at the time of payment.** ☐

☐ 2.17 Other conditions: _____ ☐

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

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

Improvement	Merrill Ave	Eucalyptus Ave	Bon View Ave	Grove Ave
Curb and Gutter	☒ **New; 42 ft. from C/L (A)** ☐ Replace damaged ☐ Remove and replace	☒ **New; 42 ft. from C/L (E)** ☐ Replace damaged ☐ Remove and replace	☒ **New; 24 ft. from C/L (G)** ☐ Replace damaged ☐ Remove and replace	☒ **New; 42 ft. from C/L (I)** ☐ Replace damaged ☐ Remove and replace
AC Pavement	☐ Replacement ☒ **New; 40 ft. from C/L, including pavm't transitions (A, B)**	☐ Replacement ☒ **New; 40 ft. from C/L along frontage, including pavm't transitions (E, F)**	☐ Replacement ☒ **New; 22 ft. from C/L along frontage, including pavm't transitions (G, H)**	☐ Replacement ☒ **New; 40 ft. from C/L along frontage, including pavm't transitions (I, J)**
PCC Pavement (Truck Route Only) (see Sec. 2.F, 2.38G)	☒ **New (C)** ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing
Drive Approach	☒ **New** ☐ Remove and replace	☒ **New** ☐ Remove and replace	☒ **New** ☐ Remove and replace	☒ **New** ☐ Remove and replace
Sidewalk	☒ **New (A, D)** ☐ Remove and replace	☒ **New (E)** ☐ Remove and replace	☒ **New (G)** ☐ Remove and replace	☒ **New (I)** ☐ Remove and replace
ADA Access Ramp	☒ **New** ☐ Remove and replace	☒ **New** ☐ Remove and replace	☒ **New** ☐ Remove and replace	☒ **New** ☐ Remove and replace
Parkway	☒ **Trees (A, D)** ☒ **Landscaping (w/irrigation) (A, D)** ☒ **Neighborhood edge (A, D)**	☒ **Trees (E)** ☒ **Landscaping (w/irrigation) (E)** ☒ **Neighborhood edge (E)**	☒ **Trees (G)** ☒ **Landscaping (w/irrigation) (G)**	☒ **Trees (I)** ☒ **Landscaping (w/irrigation) (I)** ☒ **Neighborhood edge (I)**
Raised Landscaped Median	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace	☒ **New (K)** ☐ Remove and replace

Fire Hydrant	☒ **New (A, D)** ☐ Relocation	☒ **New (E)** ☐ Relocation	☒ **New (G)** ☐ Relocation	☒ **New (I)** ☐ Relocation
Sewer (see Sec. 2.C)	☒ **Main** ☒ **Lateral**	☐ Main ☐ Lateral	☒ **Main** ☒ **Lateral**	☒ **Main** ☒ **Lateral**
Water (see Sec. 2.D)	☒ **Main** ☒ **Service**	☒ **Main** ☒ **Service**	☒ **Main** ☒ **Service**	☒ **Main** ☒ **Service**
Recycled Water (see Sec. 2.E)	☒ **Main** ☒ **Service**	☒ **Main** ☒ **Service**	☒ **Main** ☒ **Service**	☒ **Main** ☒ **Service**
Traffic Signal System (see Sec. 2.F, 2.38E, F)	☒ **New** ☒ **Modify existing at Euclid Ave**	☒ **New** ☒ **Modify existing at Euclid Ave**	☒ **New** ☐ Modify existing	☒ **New** ☒ **Modify existing at Merrill Ave**
Traffic Signing and Striping (see Sec. 2.F)	☒ **New (A)** ☒ **Modify Existing**	☒ **New (E)** ☒ **Modify existing**	☒ **New (G)** ☒ **Modify existing**	☒ **New (I)** ☒ **Modify existing**
Street Light (see Sec. 2.F)	☒ **New (A, D)** ☐ Relocation	☒ **New (E)** ☐ Relocation	☒ **New (G)** ☐ Relocation	☒ **New (I)** ☐ Relocation
Bus Stop Pad or Turn-out (see Sec. 2.F, 2.38 P, Q, R)	☒ **New** ☐ Modify existing	☒ **New** ☐ Modify existing	☐ New ☐ Modify existing	☒ **New** ☐ Modify existing
Storm Drain (see Sec. 2G)	☒ **Main** ☒ **Lateral**	☐ Main ☐ Lateral	☒ **Main** ☒ **Lateral**	☒ **Main** ☒ **Lateral**
Fiber Optics (see Sec. 2K)	☒ **Conduit / Appurtenances**	☒ **Conduit / Appurtenances**	☒ **Conduit / Appurtenances**	☒ **Conduit / Appurtenances**
Overhead Utilities	☐ Underground ☐ Relocate	☒ **Underground** ☐ Relocate	☒ **Underground** ☐ Relocate	☒ **Underground** ☐ Relocate
Removal of Improvements	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____
Other Improvements	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____

Improvement	Euclid Ave
Curb and Gutter	☐ New; ___ ft. from C/L ☐ Replace damaged ☐ Remove and replace
AC Pavement	☐ Replacement ☐ Widen ____ additional feet along frontage, including pavm't transitions
PCC Pavement (Truck Route Only) (see Sec. 2.F, 2.38G)	☐ New ☐ Modify existing
Drive Approach	☐ New ☐ Remove and replace
Sidewalk	☐ New ☐ Remove and replace
ADA Access Ramp	☐ New ☐ Remove and replace
Parkway	☐ Trees ☐ Landscaping (w/irrigation)
Raised Landscaped Median	☐ New ☐ Remove and replace
Fire Hydrant	☐ New / Upgrade ☐ Relocation
Sewer (see Sec. 2.C)	☒ **Main** ☐ Lateral
Water (see Sec. 2.D)	☐ Main ☐ Service
Recycled Water (see Sec. 2.E)	☐ Main ☐ Service

Traffic Signal System (see Sec. 2.F, 2.38E, F)	☐ New ☒ **Modify existing at Merrill Ave and Eucalyptus Ave**
Traffic Signing and Striping (see Sec. 2.F)	☐ New ☐ Modify existing
Street Light (see Sec. 2.F)	☐ New / Upgrade ☐ Relocation
Bus Stop Pad or Turn-out (see Sec. 2.F)	☐ New ☐ Modify existing
Storm Drain (see Sec. 2G)	☒ **Main** ☒ **Lateral**
Fiber Optics (see Sec. 2K)	☐ Conduit / Appurtenances
Overhead Utilities	☐ Underground ☐ Relocate
Removal of Improvements	_____ _____ _____
Other Improvements	_____ _____ _____

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

A. **North side from Euclid Ave to Carpenter Ave. Improvements beyond the project frontage are limited to curb, gutter and pavement widening only.**
B. **Pavement widening will be required on the south side within the City of Chino. Coordinate with the City on those requirements.**
C. **For the following new signalized intersections:**
    i. **Bon View Ave & Merrill Ave**
    ii. **Project Driveway & Merrill Ave**
    iii. **Grove Ave & Merrill Ave**
D. **Parkway improvements will not be required along frontage of County owned parcels (APN: 1054-301-01 and 1054-301-02).**
E. **South side from Bon View Ave to Grove Ave**
F. **A 14' circulation lane and a 5' paved shoulder are required on the north side**
G. **East side from Eucalyptus Ave to Merrill Ave**
H. **A 14' circulation lane and a 5' paved shoulder are required on the west side.**
I. **West side from Eucalyptus Ave to Merrill Ave**
J. **A 14' circulation lane and a 5' paved shoulder are required on the east side**
K. **Full width of 28' from Eucalyptus Ave to Merrill Ave**

☐ 2.19 Construct a 2" asphalt concrete (AC) grind and overlay on the following street(s): _____ ☐

☐ 2.20 Reconstruction of the full pavement structural section, per City of Ontario Standard Drawing number 1011, may be required based on the existing pavement condition and final street design. Minimum limits of reconstruction shall be along property frontage, from street centerline to curb/gutter. ☐

☐ 2.21 Make arrangements with the Cucamonga Valley Water District (CVWD) to provide ☐ water service ☐ sewer service to the site. This property is within the area served by the CVWD and Applicant shall provide documentation to the City verifying that all required CVWD fees have been paid. ☐

☒ **2.22 Overhead utilities shall be under-grounded, in accordance with Title 7 of the City's Municipal Code (Ordinance No. 2804 and 2892).** ☐

☐ 2.23 Other conditions: _____ ☐

C. SEWER

☒ **2.24 A 36 inch sewer main is available for connection by this project in Merrill Ave. (Ref: Sewer Drawing Number: S16636)** ☐

☐ 2.25 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately _____ feet away. ☐

☐ 2.26 Submit documentation that shows expected peak loading values for modeling the impact of the subject project to the existing sewer system. The project site is within a deficient public sewer system area. Applicant shall be responsible for all costs associated with the preparation of the model. Based on the results of the analysis, Applicant may be required to mitigate the project impact to the deficient public sewer system, including, but not limited to, upgrading of existing sewer main(s), construction of new sewer main(s) or diversion of sewer discharge to another sewer. ☐

☒ **2.27 Other conditions:** ☐

See OMUC Conditions of Approval attached.

D. WATER

☒ **2.28 A 16 inch water main is available for connection by this project in Eucalyptus Ave. (Ref: Water Drawing Number: W16785)** ☐

☐ 2.29 Design and construct a water main extension. A water main is not available for direct connection. The closest main is approximately _____ feet away. ☐

☒ **2.30 Other conditions:** ☐

See OMUC Conditions of Approval attached.

E. RECYCLED WATER

☒ **2.31 A 30 inch recycled water main is available for connection by this project at the intersection of Eucalyptus Ave and Bon View Ave. Please note that this main is owned by Inland Empire Utilities Agency (IEUA). See COA 2.09.** ☐

☒ **2.32 Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project.** ☐

☐ 2.33 Design and construct an on-site recycled water ready system for this project. A recycled water main does not currently exist in the vicinity of this project, but is planned for the near future. If Applicant would like to connect to this recycled water main when it becomes available, the cost for the connection shall be borne solely by the Applicant. ☐

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

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

☒ **2.35 Other conditions:** ☐

See OMUC Conditions of Approval attached.

F. TRAFFIC / TRANSPORTATION

☐ 2.36 Submit a focused traffic impact study, prepared and signed by a Traffic/Civil Engineer registered in the State of California. The study shall address, but not be limited to, the following issues as required by the City Engineer: ☐

1. On-site and off-site circulation
2. Traffic level of service (LOS) at 'build-out' and future years
3. Impact at specific intersections as selected by the City Engineer

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

☒ **2.38 Other conditions:** ☐

A. The Applicant/Developer shall be responsible to perform all mitigation measures and operational improvements in accordance with the South Ontario Logistics Specific Plan TIA, and to the satisfaction of the City Engineer.

B. The Applicant/Developer shall be responsible to design and construct street improvements along property frontages of Grove Avenue, Bon View Avenue, Merrill Avenue and Eucalyptus Avenue in accordance with conditions issued by City's Land Development Division. These, and all other street improvements required herein, shall include, but not be limited to, concrete curb and gutter, sidewalk, LED street lights, signing and striping, and parkway landscaping.

C. The Applicant/Developer shall be responsible to design and construct the necessary pavement and striping transitions from existing roadway conditions to the widened roadway portions along all project frontages. Striping improvements shall include the removal existing interim signing and striping beyond the project frontage limits and the installation of ultimate signing and striping. Provide conceptual layouts to determine limits of improvements.

D. The Applicant/Developer shall be responsible to design and construct the following streets to their ultimate half-width along the project frontage including additional pavement for a 14-foot circulation lane and 5-foot paved shoulder, where applicable, beyond the centerline of the roadway:

- **i. Merrill Avenue**
- **ii. Grove Avenue (including full width raised median)**
- **iii. Eucalyptus Avenue**
- **iv. Bon View Avenue**

Additional R/W shall be provided to accommodate additional left turn and right turn lanes at intersections based on required queue lengths per the South Ontario Logistics Specific Plan TIA. Improvements shall include, but not limited to concrete curb and gutter, sidewalk, LED street lights, landscaped parkways, signing & striping, and necessary pavement transitions.

E. The Applicant/Developer shall be responsible to design and construct modifications to the existing traffic signals on Euclid Avenue at Merrill Avenue and Eucalyptus Avenue, and at Merrill Avenue at Grove Avenue, per the mitigation measures and operational improvements listed in the South Ontario Logistics Specific Plan.

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

F. The Applicant/Developer shall be responsible to design and construct traffic signals at the following intersections:

- **i. Merrill Avenue at Bon View Avenue**
- **ii. Merrill Avenue at signalized intersection (driveway) between Grove Avenue and Bon View Avenue.**
- **iii. Grove Avenue at signalized median break that aligns with Merrill Commerce Center Specific Plan**

iv. Grove Avenue at Eucalyptus Avenue
v. Eucalyptus Avenue at Bon View Avenue

Additional traffic signals may be required to be installed based on the South Ontario Logistics Center Specific Plan TIA.

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

G. Merrill Avenue is designated truck route in the City of Ontario. The Applicant/Developer shall be responsible to design and construct concrete pavement at the following intersections in accordance with City of Ontario Standard Drawing No. 1207:
   i. Merrill Avenue at Grove Avenue
   ii. Merrill Avenue at Bon View Avenue
   iii. Merrill Avenue at signalized intersection (driveway) between Grove Avenue and Bon View Avenue.

H. The Applicant/Developer shall be responsible to design and construct all project intersection curb returns to accommodate a WB-67 truck. The Applicant/Developer shall verify that curb return radii are designed to adequately accommodate the WB-67 via truck turning templates. The exhibits must show trucks capable of making inbound right turns in from the curbside lane.

I. Proposed driveways onto Grove Avenue, except for the northerly driveway, shall be restricted to right-in/right-out access only unless the driveway is located at a signalized intersection. The northerly driveway on Grove Avenue will be restricted to right-in/right-out/left-in. On-site signage and pavement markings shall be provided for driveway access restrictions.

J. The signalized driveway on Grove Avenue shall be aligned with the signalized street to the Merrill Commerce Center Specific Plan. The Applicant/Developer shall provide a conceptual layout of lanes, with widths and centerline alignment for the intersection to verify compatibility with the street on the eastside of Grove Avenue.

K. The southerly driveway onto Bon View Avenue just north of Merrill Avenue shall be restricted to right-in/right-out access only. On-site signage and pavement markings shall be provided for driveway access restrictions.

L. The westerly driveway onto Merrill Avenue just east of Bon View Avenue shall be restricted to right-in/right-out access only. On-site signage and pavement markings shall be provided for driveway access restrictions.

M. Reciprocal access agreements will be required for all shared drive aisles.

N. Driveways shall be constructed in accordance with City of Ontario Standard Drawing No. 1204. Trucks shall be capable of making the inbound and outbound maneuvers such that it does not impact more than one lane of traffic.

O. The Applicant/Developer shall be responsible to design and construct in-fill public street lights and potential new electrical services along its project frontages. Street lighting shall be LED-type and in accordance with the City's Traffic and Transportation Guidelines. The Applicant/Developer shall also install smart nodes on all new street light fixtures.

P. The Applicant/Developer shall be responsible to design and construct concrete bus turnouts to serve future stops on the west side of Grove Avenue, south of Eucalyptus Avenue and south of the signalized entrance (departure side). The bus turnouts shall be designed in accordance with Omnitrans requirements and to the satisfaction of the City Engineer.

Q. The Applicant/Developer shall be responsible to design and construct concrete bus pads (departure side of intersection) to serve future stops on the south side of Eucalyptus Avenue, east of Bon View Avenue, and east of future Cucamonga Avenue. The bus pads shall be designed in accordance with Omnitrans requirements and to the satisfaction of the City Engineer.

R. The Applicant/Developer shall be responsible to design and construct concrete bus turnouts (departure side of intersection) to serve future stops on the north side of Merrill Avenue, west of Grove Avenue, and west of the signalized driveway. The bus turnouts shall be designed in accordance with Omnitrans requirements and to the satisfaction of the City Engineer.

S. Property frontage along Grove Avenue, Bon View Avenue, Merrill Avenue and Eucalyptus Avenue shall be signed "No Stopping Any Time".
T. All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.
U. The Applicant/Developer's engineer-of-record shall meet with City Engineering staff prior to start of signing and striping, traffic signal, and street lighting design, and develop an interim striping plan that includes any necessary pavement transitions in preparation for the plan check stage.

G. DRAINAGE / HYDROLOGY

☐ 2.39 A _____inch storm drain main is available to accept flows from this project in _____. (Ref: Storm Drain Drawing Number: _____) ☐

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

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

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

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

☒ **2.44 Other conditions:** ☐

Design and construct storm drain improvements along the following segments per the Master Plan of Drainage. Pipe sizes shall be based on final City approved technical studies

A. 120" RCP on Grove Ave from Eucalyptus Ave to point of connection north of Merrill Ave
B. 102" RCP on Bon View Ave from Eucalyptus Ave to Merrill Ave
C. 120" RCP transitioning to 9.5' x 9.5' RCB on Merrill Ave from Bon View Ave to Euclid Ave
D. Pay an in-lieu fee of $4,012,190 for the construction of the ultimate storm drain improvements on Euclid Ave south of Merrill Ave.
E. Design and construct storm drain bleeder line or alternative interim connection at the discretion of the City on Euclid Ave south of Merrill Ave. This shall connect to the storm drain lines on Merrill Ave e/o Euclid Ave and Euclid Ave n/o Merrill Ave.
F. Proposed project specific storm drain along Merrill Ave east of Bon View Ave and Eucalyptus Ave west of Grove Avenue and east of Bon View Avenue

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

☐ 2.45 401 Water Quality Certification/404 Permit – Submit a copy of any applicable 401 Certification or 404 Permit for the subject project to the City project engineer. Development that will affect any body of surface water (i.e. lake, creek, open drainage channel, etc.) may require a 401 Water Quality Certification from the California Regional Water Quality Control Board, Santa Ana Region (RWQCB) and a 404 Permit from the United States Army Corps of Engineers (USACE). The groups of water bodies classified in these requirements are perennial (flow year round) and ephemeral (flow during rain conditions, only) and include, but are not limited to, direct connections into San Bernardino County Flood Control District (SBCFCD) channels. ☐

If a 401 Certification and/or a 404 Permit are not required, a letter confirming this from Applicant's engineer shall be submitted.
Contact information: USACE (Los Angeles District) (213) 452-3414; RWQCB (951) 782-4130.

☒ 2.46 **Submit a Water Quality Management Plan (WQMP). This plan shall be approved by the Engineering Department prior to approval of any grading plan. The WQMP shall be submitted, utilizing the current San Bernardino County Stormwater Program template, available at: http://www.sbcounty.gov/dpw/land/npdes.asp.** ☐

☒ 2.47 **Design and construct a Connector Pipe Trash Screen or equivalent Trash Treatment Control Device, per catch basin located within or accepting flows tributary of a Priority Land Use (PLU) area that meets the Full Capture System definition and specifications, and is on the Certified List of the State Water Resources Control Board. The device shall be adequately sized per catch basin and include a deflector screen with vector control access for abatement application, vertical support bars, and removable component to facilitate maintenance and cleaning.** ☐

☒ 2.48 **Other conditions:** ☐

A. Design and a debris separation baffle box or equivalent alternative approved device to satisfy the statewide trash mandate at the intersection of Grove Ave and Merrill Ave.

J. SPECIAL DISTRICTS

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

☐ 2.50 Other conditions: _____ ☐

K. FIBER OPTIC

☐ 2.51 A _____ fiber optic line is available for connection by this project in _____. (Ref: Fiber Optic Drawing Number: _____) ☐

☒ 2.52 **Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole. Limits of work are generally located along the project frontages of Merrill Ave, Eucalyptus Ave, Bon View Ave and Grove Ave. Additionally, see Broadband Conditions of Approval attached.** ☐

☒ 2.53 **Refer to the City's Fiber Optic Master Plan for design and layout guidelines. Contact the Broadband Operations Department at (909) 395-2000, regarding this requirement.** ☐

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

☒ 3.01 **Set new monuments in place of any monuments that have been damaged or destroyed as a result of construction of the subject project. Monuments shall be set in accordance with City of Ontario standards and to the satisfaction of the City Engineer.** ☐

☒ 3.02 **Complete all requirements for recycled water usage.** ☐

☒ 1) **Procure from the OMUC a copy of the letter of confirmation from the California Department of Public Health (CDPH) that the Engineering Report (ER) has been reviewed and the subject site is approved for the use of recycled water.**

☒ 2) **Obtain clearance from the OMUC confirming completion of recycled water improvements and passing of shutdown tests and cross connection inspection, upon availability/usage of recycled water.**

☒ 3) **Complete education training of on-site personnel in the use of recycled water, in accordance with the ER, upon availability/usage of recycled water.**

☒ 3.03 **The applicant/developer shall submit all final survey documents prepared by a Licensed Surveyor registered in the State of California detailing all survey monuments that have been preserved, revised, adjusted or set along with any maps, corner records or Records of Survey needed to comply with these Conditions of Approvals and the latest edition of the California Professional Land Survey Act. These documents are to be reviewed and approved by the City Survey Office.** ☐

☒ 3.04 **Ontario Ranch Projects: For developments located at an intersection of any two collector or arterial streets, the applicant/developer shall set a monument if one does not already exist at that intersection. Contact the City Survey office for information on reference benchmarks, acceptable methodology and required submittals.** ☐

☒ 3.05 **Confirm payment of all Development Impact Fees (DIF) to the Building Department.** ☐

☒ 3.06 **Submit electronic copies (PDF and Auto CAD format) of all approved improvement plans, studies and reports (i.e. hydrology, traffic, WQMP, etc.).** ☐

4. PRIOR TO FINAL ACCEPTANCE, APPLICANT SHALL:

☒ 4.01 **Complete all Conditions of Approval listed under Sections 1-3 above.** ☐

☒ 4.02 **Pay all outstanding fees pursuant to the City of Ontario Municipal Code, including but not limited to, plan check fees, inspection fees and Development Impact Fees.** ☐

☒ 4.03 **The applicant/developer shall submit a written request for the City's final acceptance of the project addressed to the City Project Engineer. The request shall include a completed Acceptance and Bond Release Checklist, state that all Conditions of Approval have been completed and shall be signed by the applicant/developer. Upon receipt of the request, review of the request shall be a minimum of 10 business days. Conditions of Approval that are deemed incomplete by the City will cause delays in the acceptance process.** ☐

☒ 4.04 **Submit record drawings (PDF) for all public improvements identified within Section 2 of these Conditions of Approval.** ☐

EXHIBIT 'A'

ENGINEERING DEPARTMENT
First Plan Check Submittal Checklist

Project Number: PDEV20-028, PMTT20-011 and/or Parcel Map No. 20161

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

1. ☒ **A copy of this check list**
2. ☒ **Payment of fee for Plan Checking**
3. ☒ **One (1) copy of Engineering Cost Estimate (on City form) with engineer's wet signature and stamp.**
4. ☒ **One (1) copy of project Conditions of Approval**
5. ☒ **Include a PDF (electronic submittal) of each required improvement plan at every submittal.**
6. ☒ **Two (2) sets of Potable and Recycled Water demand calculations (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size).**
7. ☒ **Three (3) sets of Public Street improvement plan with street cross-sections**
8. ☒ **Four (4) sets of Public Water improvement plan (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size)**
9. ☒ **Four (4) sets of Recycled Water improvement plan (include recycled water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size and an exhibit showing the limits of areas being irrigated by each recycled water meter)**
10. ☒ **Four (4) sets of Public Sewer improvement plan**
11. ☒ **Five (5) sets of Public Storm Drain improvement plan**
12. ☒ **Three (3) sets of Public Street Light improvement plan**
13. ☒ **Three (3) sets of Signing and Striping improvement plan**
14. ☒ **Three (3) sets of Fiber Optic plan (include Auto CAD electronic submittal)**
15. ☐ Three (3) sets of HOA Landscape improvement plans. Show corner sight line distance per engineering standard drawing 1309.
16. ☒ **Five (5) sets of CFD Landscape improvement plans. Show corner sight line distance per engineering standard drawing 1309.**
17. ☒ **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)**
18. ☒ **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.**
19. ☒ **Two (2) copies of Water Quality Management Plan (WQMP), including one (1) copy of the approved Preliminary WQMP (PWQMP) and one (1) copy of the precise grading plan.**

20. ☒ **One (1) copy of Hydrology/Drainage study**

21. ☒ **One (1) copy of Soils/Geology report**

22. ☒ **Payment for Parcel Map processing fee**

23. ☒ **Three (3) copies of Parcel Map**

24. ☒ **One (1) copy of approved Tentative Map**

25. ☒ **One (1) copy of Preliminary Title Report (current within 30 days)**

26. ☒ **One (1) copy of Traverse Closure Calculations**

27. ☒ **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.**

28. ☒ **Two (2) copies of Engineering Report and an electronic file (include PDF format electronic submittal) for recycled water use**

29. ☐ Other: _____

CITY OF ONTARIO
MEMORANDUM

ONTARIO MUNICIPAL UTILITIES COMPANY

DATE: March 20, 2023
TO: Michael Bhatanawin, Engineering Department
CC: Edmelynne Hutter, Planning Department
FROM: Eric Woosley, Utilities Engineering

SUBJECT: DPR#6- Utilities Engineering Condtions of Approval (**#8930-8931**)
PROJECT NO.: PM-20161 (PMTT20-011)/PDEV20-028

BRIEF DESCRIPTION

A Tentative Parcel Map (TPM 20161) to subdivide 159.95 acres into ten (10) parcels bordered by Eucalyptus Avenue to the north, Bon View Avenue to the west, Merrill Avenue to the south, and Grove Avenue to the east, and a Development Plan to construct ten (10) industrial buildings, within the Industrial and Business Park land use zoning districts of the South Ontario Logistics Center (SOLC) Specific Plan. Related files: PSP19-001, PGPA19-003.

OMUC UTILITIES ENGINEERING DIVISION CONDITIONS OF APPROVAL

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

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

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

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

2. Inherited Requirements and Conditions of Approval: This project is subject to all the Requirements and Conditions of Approval from the South Ontario Logistics Center Specific Plan (PSP-19-001) and the Development Agreement (DA21-005).
3. Final Utilities Systems Map (USM): Submit a Final Utilities Systems Map (USM) as part of the precise grading plan submittal that meets all the City's USM requirements. These requirements include to show and label all existing and proposed utilities (including all appurtenances such as backflow devices, DCDAs, etc.), sizes, points of connection, and any easements. The final utility design shall comply with all Division of Drinking Water (CCR §64572) Separation Requirements. See *Utility Systems Map (USM) Requirements* document for details.
    a. The proposed utilities, utility alignments, and Public Rights-of-Way(ROW)/Public Utility Easements (PUE) shown on the Conceptual Utilities Systems Map (CUSM) and other Entitlement documents are not considered final and shall be revised during Final Design to meet all City Design Guidelines, Standards, City Requirements, and all the Conditions of Approval contained in this document.
4. Note the following definitions and concepts for Public Utility Improvements and Private Utility Improvements: Public Improvements shall be designed per City Public Design Guidelines and City Standards and constructed through a City

Encroachment Permit; and Private Onsite Improvements shall be designed per Building Code and Plumbing Code and constructed through a City Building Permit.

a. Public Utility Improvements include the following: water main pipelines and sewer main pipelines; sewer laterals connecting to a Public Sewer Main up to the Cleanout (or Manhole) at PL/ROW; water services and connected appurtenances (Meters/Meter Boxes, Fire Hydrants, Airvacs, Blowoffs, etc.) connecting to a Public Water Main per City Standards; and Fire Services connecting to a Public Water Main from the Main up to the DCDA. Public Water Improvements and Public Sewer Improvements are required to be designed and constructed through Public Improvement Plans with Plan View and Profile View per City Standards, Guidelines, and Requirements.

b. Private Utility Improvements include the following: onsite water plumbing lines after a Public Meter, or after the Fire DCDA and including the DCDA; Backflow Devices and other Cross-Connection Prevention; onsite sewer upstream of the Public Sewer Lateral, including the Cleanout (or Manhole) at PL/ROW/PUE Edge; Monitoring Manholes and other Wastewater Pretreatment Facilities. Private Onsite Utility Improvements are required to be designed and constructed per Building and Plumbing Plans with: the Backflows, DCDAs, Cleanout (or Manhole) at PL/ROW/PUE Edge, and Monitoring Manholes being designed and constructed through a Precise Grading Plan; and, the other Pretreatment Devices (Grease Interceptor, Sand, Oil Interceptors, etc.) and the connections to the buildings and structures through a building Plumbing Plan.

5. Public Utility Easements: Any City of Ontario Public Utilities that will not be installed within the public Right-of-Way (ROW), shall be installed within a Public Utility Easement (PUE) and shall comply with the following requirements (as applicable, these requirements also apply to utilities in Public ROW and Public ROW/PUE combinations):

   a. The PUE shall be a minimum of 20 feet wide, centered on the utility main contained within it with 10 feet of PUE on each side of each main;

   b. The PUE shall be a minimum of 10 feet wide, centered on the utility services/laterals contained within it with 5 feet of PUE on each side of each service/lateral;

   c. The PUE shall be a minimum of 5 feet behind and 5 feet on each side of a water meter box, and 5 feet on each side of water apparatuses (fire hydrants, blowoffs, airvacs, etc.);

   d. The PUE shall not contain any storm water improvements (infiltration, detention, retention, bioswale, etc.), landscaping with thick or intrusive root structures, or any permanent structures or overhangs of permanent structures;

   e. The PUE surface shall be improved and shall be designed to allow vehicle access over and along the full length and width of the utility main by any City maintenance vehicle.

6. Existing Groundwater Wells: Existing groundwater wells shall be abandoned per County of San Bernardino and State of California Requirements prior to grading.

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

7. Public Sewer Improvements: Design and construct the following required public sewer mains in accordance with City of Ontario Standards and Design Guidelines and Specifications:

   a. A 36-inch sewer main on Euclid Avenue between Kimball Avenue and Merrill Avenue; connected to the existing Inland Empire Utilities Agency (IEUA) 60-inch sewer main in Kimball Avenue.

   b. A 36-inch sewer main on Merrill Avenue between Euclid Avenue and Grove Avenue.

   c. An 18-inch sewer main on Bon View Avenue between Merrill Avenue and Eucalyptus Avenue; including a stub easterly for a future connection on Eucalyptus Avenue.

   d. An 18-inch sewer main on Grove Avenue, between Merrill Avenue and Eucalyptus Avenue; including a stub northerly for a future connection on Grove Avenue.

8. Sewer Laterals: Per City of Ontario Standard Drawing No. 2003:

   a. Install a sewer lateral connected to the new 18-inch sewer main in Bon View Avenue for Buildings 2,3,4, and 5.

   b. Install a sewer lateral connected to the new 18-inch sewer main in Bon View Avenue for Building 9.

   c. Install a sewer lateral connected to the new 18-inch sewer main in Grove Avenue for Building 1.

   d. Install a sewer lateral connected to the new 18-inch sewer main in Grove Avenue for Building 6.

e. Install a sewer lateral connected to the new 18-inch sewer main in Grove Avenue for Building 7.

f. Install a sewer lateral connected to the new 36-inch sewer main in Merrill Avenue for Building 8.

g. Install a sewer lateral connected to the new 36-inch sewer main in Merrill Avenue for Building 10.

9. On-Site Sewer System: Each building shall have an onsite monitoring manhole prior to the point of connection with the Public Sewer System designed and constructed per City of Ontario Standard Drawing Nos. 2201 & 2203.

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

10. Public Water Improvements: Design and construct the following required public potable water mains in accordance with City of Ontario Standards and Design Guidelines and Specifications:

    a. A 24-inch potable water main on Eucalyptus Avenue between Carpenter Avenue and Grove Avenue; connected to the existing 24-inch potable water main in Eucalyptus Avenue east of Carpenter Avenue.

    b. A 16-inch potable water main on Eucalyptus Avenue between Grove Avenue and Bon View Avenue; connected to the required 24-inch potable water main on Eucalyptus Avenue.

    c. A 16-inch potable water main on Merrill Avenue between Carpenter Avenue and Bon View Avenue; connected to the existing 12-inch potable water main in Merrill Avenue east of Carpenter Avenue.

    d. A 12-inch potable water main on Grove Avenue between Merrill Avenue and Eucalyptus Avenue.

    e. A 12-inch potable water main on Bon View Avenue between Merrill Avenue and Eucalyptus Avenue.

11. Fire Hydrants: Install fire hydrants along all frontages connected to the new respective potable water main per City of Ontario Standards. Fire hydrants connected to potable water mains shall be spaced a maximum of 300 feet apart or per Fire Department Standards/Requirements.

12. Fire Service with Fire System Double Check Detector Assembly (DCDA): Per City of Ontario Standard Drawing No. 4208:

    a. Install two (2) fire services each equipped with a DCDA for Buildings 1 through 5. Install one (1) connected to the new 16-inch water main in Eucalyptus Avenue, and one (1) connected to the new 12-inch water main in Grove Avenue. The on-site fire system downstream of the DCDAs shall be designed as a looped fire system.

    b. Install two (2) fire services each equipped with a DCDA for Building 6, both connected to the new 12-inch water main in Grove Avenue. The on-site fire system downstream of the DCDAs shall be designed as a looped fire system.

    c. Install two (2) fire services each equipped with a DCDA for Building 7. Install one (1) connected to the new 16-inch water main in Merrill Avenue, and one (1) connected to the new 12-inch water main in Grove Avenue. The on-site fire system downstream of the DCDAs shall be designed as a looped fire system.

    d. Install two (2) fire services each equipped with a DCDA for Building 8, both connected to the new 16-inch water main in Merrill Avenue. The on-site fire system downstream of the DCDAs shall be designed as a looped fire system.

    e. Install two (2) fire services each equipped with a DCDA for Building 9, both connected to the new 12-inch water main in Bon View Avenue. The on-site fire system downstream of the DCDAs shall be designed as a looped fire system.

    f. Install two (2) fire services each equipped with a DCDA for Building 10. Install one (1) connected to the new 16-inch water main in Merrill Avenue, and one (1) connected to the new 12-inch water main in Bon View Avenue. The on-site fire system downstream of the DCDAs shall be designed as a looped fire system.

13. Water Service with Meter and Backflow Prevention Assembly Reduced Pressure Device: Install a water service and meter connected to the respective potable water main per City of Ontario Standards. The water service shall be equipped with a backflow prevention device. The water meter shall be located within the ROW:

    a. Buildings 1 through 5 shall connect separately to the new 16-inch potable water main in Eucalyptus Avenue.

    b. Buildings 6 & 7 shall connect separately to the new 12-inch potable water main in Grove Avenue.

    c. Building 9 shall connect to the new 12-inch potable water main in Bon View Avenue.

    d. Buildings 8 & 10 shall connect separately to the new 16-inch potable water main in Merrill Avenue.

14. Phase 2 Water Improvements: Phase 2 Water Improvement payments shall be made by the Owner as described in the Development Agreement (DA21-005).

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

15. Public Recycled Water Improvements: Design and construct the following required public recycled water mains in accordance with City of Ontario Standards and Design Guidelines and Specifications:
    a. A 12-inch recycled water main on Eucalyptus Avenue between Bon View and Grove Avenue; connected to the existing 30-inch IEUA recycled water main in Eucalyptus Avenue.
    b. An 8-inch recycled water main on Bon View Avenue between Merrill Avenue and Eucalyptus Avenue; connected to the existing 30-inch IEUA recycled water main in Bon View Avenue.
    c. An 8-inch recycled water main on Merrill Avenue between Bon View Avenue and Grove Avenue.
    d. An 8-inch recycled water main on Grove Avenue between Merrill Avenue and Eucalyptus Avenue.
16. City Ordinance 2689: This development shall comply with City Ordinance 2689 and make use of recycled water for all approved uses, including but not limited to landscaping irrigation. This includes:
    a. Separate recycled water irrigation service and meter for each building's private landscape areas.
    b. Separate recycled water irrigation services for the City maintained neighborhood edges and medians.
17. Recycled Water Irrigation Service and Meter: Install a separate recycled water irrigation service with a meter for each building connected to the respective recycled water main per City of Ontario Standards. The irrigation meter shall be located within the ROW:
    a. Buildings 1 through 5 shall connect separately to the new 12-inch recycled water main in Eucalyptus Avenue.
    b. Buildings 6 & 7 shall connect separately to the new 8-inch recycled water main in Grove Avenue.
    c. Building 9 shall connect to the new 8-inch recycled water main in Bon View Avenue.
    d. Buildings 8 & 10 shall connect separately to the new 8-inch recycled water main in Merrill Avenue.
18. Engineering Report: Submit 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 regarding this requirement.

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

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

CITY OF ONTARIO
MEMORANDUM

DEVELOPMENT PLAN REVIEW COMMENTS
Broadband Operations Section

DATE: 08-12-22

PROJECT: PMTT20-011, PDEV20-028

LOCATION: Eucalyptus, Grove, Bon View

PROJECT ENGINEER:

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

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A. General Comments:

1. The applicant/developer shall respond to these comments as well as the comments provided by the Environmental Section, Traffic & Transportation Division, Ontario Municipal Utilities Company and Broadband Operations and address all of them prior to the next submittal.

2. The applicant/developer shall address all additional redlined comments on the plans attached.

3. Provide plans in digital format (PDF) for future submittals.

4. Refer to the In-tract Fiber Network Design guideline on the City's website for additional in-tract conduit guidelines

B. The following items will be incorporated in the Conditions of Approval Report prior to the Development Advisory Board and/or Zoning Administrator Hearing upon all departments' comments being satisfactorily addressed:

1. Project shall be designed and constructed to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole in the Right-of-Way (ROW) and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole.
2. Contractor is responsible for locating and connecting conduit to existing OntarioNet hand holes on adjacent properties within a reasonable distance. There should be no "Gaps" in conduit between the contractor's development and the adjacent property. OntarioNet hand holes are typically located in the ROW at the extreme edge of a property.
3. Where a joint telecom or street light street crossing is required, include (2) 2" HDPE SDR-11 conduits or (1) 4" schedule 80 conduit sleeve. Terminate the street crossing conduit(s) in a new HH-3/22 OntarioNet hand hole in the right of way
4. The City requires a public utility easement for fiber optics on all private aisles/alley ways.
5. Hand holes - Design and install OntarioNet fiber optic hand hole HH-FP (10x00x10), HH-1 (13x24x18), HH-2 (17x30x24), HH-2A (24x36x30), HH-3 (30x48x36) and/or HH-4 (36x60x36) as needed. Respectively, Newbasis Part # PLA100010T-00002, PCA132418-00006, PCA-173024-90116, PCA-243630-90064, PCA-304836-90244 and PCA-366036-90146 or equivalent as specified per City Standard 1316. Conduits sweeping into hand holes shall enter in flush with the cut-out mouse holes aligned parallel to the bottom of

the box and come in perpendicular to the wall of the box. Conduits shall not enter at any angle other than parallel. Provide 5-foot minimum clearance from existing/proposed utilities. All hand holes will have ¼-inch galvanized wire between the hand holes and the gravel it is placed on.

6. ROW Conduit – Design and install fiber optic conduit at a minimum depth of 36-inch. Trenching shall be per City Standard 1306. Install (1) 2-inch HDPE SDR-11 (Smoothwall) roll pipe (Orange) duct and (1) 2-inch HDPE SDR-11 (Smoothwall) roll pipe (Orange with Black Stripe) duct. Conduit(s) between ROW hand holes and hand holes on private property shall be 2-inch HDPE SDR-11 (Smoothwall) roll pipe (Orange) duct.
7. Building Entrance (Single Family) – Design and install 0.75-inch HDPE SDR-11 (Smoothwall) roll pipe (Orange) duct from hand holes on property or hand holes in the ROW. Consult City's Fiber Team for design assistance.
8. Building Entrance (Multi-family and Commercial) - From the nearest handhole to the building entrance, design and install fiber optic conduit at a minimum depth of 36-inches. Trenching shall be per City Standard for Commercial Buildings. (1) 2-inch HDPE SDR-11 (Smoothwall) roll pipe (Orange) duct. Install locate/tracer wires minimum 12AWG within conduit bank and fiber warning tape 18-inch above the uppermost duct
9. Multi-family and commercial properties shall terminate conduit in an electrical room adjacent to the wall no less than five inches above the finished floor. A 20" width X length 36" space shall be reserved on the plywood wall for OntarioNet equipment. This space shall be labeled "OntarioNet Only". Ontario Conduit shall be labeled "OntarioNet"
10. A minimum 1.5-inch joint use telecommunications conduit with pull-rope from the single-family, multi-family or commercial building communal telecom/electrical room/closet to each multi-family or commercial building unit shall be installed. See Structured Wiring Checklist on City's website for additional details.
11. Warning Tape - Contractor shall supply and install an approved non-detectable warning tape 18-inch above the uppermost conduit when backfilling trenches, pits or excavations greater than 10' in length. Warning Tape shall be non-detectable, Orange in color, 4-inch minimum width, 4 mil, 500% minimum elongation, with bold printed black letters "CAUTION - BURIED FIBER OPTIC CABLE BELOW" printed in bold black lettering no less than 2-inch high.
12. All hand holes, conduits, conduit banks, materials and installations are per the City's Fiber Optic Master Plan and City Fiber Optic Cable and Duct Standards. All hand holes, conduits and ducts shall be placed in the public right of way.
13. All unused conduits/ducts/microducts shall be protected with duct plugs that provide a positive seal. Ducts that are occupied shall be protected with industry accepted duct seal compound.
14. Locate/Tracer Wire - Conduit bank requires (1) 12AWG high strength (minimum break load 452#) copper-clad steel with 30mil HDPE orange insulation for locate/tracer wire. Contact City's Fiber Team for tracer wire specifications and see note 8.
15. Multi-family dwellings are considered commercial property.
16. Refer to the In-tract Fiber Network Design guideline on the City's website for additional in-tract conduit guidelines.

Include fiber optic on Utility Systems Map

CITY OF ONTARIO
MEMORANDUM

TO: **Edmelynne Hutter, Senior Planner**

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

DATE: **February 17, 2021**

SUBJECT: **PDEV20-028- A DEVELOPMENT PLAN TO CONSRUCT EIGHT INDUSTRIAL BUILDINGS TOTALING 2,920,792 SQUARE FEET BORDERED BY EUCALYPTUS AVENUE TO THE NORTH, BON VIEW AVENUE TO THE WEST, MERRILL AVENUE TO THE SOUTH, AND GROVE AVENUE TO THE EAST. RELATED FILE: PMTT20-011.**

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

- Required lighting for all walkways, driveways, doorways, parking lots, hallways and other areas used by the public shall be provided. Lights shall operate via photosensor. Photometrics shall be provided to the Police Department and include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting.
- Rooftop addresses shall be installed on the buildings as stated in the Standard Conditions. The numbers shall be at a minimum 6 feet tall and 2 foot wide, in reflective white paint on a flat black background, and oriented with the bottom of the numbers towards the addressed street. Associated letters shall also be included.
- First floor common stairwells shall be constructed to either allow for visibility through the stairwell risers or to prohibit public access to the areas behind stairwells.
- The Applicant shall comply with construction site security requirements as stated in the Standard Conditions.

The Applicant is invited to contact Officer Bill Lee at (909) 408-1672 with any questions or concerns regarding these conditions.

CITY OF ONTARIO
MEMORANDUM

TO: **Edmelynne Hutter, Senior Planner**
Planning Department

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

DATE: **August 22, 2022**

SUBJECT: **PMTT20-011 - A Parcel Map to subdivide (TPM 20161) 159.95 acres of land into 9 parcels bordered by Eucalyptus Avenue on the north, Bon View Avenue on the west, Merrill Avenue on the south, and Grove Avenue on the east, within the [insert SP land use district] land use district of the South Ontario Logistics Center Specific Plan (APNs: 1054-071-01, 1054-071-02, 1054-081-03, 1054-091-01, 1054-091-02, 1054-101-01, 1054-101-02, 1054-231-01, 1054-231-02, 1054-241-01, 1054-241-02, 1054-311-01, 1054-311-02, 1054-321-01 and 1054-321-02). Related Files: PDEV20-028, PSP-19-001, and PGPA19-003.** ***Revision #4.***

☒ The plan **does** adequately address Fire Department requirements at this time.

☒ No comments. See previous.

CITY OF ONTARIO
MEMORANDUM

TO: **Edmelynne Hutter, Senior Planner**
Planning Department

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

DATE: **January 14, 2021**

SUBJECT: **PDEV20-028 - A Development Plan to construct 8 industrial buildings totaling 2,920,792 square feet on 130.34 acres of land bordered by Eucalyptus Avenue to the north, Bon View Avenue to the west, Merrill Avenue to the south, and Grove Avenue to the east, within the [Industrial and Business Park land use districts of the South Ontario Logistics Center Specific Plan (APNs: 1054-071-01, 1054-071-02, 1054-081-03, 1054-091-01, 1054-091-02, 1054-101-01, 1054-101-02, 1054-231-01, 1054-231-02, 1054-241-01, 1054-241-02, 1054-311-01, and 1054-311-02). Related Files: PMTT20-011, PSP-19-001, PGPA19-003.**

☒ The plan **does** adequately address Fire Department requirements at this time.

☒ Standard Conditions of Approval apply, as stated below.

SITE AND BUILDING FEATURES:

A. 2019 CBC Type of Construction: Not Listed

B. Type of Roof Materials: Panelized

C. Ground Floor Area(s): Varies

D. Number of Stories: 1

E. Total Square Footage: Varies. 85,396 Sq. Ft. to 1,238,446 Sq. Ft.

F. 2019 CBC Occupancy Classification(s): Varies

CONDITIONS OF APPROVAL:

1.0 GENERAL

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

☒ 1.2 These Fire Department conditions of approval are to be included on any and all construction drawings.

2.0 FIRE DEPARTMENT ACCESS

☒ 2.1 Fire Department vehicle access roadways shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved. Roadways shall be paved with an all-weather surface and shall be a minimum of twenty-four (24) ft. wide. See Standard #B-004.

☒ 2.2 In order to allow for adequate turning radius for emergency fire apparatus, all turns shall be designed to meet the minimum twenty five feet (25') inside and forty-five feet (45') outside turning radius per Standard #B-005.

☒ 2.3 Fire Department access roadways that exceed one hundred and fifty feet (150') in length shall have an approved turn-around per Standard #B-002.

☒ 2.4 Access drive aisles which cross property lines shall be provided with CC&Rs, access easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of building plan check.

☒ 2.5 "No Parking-Fire Lane" signs and /or red painted curbs with lettering are required to be installed in interior access roadways, in locations where vehicle parking would obstruct the minimum clear width requirement. Installation shall be per Standard #B-001.

☒ 2.6 Security gates or other barriers on fire access roadways shall be provided with a Knox brand key switch or padlock to allow Fire Department access. See Standards #B-003, B-004 and H-001.

☒ 2.7 Any time PRIOR to on-site combustible construction and/or storage, a minimum twenty-four (24) ft. wide circulating all weather access roads shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved by fire department and other emergency services.

3.0 WATER SUPPLY

☒ 3.1 The required fire flow per Fire Department standards, based on the 2019 California Fire Code, Appendix B, is 4000 gallons per minute (g.p.m.) for 4 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.

☒ 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.

☒ 3.3 Buildings that exceed 100,000 square feet in floor area shall provide an onsite looped fire protection water line around the building(s.) The loops shall be required to have two or more points of connection from a public circulating water main.

☒ 3.4 The water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

4.0 FIRE PROTECTION SYSTEMS

☒ 4.1 On-site private fire hydrants are required per Standard #D-005, and identified in accordance with Standard #D-002. Installation and locations(s) are subject to the approval of the Fire Department. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.

☒ 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.

☒ 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 13. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.

☒ 4.5 Fire Department Connections (FDC) shall be located on the address side of the building within one hundred fifty feet (150') of a public fire hydrant on the same side of the street. Provide identification for all fire sprinkler control valves and fire department connections per Standard #D-007. Raised curbs adjacent to Fire Department connection(s) shall be painted red, five feet either side, per City standards.

☒ 4.6 A fire alarm system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 72. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.

☒ 4.7 Portable fire extinguishers are required to be installed prior to occupancy per Standard #C-001. Please contact the Fire Prevention Bureau to determine the exact number, type and placement required.

☒ 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.

☒ 5.4 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.

AIRPORT LAND USE COMPATIBILITY PLANNING
CONSISTENCY DETERMINATION REPORT

ONTARIO AIRPORT PLANNING

Project File No.: PMTT20-011 & PDEV20-028

Address: North East Corner of Merrill Avenue & Bon View Avenue

APN: 1054-071-01-02, 1054-081-03, 1054-091-01-02, 1054-231-01-02, 1054-241-01-02

Existing Land Use: Agricultural - Dairy Farms

Proposed Land Use: Tentative Parcel Map to subdivide 159.95 acres into 10 Lots. Development Plan to construct 10 industrial building totaling 3,021,375 SF

Site Acreage: 159.95 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: Edmelynne Hutter

Date: 3/2/2023

CD No.: 2020-039 Rev. 1

PALU No.: N/A

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

Safety	Noise Impact	Airspace Protection	Overflight Notification
○ Zone 1	○ 75+ dB CNEL	☐ High Terrain Zone	☐ Avigation Easement Dedication
○ Zone 1A	○ 70 - 75 dB CNEL	○ FAA Notification Surfaces	☐ Recorded Overflight Notification
☐ Zone 2	☐ 65 - 70 dB CNEL	○ Airspace Obstruction Surfaces	☑ Real Estate Transaction Disclosure
☐ Zone 3	☐ 60 - 65 dB CNEL	☐ Airspace Avigation Easement Area	
☐ Zone 4		Allowable Height: 200 FT +	
○ 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: 50-130 FT

CONSISTENCY DETERMINATION

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

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

Airport Planner Signature: Lorena Mejia

PROJECT CONDITIONS

1. The project will need to provide a minimum of 17.97 acres of open land and 18.62 acres of open land has been provided.

2. The attached open land exhibit identifies the interior truck yard as an acceptable location for meeting the open land requirements. The area within the truck yard designated for open land shall be remain free of permanent structures and other major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires.

3. Project is located within Safety Zones 1, 2, 3, and 6 and above ground storage of hazardous materials greater than 6,000 gallons is not allowed.

4. The project site is located within an area where 45-130 foot building heights are allowed. Allowable building heights gradually increase from the southeast to the northwest corner of the project site. Given its close proximity to Chino Airport the applicant will be required to file for an FAA Obstruction Evaluation/Airport Airspace Analysis (FAA Form 7460-1) for any temporary construction equipment such as cranes and receive a Determination of No Hazard for any temporary structures/objects that are over 45 feet in height.

5. The planting palette will need to include tree species that will not grow to a mature height that would create future hazards to aircraft in flight and shall have a mature height of no more than 50 feet in height for Parcel/Building 7 and no more than 75 feet for the remaining project site.

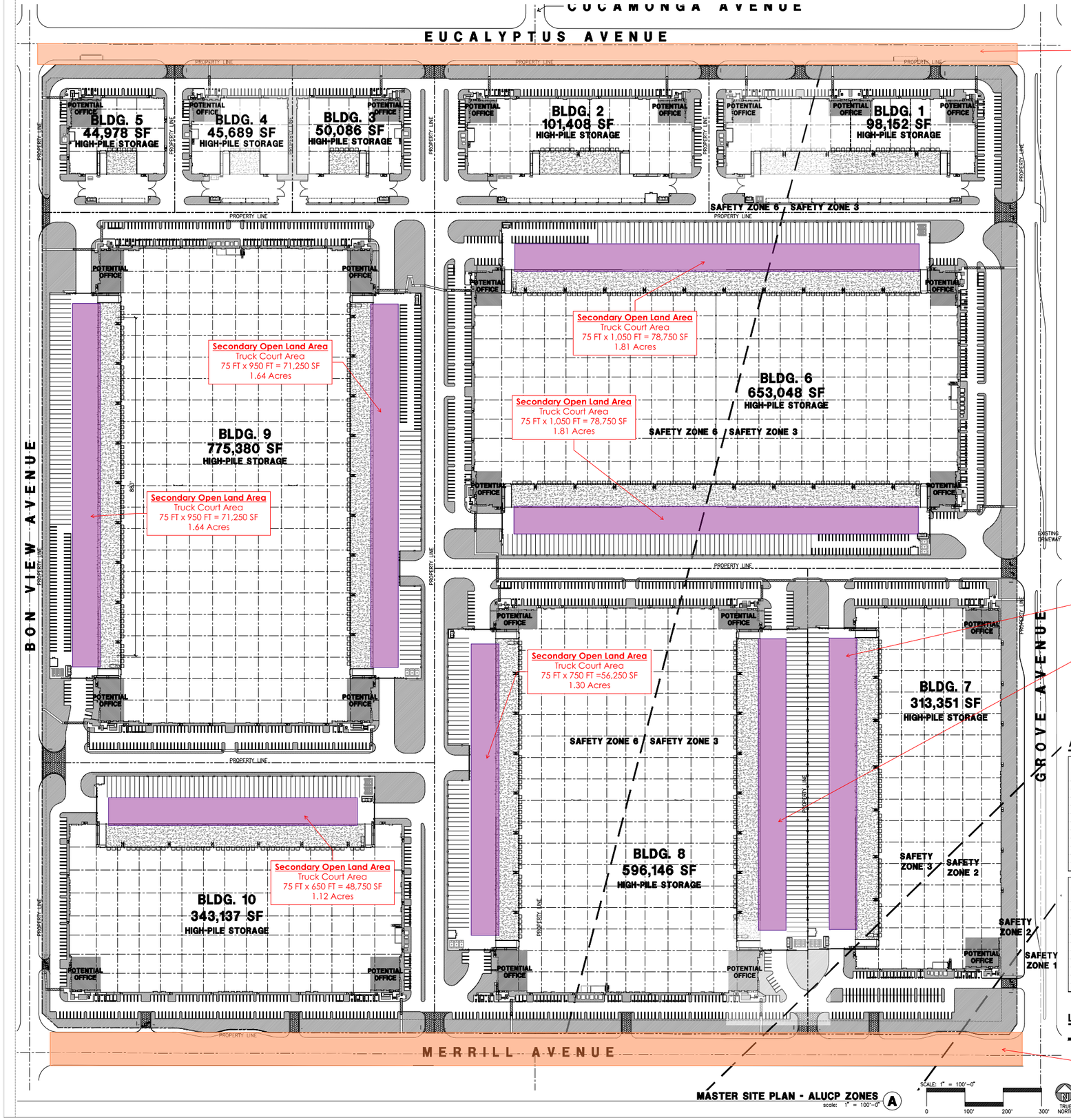
6. Attached is the land use intensity calculation for the proposed building. Future land uses that deviate from what is currently being approved must meet the policies and criteria of the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics and Reference I, Chino Airport Land Use Compatibility Plan of the Development Code and receive Planning Department approval prior to issuance of any business license.

7. The portion of Merrill Avenue located within Safety Zone 1 must remain clear of permanent aboveground objects. The developer shall coordinate with Chino Airport and FAA to determine allowable heights and structures permitted within Safety Zone 1 near the Grove Avenue/Merrill Avenue intersection such as Traffic signals and street lights. The applicant shall file for an Obstruction Evaluation with the FAA and receive a Determination of No Hazard prior for permit issuance of any street improvements (street lights/traffic signals/street trees).

8. The applicant shall adhere to the conditions set forth in FAA Aeronautical Study No's. 2022-AWP-24366-OE,2022-AWP-24370-OE, 2022-AWP-24374-OE, 2022-AWP-24378-OE, 2022-AWP-24383-OE, 2022-AWP-24387-OE,2022-AWP-24391-OE, 2022-AWP-24396-OE and 2022-AWP-24400-OE.

9. New development located within any of the Safety Zones are required to have a"Property Located within Safety Zone Notification appearing on the Property Deed and Title incorporating the following language:

NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.) The property is presently located in a Safety Zone which limits land uses and the number of people on site. Land uses are required to meet the policies and criteria of the Chino Airport Land Use Compatibility Plan.



MASTER SITE PLAN - ALUCP ZONES (A)
scale: 1" = 100'-0"

SCALE: 1" = 100'-0"
0 100' 200' 300'
TRUE NORTH

Safety Zone Open Land Calculations

Project Site within Safety Zone 1 = 0.35 acres
100% Open Land required = 0.35 acres

Project Site within Safety Zone 2 = 4.46 acres
25% Open Land required = 1.12 acres

Project Site within Safety Zone 3 = 44.11 acres
15% Open Land required = 6.62 acres

Project Site within Safety Zone 6 = 98.75 acres
10% Open Land required = 9.88 acres

Total Open Land Required = 17.97 acres

Total Open Land Provided = 18.62 acres

ALUCP ZONE CALCULATIONS

Building No.	Overall Site Acres	Safety Zone 1	2	3	6	Outside
Building 1	7.06	0.00	0.00	4.89	2.17	0.00
Building 2	6.33	0.00	0.00	0.00	6.33	0.00
Building 3	3.29	0.00	0.00	0.00	3.29	0.00
Building 4	2.71	0.00	0.00	0.00	2.71	0.00
Building 5	3.06	0.00	0.00	0.00	3.06	0.00
Building 6	32.49	0.00	0.00	15.65	16.84	0.00
Building 7	15.25	0.35	4.32	10.58	0.00	0.00
Building 8	27.20	0.00	0.14	12.99	14.07	0.00
Building 9	33.84	0.00	0.00	0.00	33.84	0.00
Building 10	16.46	0.00	0.00	0.00	16.46	0.00
TOTAL	**147.67**	0.35	4.46	44.11	98.75	0.00

Building No.	Building Overall S.F.	Warehouse S.F. Zone 1	Zone 2	Zone 3	Zone 6	Outside	Office S.F. Zone 1	Zone 2	Zone 3	Zone 6	Outside	Total
Building 1	98,152	0	0	58,468	30,684	0	0	0	6,000	3,000	0	98,152
Building 2	101,408	0	0	0	92,408	0	0	0	0	9,000	0	101,408
Building 3	50,086	0	0	0	45,086	0	0	0	0	5,000	0	50,086
Building 4	45,689	0	0	0	41,189	0	0	0	0	4,500	0	45,689
Building 5	44,978	0	0	0	40,578	0	0	0	0	4,400	0	44,978
Building 6	653,048	0	0	286,252	340,796	0	0	0	13,000	13,000	0	653,048
Building 7	313,351	0	84,985	212,366	0	0	0	8,000	8,000	0	0	313,351
Building 8	596,146	0	0	284,944	285,202	0	0		13,000	13,000	0	596,146
Building 9	775,380	0	0	0	749,380	0	0	0	0	26,000	0	775,380
Building 10	343,137	0	0	0	327,137	0	0	0	0	16,000	0	343,137
TOTAL	**3,021,375**	**0**	**84,985**	**842,030**	**1,952,460**	**0**	**0**	**8,000**	**40,000**	**93,900**	**0**	**3,021,375**

LEGEND

SAFETY ZONE BOUNDARY LINE

HPA architecture
hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com
LICENSED ARCHITECT C-29451 3-31-23 RENEWAL DATE STATE OF CALIFORNIA

Owner:

REDA REAL ESTATE DEVELOPMENT ASSOCIATES
Address: 4450 MacArthur Blvd #100, Newport Beach, CA 92660
Phone: (949) 216-7300

Project:

SOUTH ONTARIO LOGISTICS CENTER

ONTARIO, CALIFORNIA

Consultants:

CIVIL	Thienes Engineering
STRUCTURAL	
MECHANICAL	
PLUMBING	
ELECTRICAL	
LANDSCAPE	Hunter Landscape
FIRE PROTECTION	
SOILS ENGINEER	

Title: ALUCP SITE PLAN

Project Number: 18533
Drawn by: X.L.
Date: 07/19/22
Revision:

Sheet:

DAB-A1.0A

CE No.: 2020-039

Intensity Calculations for PDEV20-028

Building 1 Intensity Calculations

Building No.	Proposed Land Use	Zone 2 Land Use SF	Zone 3 Land Use SF	Zone 6 Land Use SF	Load Factors	Sitewide Average Calculations (Zone 2 = 60 P/AC max)	Sitewide Average Calculations (Zone 3 = 100 P/AC max)	Sitewide Average Calculations (Zone 6= 300 P/ AC max)	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Zone 3 Single Acre Land Use SF (Zone 3 = 300 P/AC max)	Single Acre Intensity Calculations (Zone 6 = 1,200 P/AC max)	INTENSITY CALCULATION RESULTS
					ALUCP Load Factor	ALUCP Load Factor	ALUCP Load Factor	ALUCP Load Factor			ALUCP Load Factor	
Building 1	Warehouse	0	58,468	30,684	1,000	0	58	31		38	41	Project meets Single Acre & Sitewide Average Calculations
Building 1	Office	0	6,000	3,000	215	0	28	14	0	28	14	
Totals						0	18	21	0.0	65	55	

Site Information

Safety Zone	Acreage	Square Footage
Zone 1	0.00	0
Zone 2	0.00	0
Zone 3	4.89	213,008.40
Zone 6	2.17	94,525.20
Totals		

Sitewide Average Calculation

Safety Zone 3 = 18
Safety Zone 6 = 21

Single Acre Intensity Calculation

Safety Zone 3 = 65
Safety Zone 6 = 55

CE No.: 2020-039

Intensity Calculations for PDEV20-028

Building 2 Intensity Calculations

Building No.	Proposed Land Use	Zone 2 Land Use SF	Zone 3 Land Use SF	Zone 6 Land Use SF	Load Factors: ALUCP Load Factor	Sitewide Average Calculations (Zone 2 = 60 P/AC max): ALUCP Load Factor	Sitewide Average Calculations (Zone 3 = 100 P/AC max): ALUCP Load Factor	Sitewide Average Calculations (Zone 6= 300 P/AC max): ALUCP Load Factor	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Zone 3 Single Acre Land Use SF (Zone 3 = 300 P/AC max)	Single Acre Intensity Calculations (Zone 6 = 1,200 P/AC max): ALUCP Load Factor	INTENSITY CALCULATION RESULTS
Building 2	Warehouse	0	0	92,408	1,000	0	0	92		0	35	Project meets Single Acre & Sitewide Average Calculations
Building 2	Office	0	0	9,000	215	0	0	42	0	0	42	
Totals						0	0	21	0.0	0	76	

Site Information

Safety Zone	Acreage	Square Footage
Zone 1	0.00	0
Zone 2	0.00	0
Zone 3	0.00	0.00
Zone 6	6.33	275,734.80
Totals		

Sitewide Average Calculation	Single Acre Intensity Calculation
Safety Zone 6 = 21	Safety Zone 6 = 76

CE No.: 2020-039

Intensity Calculations for PDEV20-028

Building 3 Intensity Calculations

Building No.	Proposed Land Use	Zone 2 Land Use SF	Zone 3 Land Use SF	Zone 6 Land Use SF	Load Factors: ALUCP Load Factor	Sitewide Average Calculations (Zone 2 = 60 P/AC max): ALUCP Load Factor	Sitewide Average Calculations (Zone 3 = 100 P/AC max): ALUCP Load Factor	Sitewide Average Calculations (Zone 6= 300 P/AC max): ALUCP Load Factor	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Zone 3 Single Acre Land Use SF (Zone 3 = 300 P/AC max)	Single Acre Intensity Calculations (Zone 6 = 1,200 P/AC max): ALUCP Load Factor	INTENSITY CALCULATION RESULTS
Building 3	Warehouse	0	0	45,086	1,000	0	0	45		0	39	Project meets Single Acre & Sitewide Average Calculations
Building 3	Office	0	0	5,000	215	0	0	23	0	0	23	
Totals						0	0	21	0.0	0	62	

Site Information

Safety Zone	Acreage	Square Footage
Zone 1	0.00	0
Zone 2	0.00	0
Zone 3	0.00	0.00
Zone 6	3.29	143,312.40
Totals		

Sitewide Average Calculation	Single Acre Intensity Calculation
Safety Zone 6 = 21	Safety Zone 6 = 62

CE No.: 2020-039

Intensity Calculations for PDEV20-028

Building 4 Intensity Calculations

Building No.	Proposed Land Use	Zone 2 Land Use SF	Zone 3 Land Use SF	Zone 6 Land Use SF	Load Factors ALUCP Load Factor	Sitewide Average Calculations (Zone 2 = 60 P/AC max) ALUCP Load Factor	Sitewide Average Calculations (Zone 3 = 100 P/AC max) ALUCP Load Factor	Sitewide Average Calculations (Zone 6= 300 P/ AC max) ALUCP Load Factor	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Zone 3 Single Acre Land Use SF (Zone 3 = 300 P/AC max)	Single Acre Intensity Calculations (Zone 6 = 1,200 P/AC max) ALUCP Load Factor	INTENSITY CALCULATION RESULTS
Building 4	Warehouse	0	0	41,189	1,000	0	0	41		0	37	Project meets Single Acre & Sitewide Average Calculations
Building 4	Office	0	0	4,500	215	0	0	21	0	0	21	
Totals						0	0	23	0.0	0	58	

Site Information

Safety Zone	Acreage	Square Footage
Zone 1	0.00	0
Zone 2	0.00	0
Zone 3	0.00	0.00
Zone 6	2.71	118,047.60
Totals		

Sitewide Average Calculation	Single Acre Intensity Calculation
Safety Zone 6 = 23	Safety Zone 6 = 58

CE No.: 2020-039

Intensity Calculations for PDEV20-028

Building 5 Intensity Calculations

					Load Factors	Sitewide Average Calculations (Zone 2 = 60 P/AC max)	Sitewide Average Calculations (Zone 3 = 100 P/AC max)	Sitewide Average Calculations (Zone 6= 300 P/ AC max)	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Zone 3 Single Acre Land Use SF (Zone 3 = 300 P/AC max)	Single Acre Intensity Calculations (Zone 6 = 1,200 P/AC max)	INTENSITY CALCULATION RESULTS
Building No.	**Proposed Land Use**	**Zone 2 Land Use SF**	**Zone 3 Land Use SF**	**Zone 6 Land Use SF**	**ALUCP Load Factor**	**ALUCP Load Factor**	**ALUCP Load Factor**	**ALUCP Load Factor**			**ALUCP Load Factor**	
Building 5	Warehouse	0	0	40,578	1,000	**0**	**0**	**41**		**0**	**36**	Project meets Single Acre & Sitewide Average Calculations
Building 5	Office	0	0	4,400	215	**0**	**0**	**20**	**0**	**0**	**20**	
Totals						**0**	**0**	**20**	**0.0**	**0**	**57**	

Site Information

Safety Zone	Acreage	Square Footage
Zone 1	0.00	0
Zone 2	0.00	0
Zone 3	0.00	0.00
Zone 6	3.06	133,293.60
Totals		

Sitewide Average Calculation	Single Acre Intensity Calculation
Safety Zone 6 = 20	**Safety Zone 6 = 57**

CE No.: 2020-039

Intensity Calculations for PDEV20-028

Building 6 Intensity Calculations

Building No.	Proposed Land Use	Zone 2 Land Use SF	Zone 3 Land Use SF	Zone 6 Land Use SF	Load Factors: ALUCP Load Factor	Sitewide Average Calculations (Zone 2 = 60 P/AC max): ALUCP Load Factor	Sitewide Average Calculations (Zone 3 = 100 P/AC max): ALUCP Load Factor	Sitewide Average Calculations (Zone 6= 300 P/AC max): ALUCP Load Factor	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Zone 3 Single Acre Land Use SF (Zone 3 = 300 P/AC max)	Single Acre Intensity Calculations (Zone 6 = 1,200 P/AC max): ALUCP Load Factor	INTENSITY CALCULATION RESULTS
Building 6	Warehouse	0	286,252	340,796	1,000	0	286	341		31	31	Project meets Single Acre & Sitewide Average Calculations
Building 6	Office	0	13,000	13,000	215	0	60	60	0	60	60	
Totals						0	22	24	0.0	91	91	

Site Information

Safety Zone	Acreage	Square Footage
Zone 1	0.00	0
Zone 2	0.00	0
Zone 3	15.65	681,714.00
Zone 6	16.84	733,550.40
Totals		

Sitewide Average Calculation

Safety Zone 3= 22
Safety Zone 6 = 24

Single Acre Intensity Calculation

Safety Zone 3 = 91
Safety Zone 6 = 91

CE No.: 2020-039

Intensity Calculations for PDEV20-028

Building 7 Intensity Calculations

Building No.	Proposed Land Use	Zone 2 Land Use SF	Zone 3 Land Use SF	Zone 6 Land Use SF	Load Factors ALUCP Load Factor	Sitewide Average Calculations (Zone 2 = 60 P/AC max) ALUCP Load Factor	Sitewide Average Calculations (Zone 3 = 100 P/AC max) ALUCP Load Factor	Sitewide Average Calculations (Zone 6= 300 P/ AC max) ALUCP Load Factor	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Zone 3 Single Acre Land Use SF (Zone 3 = 300 P/AC max)	Single Acre Intensity Calculations (Zone 6 = 1,200 P/AC max) ALUCP Load Factor	INTENSITY CALCULATION RESULTS
Building 7	Warehouse	84,985	212,366		1,000	85	212	0	36	36	0	Project meets Single Acre & Sitewide Average Calculations
Building 7	Office	8,000	8,000		215	37	37	0	37	37	0	
Totals						**28**	**24**	**0.0**	**73**	**73**	**0**	

Site Information

Safety Zone	Acreage	Square Footage
Zone 1	0.35	15,246.00
Zone 2	4.32	188,179.20
Zone 3	10.58	460,864.80
Zone 6	0.00	0.00
Totals		

Sitewide Average Calculation

Safety Zone 2 = 28
Safety Zone 3= 24

Single Acre Intensity Calculation

Safety Zone 2 = 73
Safety Zone 3 = 73

CE No.: 2020-039

Intensity Calculations for PDEV20-028

Building 8 Intensity Calculations

Building No.	Proposed Land Use	Zone 2 Land Use SF	Zone 3 Land Use SF	Zone 6 Land Use SF	Load Factors ALUCP Load Factor	Sitewide Average Calculations (Zone 2 = 60 P/AC max) ALUCP Load Factor	Sitewide Average Calculations (Zone 3 = 100 P/AC max) ALUCP Load Factor	Sitewide Average Calculations (Zone 6= 300 P/ AC max) ALUCP Load Factor	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Zone 3 Single Acre Land Use SF (Zone 3 = 300 P/AC max)	Single Acre Intensity Calculations (Zone 6 = 1,200 P/AC max) ALUCP Load Factor	INTENSITY CALCULATION RESULTS
Building 8	Warehouse	0	284,944	285,202	1,000	0	285	285		31	31	Project meets Single Acre & Sitewide Average Calculations
Building 8	Office	0	13,000	13,000	215	0	60	60	0	60	60	
Totals						0	27	25	0.0	91	91	

Site Information

Safety Zone	Acreage	Square Footage
Zone 1	0.00	0
Zone 2	0.14	6,098.40
Zone 3	12.99	565,844.40
Zone 6	14.07	612,889.20
Totals		

Sitewide Average Calculation

Safety Zone 3 = 27
Safety Zone 6 = 25

Single Acre Intensity Calculation

Safety Zone 3 = 91
Safety Zone 6 = 91

CE No.: 2020-039

Intensity Calculations for PDEV20-028

Building 9 Intensity Calculations

Building No.	Proposed Land Use	Zone 2 Land Use SF	Zone 3 Land Use SF	Zone 6 Land Use SF	Load Factors: ALUCP Load Factor	Sitewide Average Calculations (Zone 2 = 60 P/AC max): ALUCP Load Factor	Sitewide Average Calculations (Zone 3 = 100 P/AC max): ALUCP Load Factor	Sitewide Average Calculations (Zone 6= 300 P/AC max): ALUCP Load Factor	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Zone 3 Single Acre Land Use SF (Zone 3 = 300 P/AC max)	Single Acre Intensity Calculations (Zone 6 = 1,200 P/AC max): ALUCP Load Factor	INTENSITY CALCULATION RESULTS
Building 9	Warehouse	0	0	749,380	1,000	0	0	749		44	37	Project meets Single Acre & Sitewide Average Calculations
Building 9	Office	0	0	26,000	215	0	0	121	0	0	30	
Totals						0	0	26	0.0	44	67	

Site Information

Safety Zone	Acreage	Square Footage
Zone 1	0.00	0
Zone 2	0.00	0
Zone 3	0.00	0.00
Zone 6	33.84	1,474,070.40
Totals		

Sitewide Average Calculation

Safety Zone 6 = 26

Single Acre Intensity Calculation

Safety Zone 6 = 67

CE No.: 2020-039

Intensity Calculations for PDEV20-028

Building 10 Intensity Calculations

Building No.	Proposed Land Use	Zone 2 Land Use SF	Zone 3 Land Use SF	Zone 6 Land Use SF	Load Factors: ALUCP Load Factor	Sitewide Average Calculations (Zone 2 = 60 P/AC max): ALUCP Load Factor	Sitewide Average Calculations (Zone 3 = 100 P/AC max): ALUCP Load Factor	Sitewide Average Calculations (Zone 6= 300 P/AC max): ALUCP Load Factor	Zone 2 Single Acre Land Use SF (Zone 2 = 120 P/AC max)	Zone 3 Single Acre Land Use SF (Zone 3 = 300 P/AC max)	Single Acre Intensity Calculations (Zone 6 = 1,200 P/AC max): ALUCP Load Factor	INTENSITY CALCULATION RESULTS
Building 10	Warehouse	0	0	327,137	1,000	0	0	327		0	36	Project meets Single Acre & Sitewide Average Calculations
Building 10	Office	0	0	16,000	215	0	0	74	0	0	37	
Totals						0	0	24	0.0	0	73	

Site Information

Safety Zone	Acreage	Square Footage
Zone 1	0.00	0
Zone 2	0.00	0
Zone 3	0.00	0.00
Zone 6	16.46	716,997.60
Totals		

Sitewide Average Calculation	Single Acre Intensity Calculation
Safety Zone 6 = 24	Safety Zone 6 = 73

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-AWP-24366-OE

Issued Date: 01/17/2023

Naveen Gali
Thienes Engineering, Inc
14349 Firestone Boulevard
La Mirada, CA 90638

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building SOUTH ONTARIO LOGISTICS CENTER-BUILDING 1
Location:	ONTARIO, CA
Latitude:	33-59-24.01N NAD 83
Longitude:	117-37-50.49W
Heights:	673 feet site elevation (SE) 42 feet above ground level (AGL) 715 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/17/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

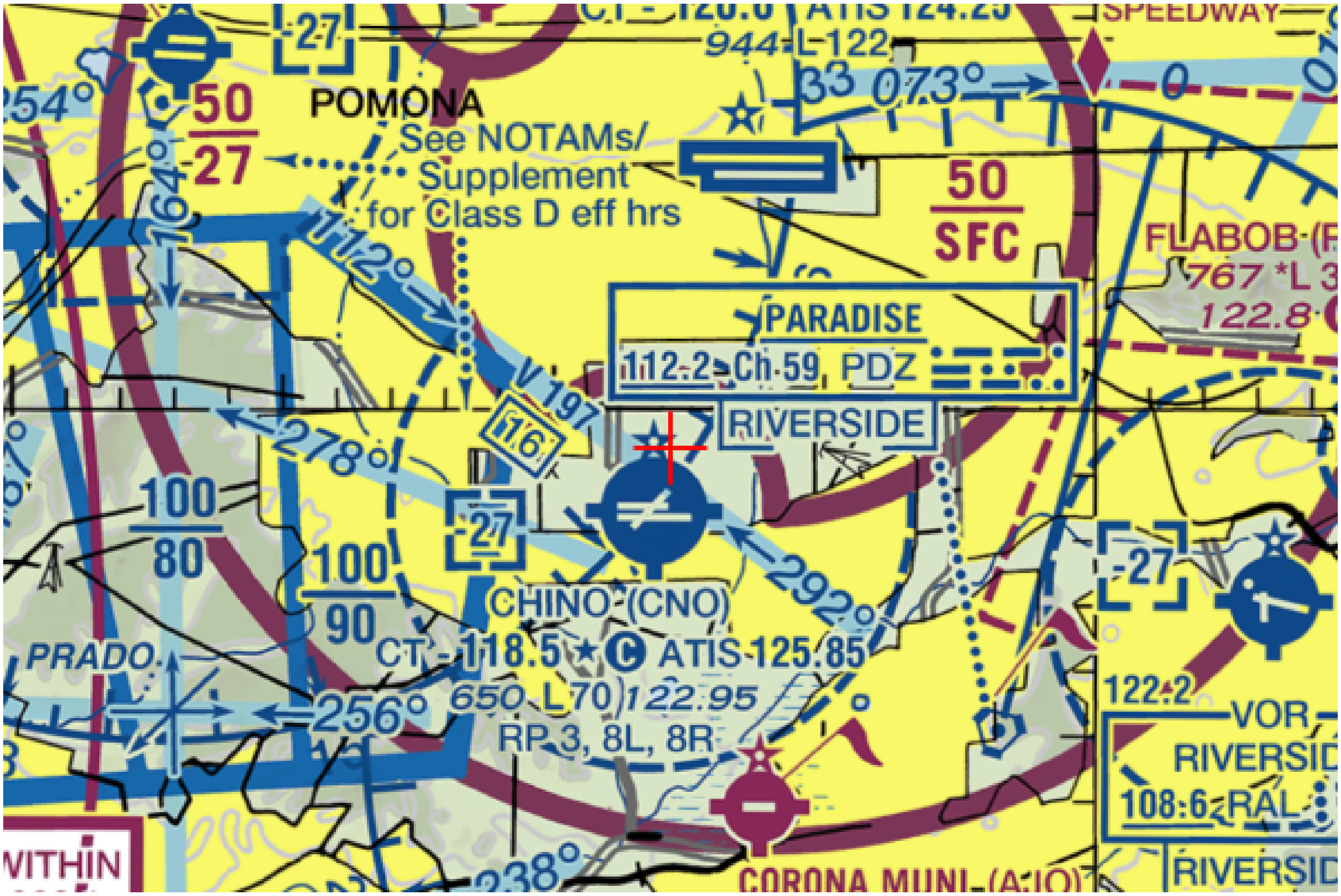
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-24366-OE.

Signature Control No: 566495169-568545641 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-24366-OE

Sectional Map for ASN 2022-AWP-24366-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-AWP-24370-OE

Issued Date: 01/17/2023

Naveen Gali
Thienes Engineering, Inc
14349 Firestone Boulevard
La Mirada, CA 90638

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building SOUTH ONTARIO LOGISTICS CENTER-BUILDING 2
Location:	ONTARIO, CA
Latitude:	33-59-23.96N NAD 83
Longitude:	117-37-58.65W
Heights:	673 feet site elevation (SE) 42 feet above ground level (AGL) 715 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/17/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

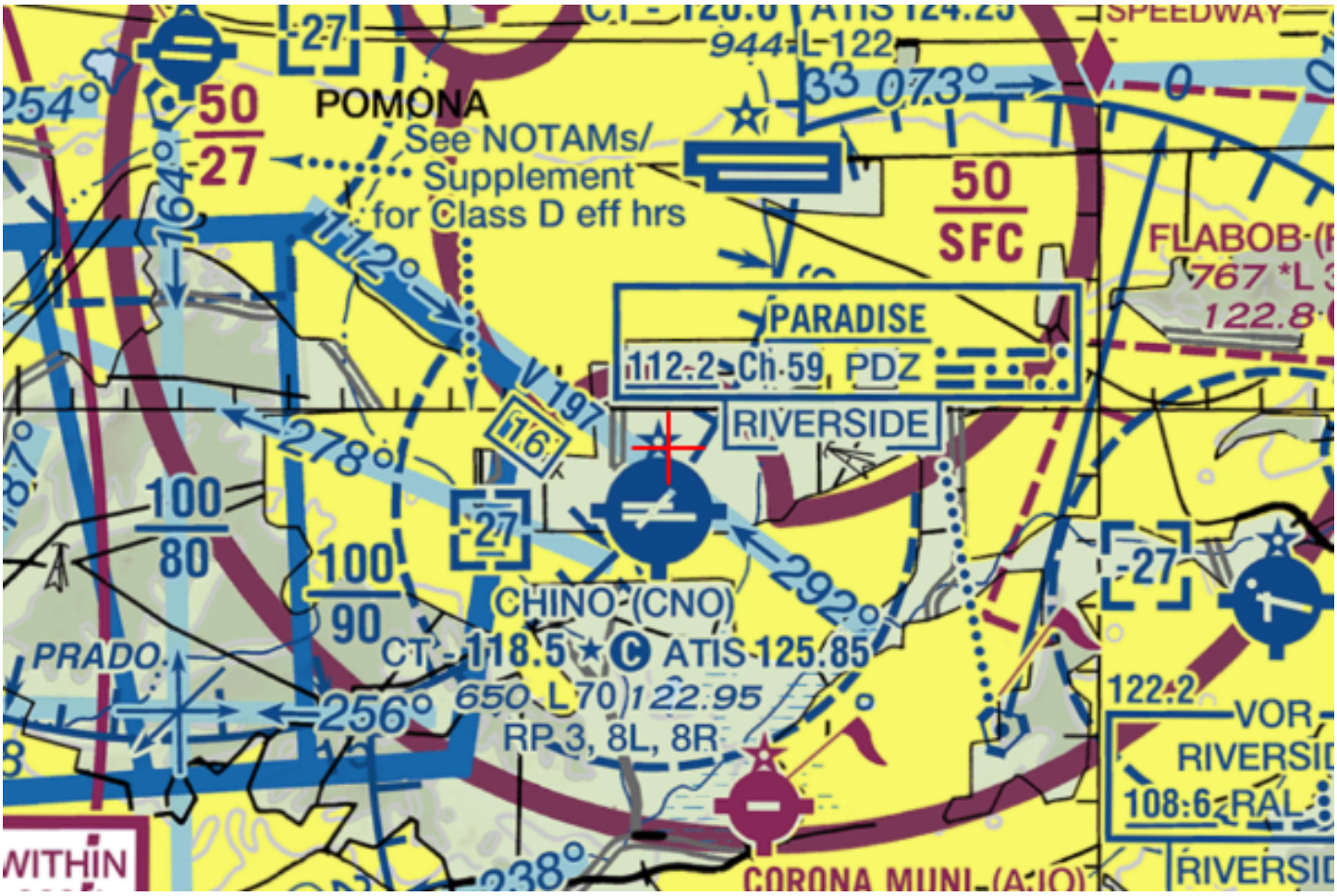
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-24370-OE.

Signature Control No: 566495173-568545647 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-24370-OE


POMONA
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Supplement
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50
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SFC
PARADISE
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RIVERSIDE
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80
100
90
CHINO (CNO)
CT 118.5 ATIS 125.85
650 L 70 122.95
RP 3, 8L, 8R
PRADO
122.2
VOR
108.6 RAL
CORONA MUNI (AJO)
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292°
256°
238°
164°
254°

Mail Processing Center
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Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-AWP-24374-OE

Issued Date: 01/17/2023

Naveen Gali
Thienes Engineering, Inc
14349 Firestone Boulevard
La Mirada, CA 90638

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building SOUTH ONTARIO LOGISTICS CENTER-BUILDING 3
Location:	ONTARIO, CA
Latitude:	33-59-24.00N NAD 83
Longitude:	117-38-04.03W
Heights:	671 feet site elevation (SE)
	42 feet above ground level (AGL)
	713 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/17/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

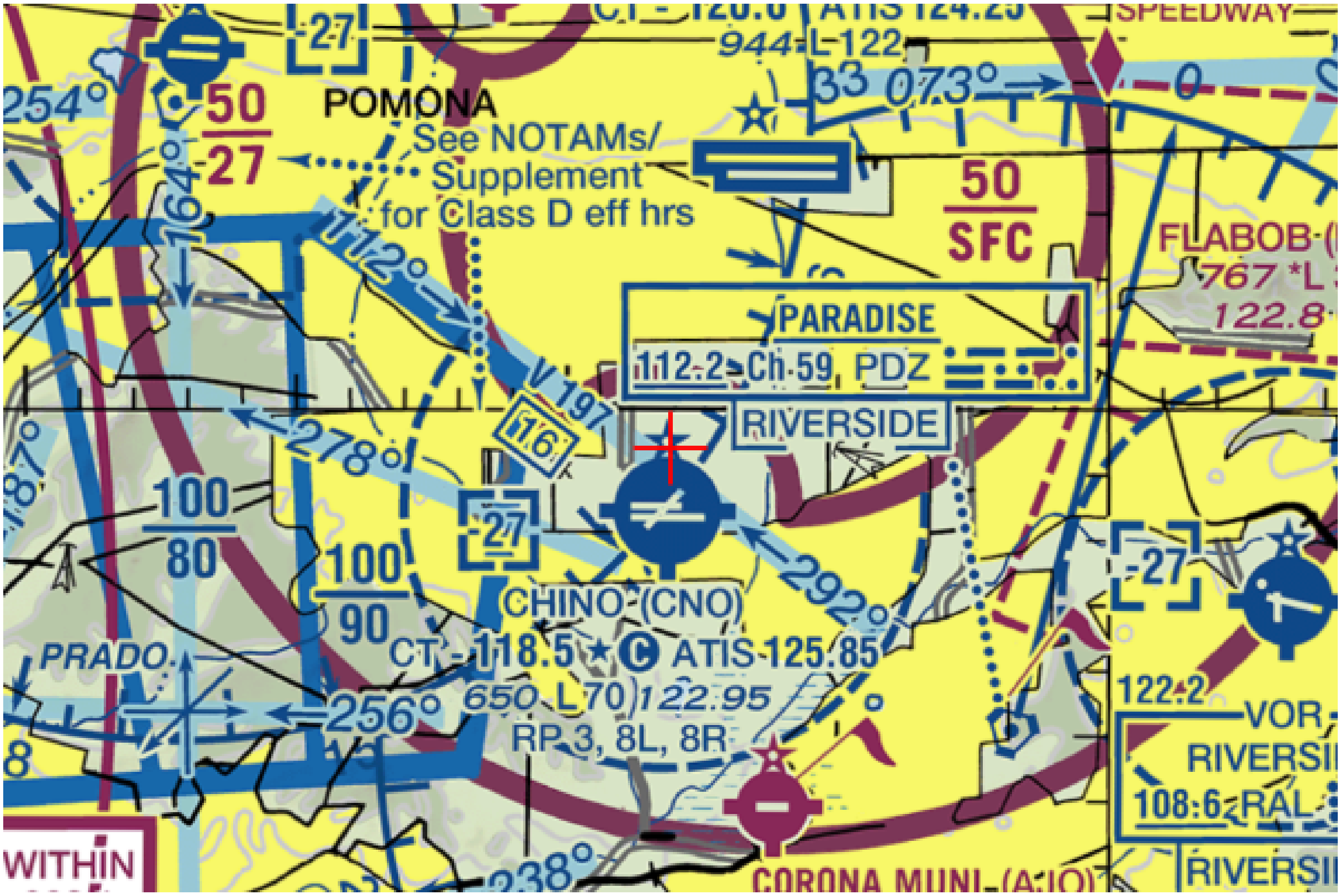
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-24374-OE.

Signature Control No: 566495178-568545642 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-24374-OE

Sectional Map for ASN 2022-AWP-24374-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-AWP-24378-OE

Issued Date: 01/17/2023

Naveen Gali
Thienes Engineering, Inc
14349 Firestone Boulevard
La Mirada, CA 90638

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building SOUTH ONTARIO LOGISTICS CENTER-BUILDING 4
Location:	ONTARIO, CA
Latitude:	33-59-23.93N NAD 83
Longitude:	117-38-07.21W
Heights:	671 feet site elevation (SE) 42 feet above ground level (AGL) 713 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/17/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

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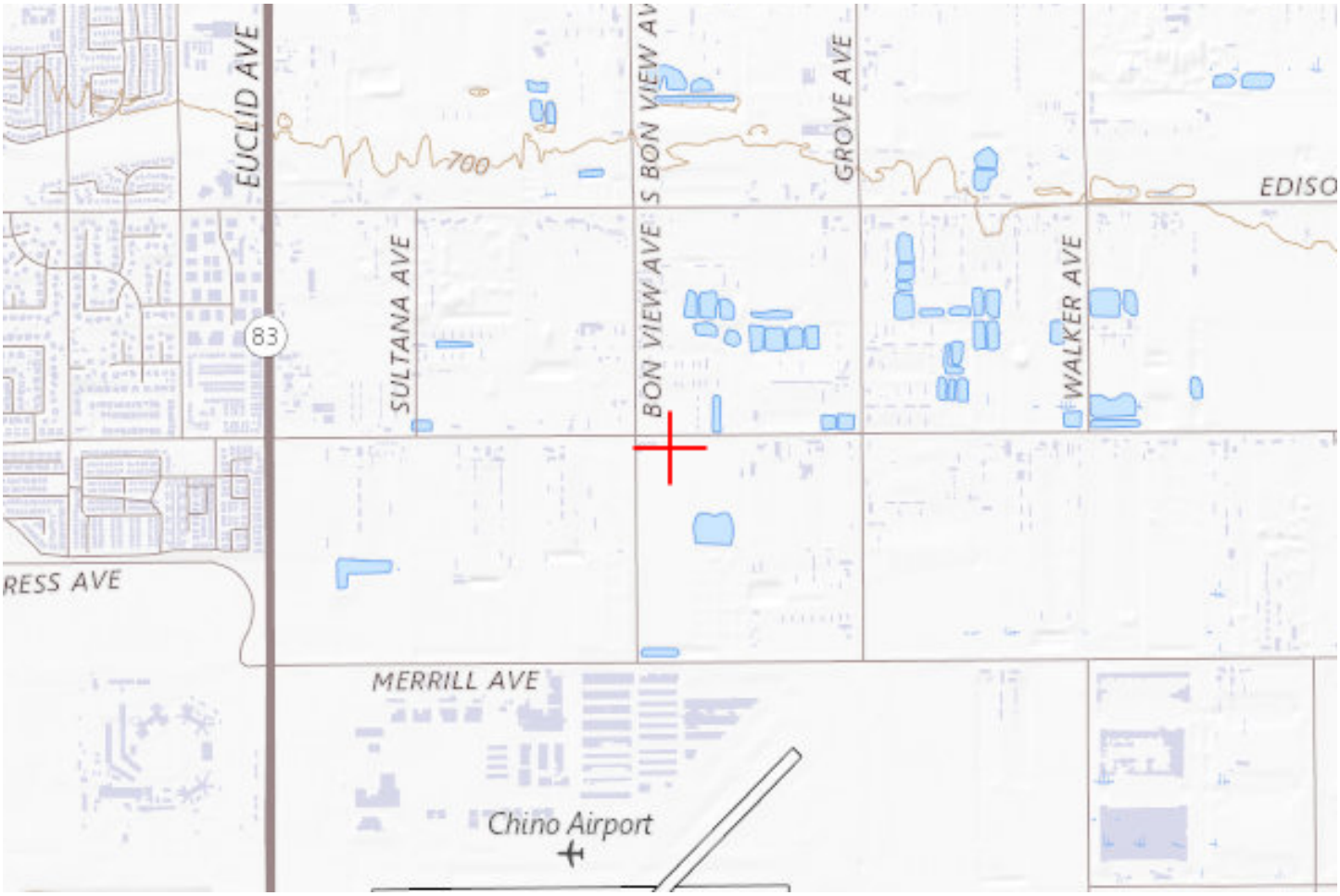
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-24378-OE.

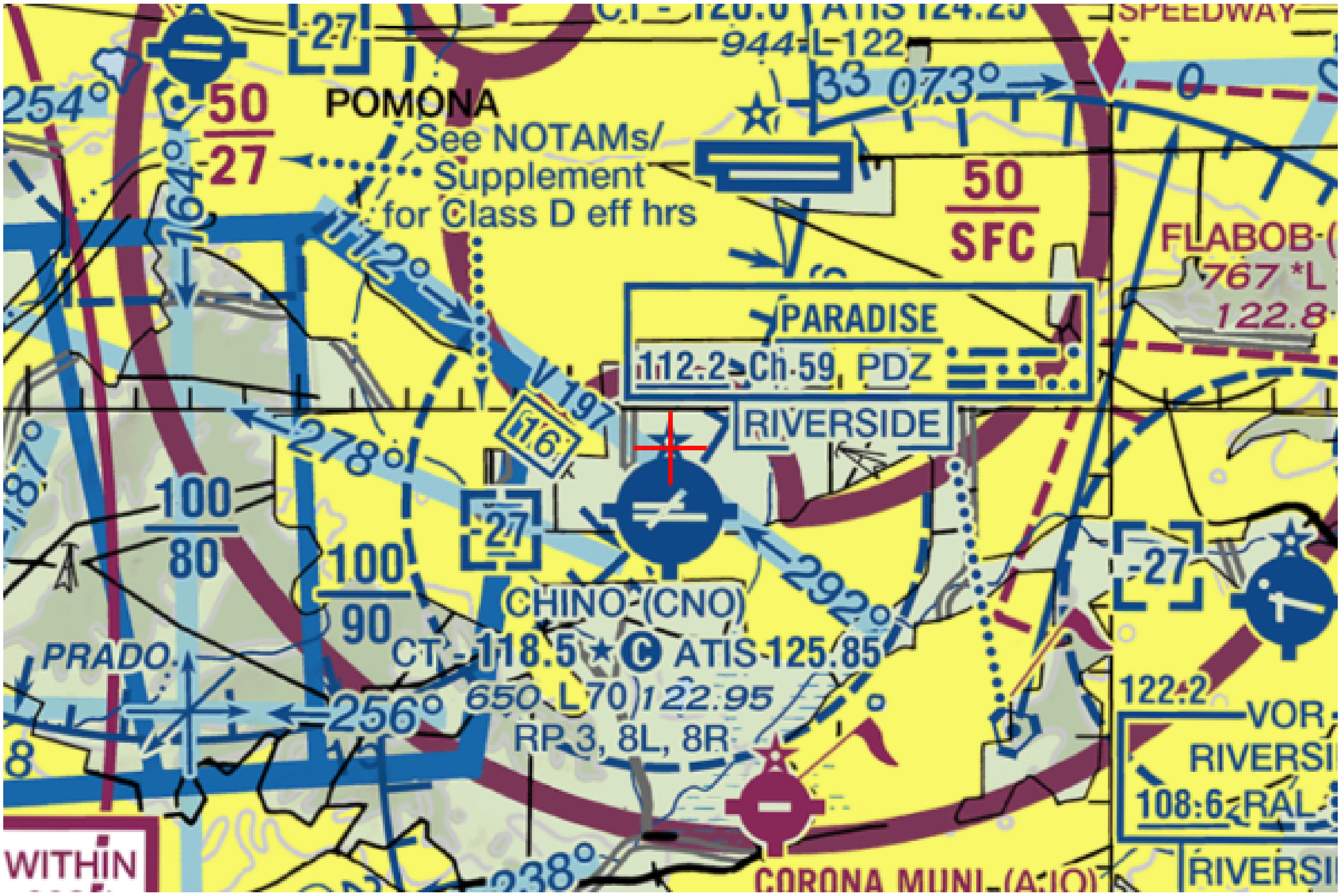
Signature Control No: 566495182-568545657 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-24378-OE



Sectional Map for ASN 2022-AWP-24378-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-AWP-24383-OE

Issued Date: 01/17/2023

Naveen Gali
Thienes Engineering, Inc
14349 Firestone Boulevard
La Mirada, CA 90638

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building SOUTH ONTARIO LOGISTICS CENTER-BUILDING 6
Location:	ONTARIO, CA
Latitude:	33-59-19.53N NAD 83
Longitude:	117-37-58.41W
Heights:	668 feet site elevation (SE) 50 feet above ground level (AGL) 718 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/17/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

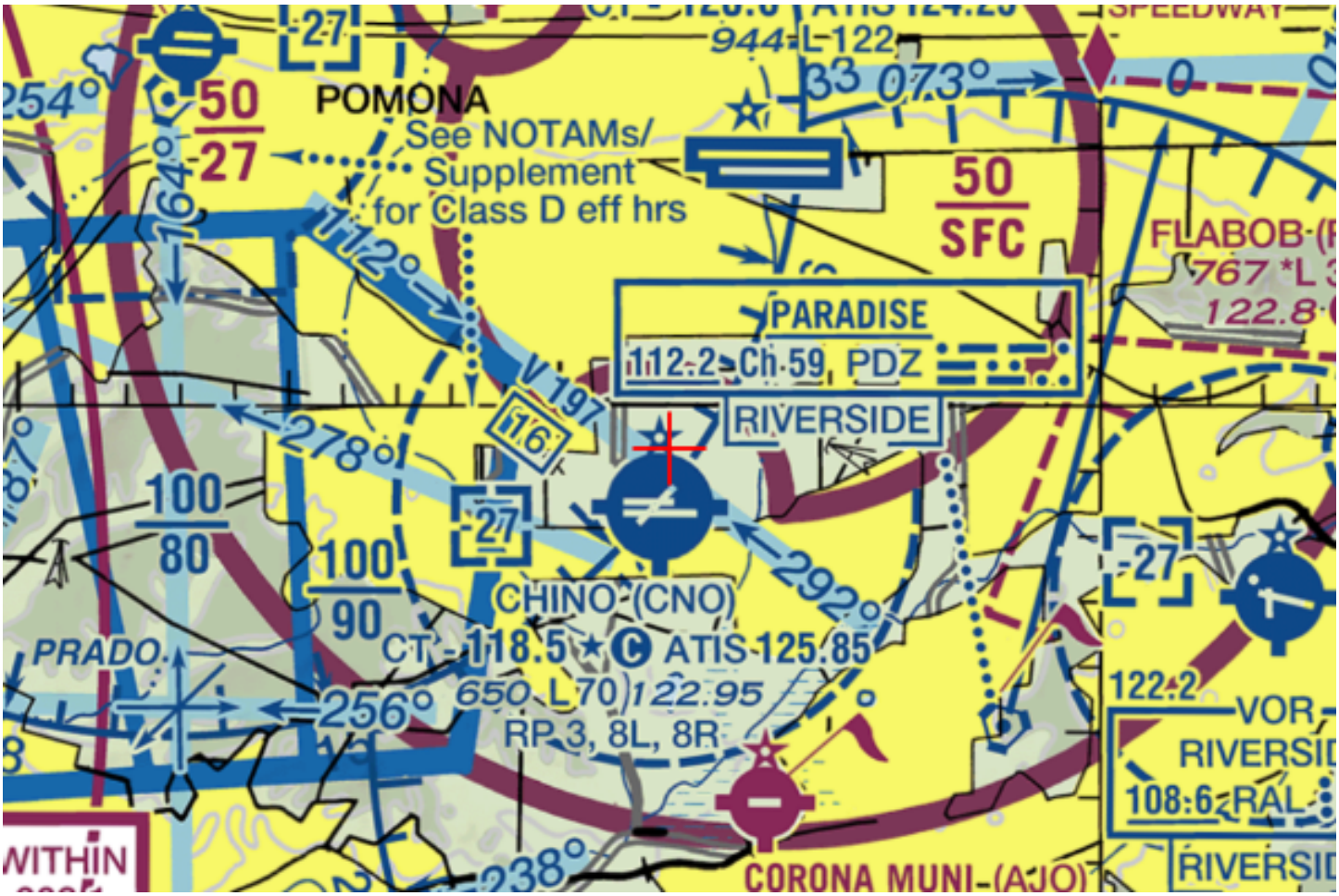
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-24383-OE.

Signature Control No: 566505669-568545645 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-24383-OE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650 L 70 122.95
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PRADO
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073°
FLABOB
767 *L
122.8
WITHIN
238°
CORONA MUNI (AJO)

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Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-AWP-24387-OE

Issued Date: 02/01/2023

Naveen Gali
Thienes Engineering, Inc
14349 Firestone Boulevard
La Mirada, CA 90638

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building SOUTH ONTARIO LOGISTICS CENTER-BUILDING 7
Location:	ONTARIO, CA
Latitude:	33-59-10.92N NAD 83
Longitude:	117-37-46.57W
Heights:	663 feet site elevation (SE) 46 feet above ground level (AGL) 709 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 08/01/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

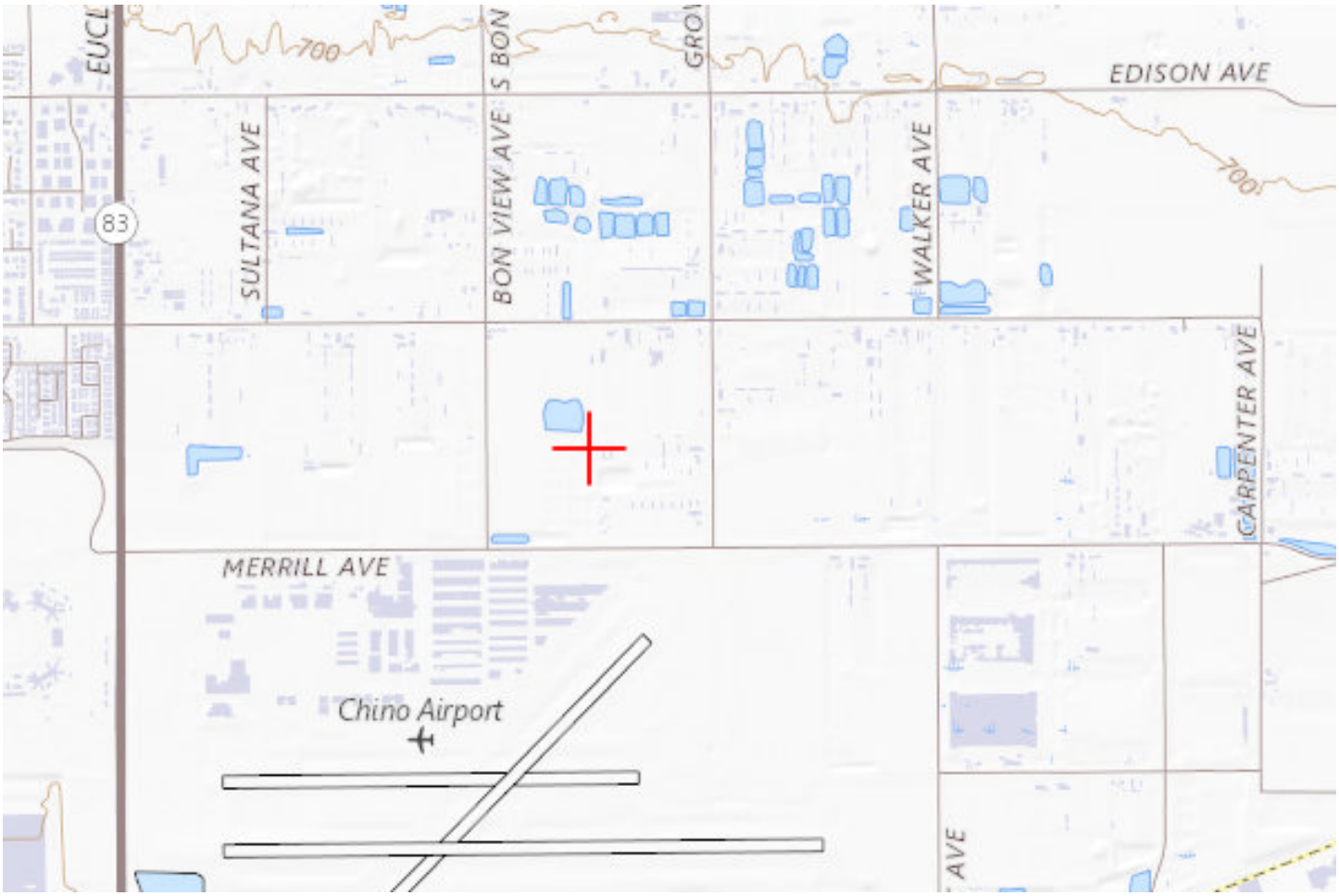
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-24387-OE.

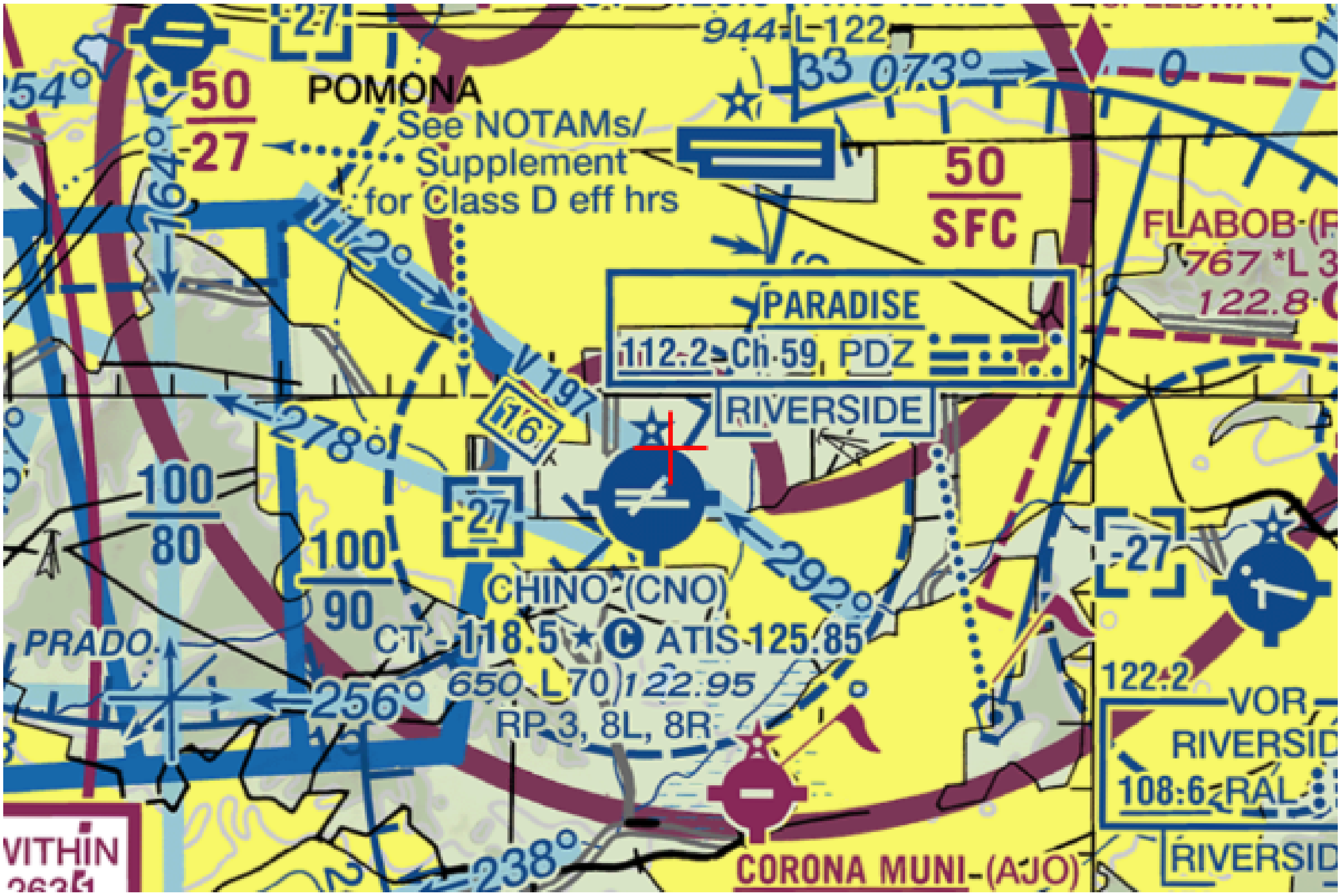
Signature Control No: 566505674-570721008 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-24387-OE



Sectional Map for ASN 2022-AWP-24387-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-AWP-24391-OE

Issued Date: 01/17/2023

Naveen Gali
Thienes Engineering, Inc
14349 Firestone Boulevard
La Mirada, CA 90638

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building SOUTH ONTARIO LOGISTICS CENTER-BUILDING 8
Location:	ONTARIO, CA
Latitude:	33-59-10.80N NAD 83
Longitude:	117-37-57.66W
Heights:	660 feet site elevation (SE) 50 feet above ground level (AGL) 710 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/17/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

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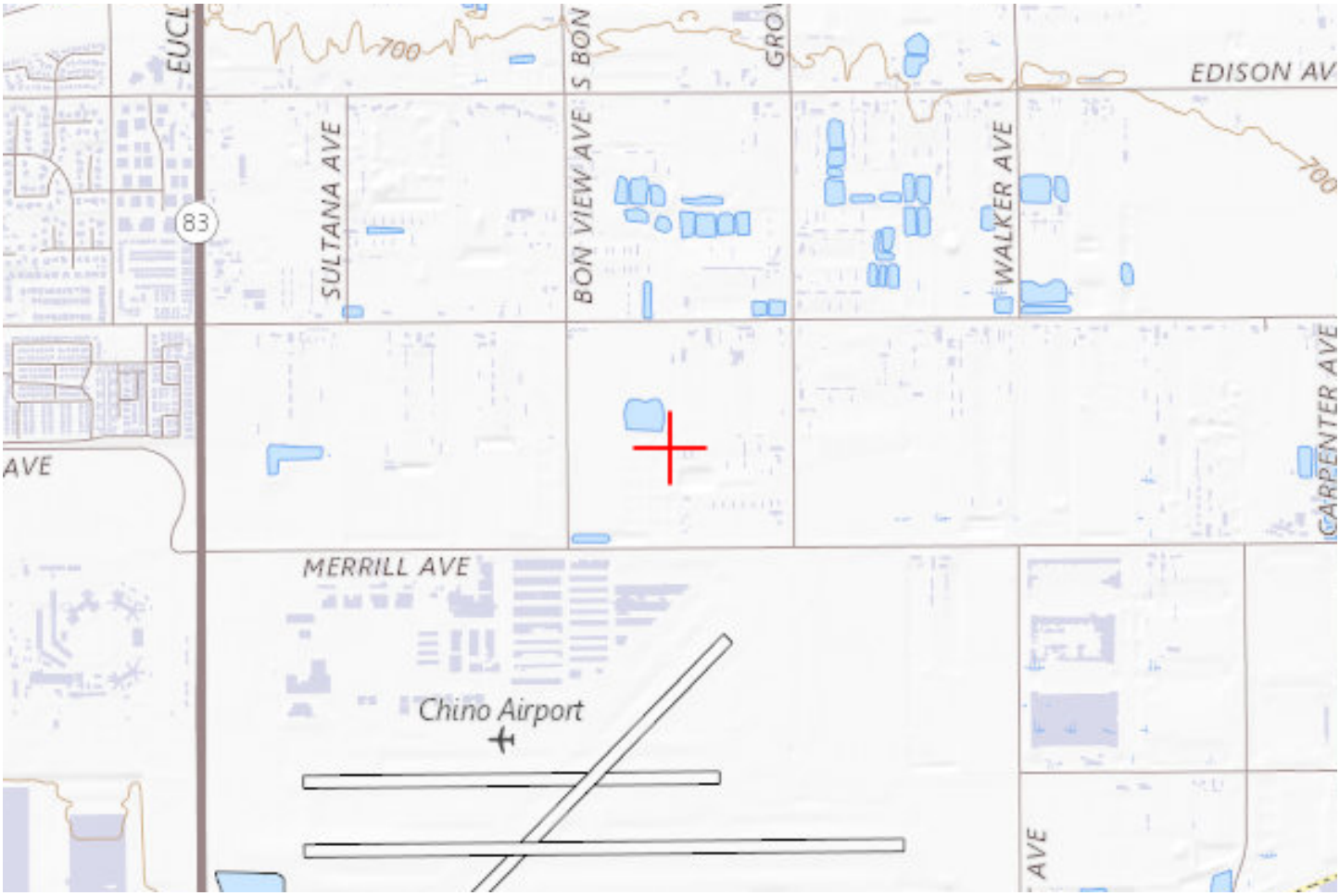
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-24391-OE.

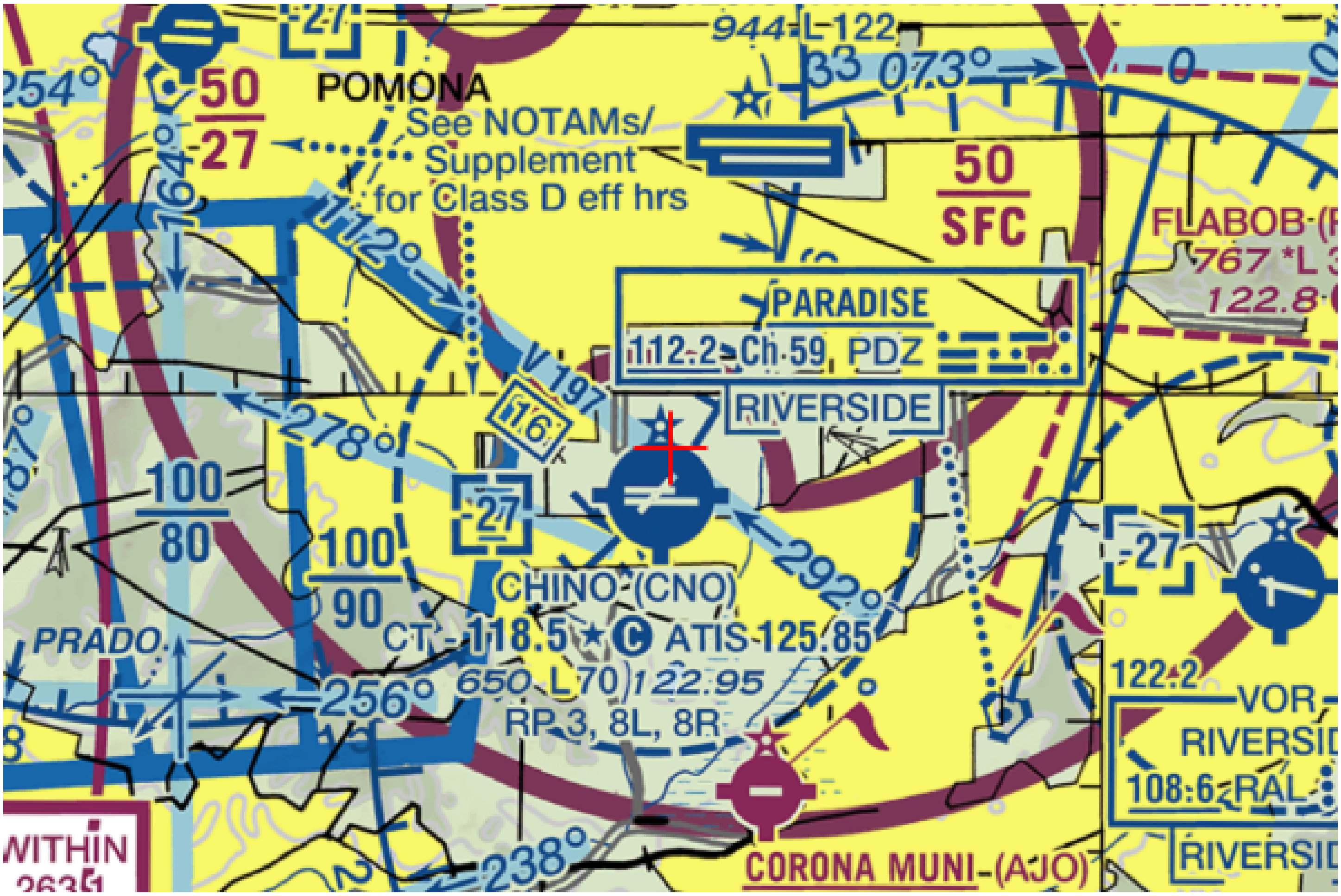
Signature Control No: 566505680-568545801 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-24391-OE



Sectional Map for ASN 2022-AWP-24391-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-AWP-24396-OE

Issued Date: 01/17/2023

Naveen Gali
Thienes Engineering, Inc
14349 Firestone Boulevard
La Mirada, CA 90638

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building SOUTH ONTARIO LOGISTICS CENTER-BUILDING 9
Location:	ONTARIO, CA
Latitude:	33-59-20.02N NAD 83
Longitude:	117-38-10.09W
Heights:	665 feet site elevation (SE) 50 feet above ground level (AGL) 715 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/17/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

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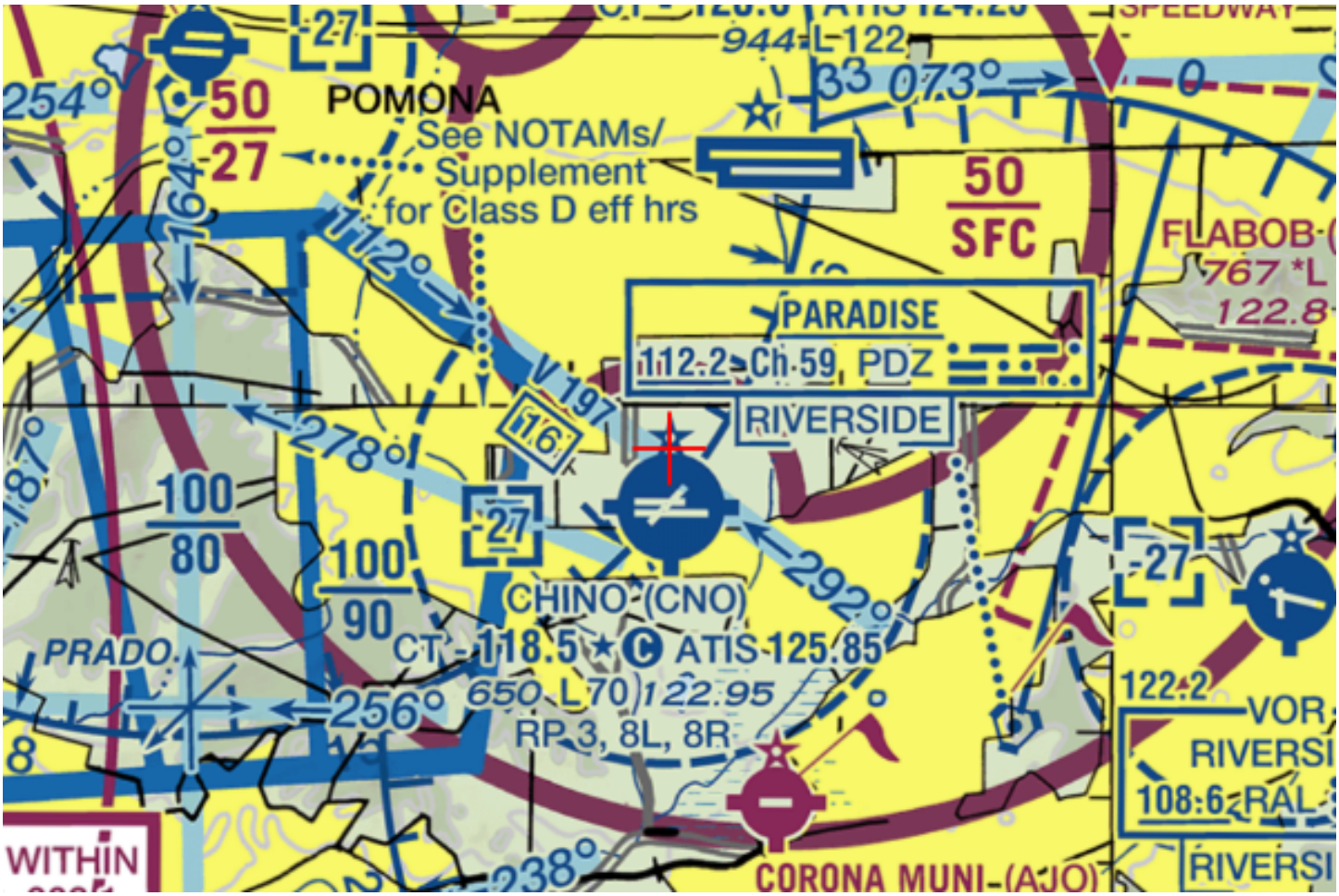
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-24396-OE.

Signature Control No: 566510483-568545835 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-24396-OE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See NOTAMs/
Supplement
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256°
WITHIN
238°
CORONA MUNI (AJO)
122.2
VOR
108.6 RAL
FLABOB
767 *L
122.8

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-AWP-24400-OE

Issued Date: 01/17/2023

Naveen Gali
Thienes Engineering, Inc
14349 Firestone Boulevard
La Mirada, CA 90638

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building SOUTH ONTARIO LOGISTICS CENTER-BUILDING 10
Location:	ONTARIO, CA
Latitude:	33-59-05.19N NAD 83
Longitude:	117-38-10.92W
Heights:	659 feet site elevation (SE) 46 feet above ground level (AGL) 705 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/17/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

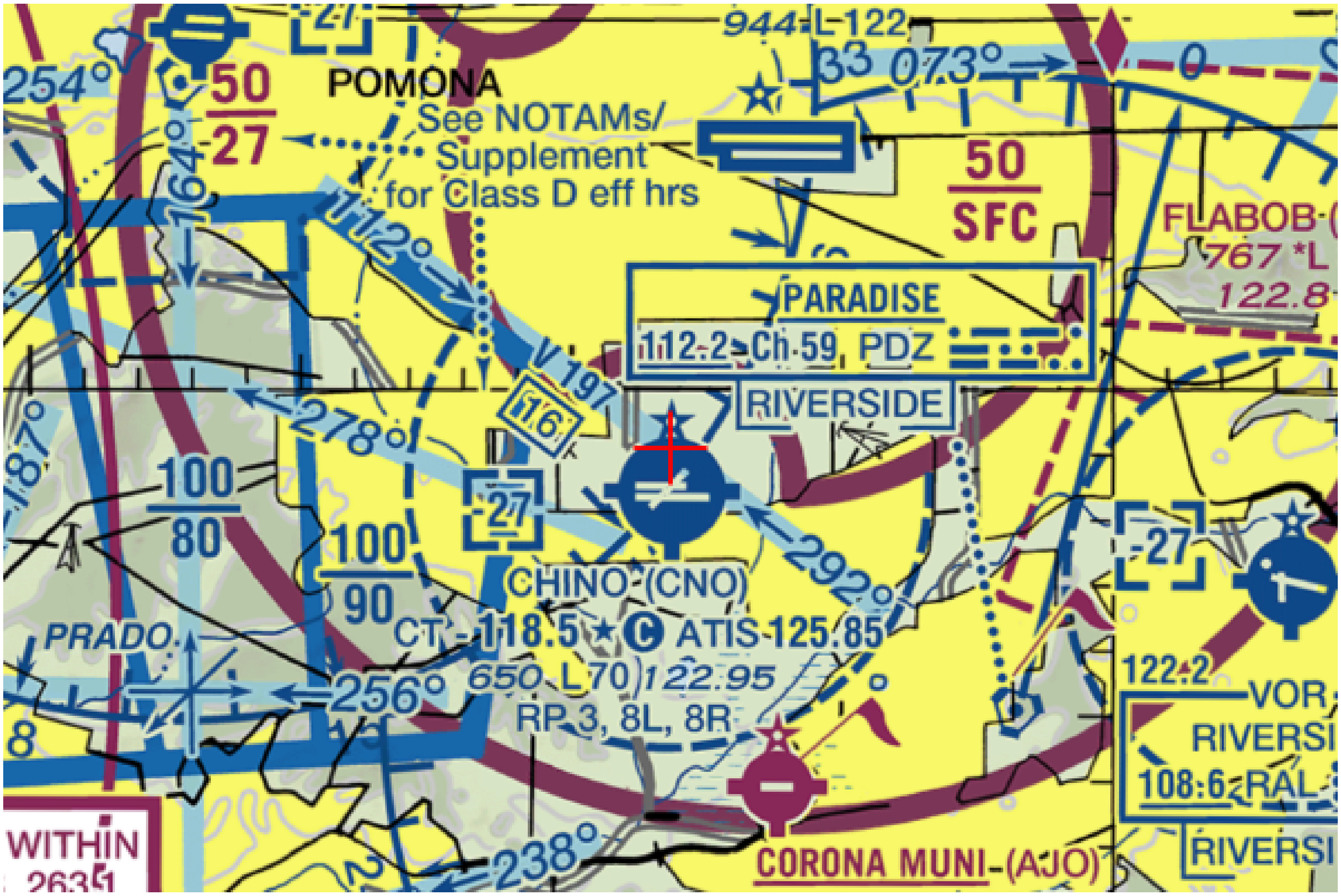
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-24400-OE.

Signature Control No: 566510488-568545844 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-24400-OE

Sectional Map for ASN 2022-AWP-24400-OE



DEVELOPMENT ADVISORY BOARD DECISION

April 3, 2023

CITY OF ONTARIO PLANNING DEPARTMENT
303 East B Street, Ontario, California 91764 Phone: 909.395.2036 / Fax: 909.395.2420

DECISION NO.: [insert #]

FILE NOS.: PMTT22-019 AND PDEV22-031

DESCRIPTION: A public hearing to consider Tentative Tract Map No. 20556 (File No. PMTT22-019), consolidating 4 lots into one lot, in conjunction with a Development Plan (File No. PDEV22-031) to construct a mixed-use development consisting of 109 residential apartment units and approximately 4,050 square feet of ground floor retail on 2.38 acres of land within the LUA-1 (Euclid Avenue Entertainment) of the MU-1 (Downtown Mixed-Use) zoning district located at the northeast corner of Euclid Avenue and D Street, bordered by E Street on the north and Lemon Avenue on the east. APNs: 1048-363-05, 1048-363-04, 1048-363-03 and 1048-363-02; **submitted by Ontario Place D Block LLC. Planning Commission action is required.**

PART 1: BACKGROUND & ANALYSIS

ONTARIO PLACE D BLOCK LLC, (herein after referred to as "Applicant") has filed an application requesting approval of Tentative Tract Map 20556, File No. PMTT22-019, and a Development Plan, File No. PDEV22-024, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

PROJECT SETTING: The Project site is comprised of 2.38 acres of land located within the historic downtown, at the northeast corner of Euclid Avenue and D Street, bordered by E Street on the north and Lemon Avenue on the east, which is depicted in Exhibit A: Project Location Map, attached. The Project site is developed with a vacant commercial retail center, paved surface parking lot, and 3 automatic teller machines that have been recently removed. The commercial retail center was constructed during the 1960s and then remodeled during the early 2000s.

On the same block, at the northwest corner, is a 0.12-acre lot that is improved with a fueling station. The block south of the Project site is developed with a 5-level public parking structure and the remainder of the site is slated for construction of a mixed-use development consisting of 144 residential apartment units and approximately 4,050 square feet of ground floor retail. Other surrounding land uses include commercial to the west, across Euclid Avenue, and a mixture of retail and office to the east and north. Existing land uses and Policy Plan (general plan) land use and zoning designations on and surrounding the Project site are as follows:

	Existing Land Use	***Policy Plan Land Use Designation***	***Zoning Designation***
Site:	Vacant retail, commercial, and office center and paved parking lots	Mixed Use Downtown	MU-1 (Mixed Use Downtown/ D Block PUD
North:	Fuel station and paved parking lot	Mixed Use Downtown	MU-1 (Mixed Use Downtown)
South:	Parking structure and undeveloped land	Mixed Use Downtown	Downtown Civic Center PUD
East:	Retail and office	Office Commercial	OL (Low Intensity Office)
West:	Euclid Avenue corridor and commercial	Mixed Use Downtown	MU-1(Mixed Use Downtown)

(1) Background — On July 5, 2022, the City Council approved a Disposition and Development Agreement ("DDA") with the Applicant for a mutual benefit that would further The Ontario Plan (TOP) Policy Plan (general plan) goals of an intensive mixture of retail, office, and residential uses in a pedestrian friendly atmosphere, while ensuring that the historic character of the Downtown is preserved. As stipulated in the DDA, the City is responsible for preparing the site through relocation of existing businesses and building demolition to deliver a "shovel ready" Project site to the Applicant.

The Project site is located within LUA-1 (Euclid Avenue Entertainment) of the MU-1 (Downtown Mixed-Use) zoning district, requiring the preparation and approval of a Planned Unit Development ("PUD") to establish the development standards and design guidelines for the site. Also required is a Certificate of Appropriateness for development plan proposals that are located on project sites that have Euclid Avenue frontage.

The Applicant filed a request for approval of the D Block PUD, File No. PUD22-005, and a Certificate of Appropriateness, File No. PHP22-010, concurrently with the subject Tentative Parcel Map and Development Plan applications. Final approval of the Tentative Tract Map and Development Plan is contingent upon the City Council adoption of the PUD for the Project site and Certificate of Appropriateness approval by the Historic Preservation Commission.

(2) Tentative Tract Map — Tentative Tract Map No. 20556, which is depicted in Exhibit B: Tentative Tract Map, proposes to consolidate 4 parcels of land into a single lot and vacate the north-south and east-west running alleys located within the Project site, creating a single 2.38-acre parcel for development. This will facilitate the construction of 4,050 square feet of commercial space and 109 residential apartment units in a mixed-use development.

(3) Development Plan

(a) Site Design/Building Layout — The Project proposes the construction of one mixed-use building consisting of 109 residential apartment units, at a density of 45.8 dwelling units per acre, and approximately 4,050 square feet of ground floor commercial

uses, as depicted in Exhibit C: Site Plan, attached. The proposed L-shaped building will have 4-stories, with an overall average height of 51 feet, and constructed with an approximate 3-foot setback from Euclid Avenue, an average of 6-foot setback from D Street, an approximate 2-foot setback from Lemon Avenue, and a 10 to 20-foot setback from the adjacent primary recreation area and surface parking lot located at the northeastern portion of the site. The residential perimeter is enclosed by a decorative 6-foot tubular steel fence.

The stacked-flat residential unit configuration will provide studio, one and 2-bedroom apartments, as depicted in Exhibit D: Floor Plans. Oriented towards Euclid Avenue, the ground floor commercial units are divided by a mid-block pedestrian pass-thru that leads to a gated corridor accessing the residential units, amenity area, and parking lot. Residential units, as described in the table below, will be accessible from interior hallways, 2 on-site elevators, and 2 interior stairwells. Each unit will have a private deck or patio, ranging in size from 60 to 90 square feet, that will be enclosed by a decorative pony wall. A 1,100-square-foot roof deck patio and an adjacent 500-square-foot clubhouse is located on the fourth floor. Four commercial units, ranging in size from approximately 600 to 1,850 square feet, will have Euclid Avenue frontage. The remaining commercial units on the block, also designed as a traditional storefront, will house the administrative operations and provide space for indoor amenities, storage, and mailboxes for residential tenants.

Residential Floor Plans

Plan No.	***Area (in SF)***	***No. Bedrooms***	***No. Baths***	***No. of Units***
S1	374	studio	1 bath	7
A1	670	1bedroom	1 bath	2
A1.1	670	1 bedroom	1 bath	47
B1	1019	2 bedrooms	2 baths	4
B1.1	1019	2 bedrooms	2 baths	46
B2	980	2 bedrooms	2 baths	3
TOTAL RESIDENTIAL UNITS				**109**

(b) Site Access/Circulation —The Project will have pedestrian access at multiple locations throughout the site. All commercial units will have direct access from Euclid Avenue. Residents will have secured and gated access to their units and amenity areas from Euclid Avenue, D Street, E Street, Lemon Avenue, and the surface parking lot.

Vehicular access to the site will be limited to residents. The fully enclosed and gated parking lot is accessible from E Street via 3, 2-way driveways that lead to 24-foot-wide drive aisles that circulate through the parking lot.

(c) Parking — The Project requires 200 vehicle parking spaces as specified in the proposed D Block PUD and are shown in the table below. In order to achieve the preferred Project density, residential parking will be provided on-site, with guest and retail visitor parking available on surrounding public streets, parking lots, and the C Block parking structure.

Parking Summary

Type of Use	***Building Area (in SF) or No. Units***	***Parking Ratio***	***Spaces Required***	***Spaces Provided***
Residential Units	162 bedrooms	1 space per bedroom	162	162 (off-street)
Residential Guest	109 units	0.20 space per unit	22	22 (street and public parking lots)
Retail Units	4,050 SF	0.25 per GFA	16	16 (street and public parking lots)
TOTAL			**200**	**200 (off-street, on-street, and public parking lots)**

The Project is designed to provide a total of 162 residential parking spaces on-site, and 38 retail and visitor parking spaces will be accommodated on-street. To determine the availability of on-street and public parking spaces surrounding the Project site, a parking study was conducted in November 2022 by RK Engineering Group, Inc. and is included as Attachment B-3 (Parking Study). The parking study examined the availability of curb adjacent street parking along the Project frontage on E Street, D Street, Lemon Avenue, and the north and south bound lanes of Euclid Avenue. The parking study concluded that the minimum parking availability during the peak demand for parking was 48 spaces. In other words, if the Project was at a 100 percent tenant occupancy, there would be 10 additional street parking spaces available for public use. Thus, the number of off-street parking spaces available meets the minimum parking requirement for the Project as supported by the parking study.

(d) Architecture —The building will be designed in a contemporary Art Deco architectural style, as depicted in Exhibit E: Exterior Elevations and Exhibit F: Project Renderings, attached. Ground floor commercial units are designed as a traditional storefront with a bulkhead (base), display windows, transom windows above display windows and entry door, and a mid-panel floor to distinguish from the upper residential floors. A combination of brick veneer, in a variety of colors and textures, smooth stucco, and fiber cement siding will emphasize each building modulation that will be carried through to the upper residential floors. The residential units will feature balconies with solid pony walls that consists of clear glass, stucco finish and an Art Deco motif. Vertical panels with windows that are inset from the exterior wall face and metal awnings are strategically placed over fourth-story windows to provide visual relief. The building has a parapet roof with decorative cornice.

The Project illustrates the type of high-quality mixed-use development and architecture promoted by the proposed D Block PUD, Downtown Design Guidelines, and the Secretary of Interior Standards for the Treatment of Historic Properties. This is exemplified through the use of:

- Articulation in building dipartite and tripartite divisions, creating breaks in horizontal massing every 30 to 65 feet through change of material and architectural features, and creating breaks in the vertical massing through use of a mid-floor panel distinguishing the commercial floor from the upper residential floors; and

- Articulation in storefront modulation through color and material changes, bulkhead/base, display windows, transom windows, glass entry doors with kickplates, and mid-floor panels; and

- 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; and

- Articulation of building corners, through use of traditional Art Deco fluted columns and a stepped parapet roof; and

- Recessed and symmetrically arranged upper floor windows; and

- A mix of exterior materials, finishes, fixtures, and color blocking.

(e) Common Open Space, Amenities, and Landscaping —Approximately 20,647 square feet of common open space and recreation amenities are provided throughout the site, which includes a pool deck and in-ground spa with seating, 2 outdoor lounge areas, open play area, indoor fitness room and work space on the ground floor and a roof deck and adjacent clubhouse with pool tables, tables, chairs, and sofas located on the fourth-level. Additional on-site amenities for residential tenants include long term bicycle parking and storage area. Common open space and amenities meet the minimum requirement of 20,500 square feet, at a ratio of 188 square feet per dwelling unit.

Landscaping is provided for the full length of the Project street frontages, recreation area, pedestrian walkways, and in the parking lot, for a total of 12,774 square feet (12.3 percent landscape coverage), which meets the minimum 12 percent landscape coverage requirement for the Project. A variety of accent and shade trees in 24-inch, 36-inch, and 48-inch box and 15-gallon sizes have been provided, as well as, 1, 5, and 15- gallon size shrubs, groundcover, and vines. Decorative paving and lighting will be provided at entries, pedestrian walkways, and other key locations throughout the Project, as depicted in Exhibit G: Landscape Conceptual Plan, attached.

(f) Signage — All Project signage is required to comply with sign regulations provided in Ontario Development Code Division 8.1. Prior to the issuance of a Building

Permit for the installation of any new on-site signage, the Applicant is required to submit Sign Plans for Planning Department review and approval.

(g) Utilities (drainage, sewer) — Public utilities (water and sewer) are available to serve the Project. Furthermore, the Applicant has submitted a Preliminary Water Quality Management Plan ("PWQMP"), which establishes the Project's compliance with storm water discharge/water quality requirements. The PWQMP includes site design measures that capture runoff and pollutant transport by minimizing impervious surfaces and maximizes low impact development ("LID") best management practices ("BMPs"), such as retention and infiltration, biotreatment, and evapotranspiration. The PWQMP proposes the use of underground infiltration chambers located along the eastern portion of the site. Any overflow drainage will be conveyed to the public street by way of parkway drains and culverts.

The Project proposes to improve the existing right-of-way with 4-foot wide sidewalks with historic concrete scoring, King standard light post, and street trees, including Australian Willow, Chinquapin and Holly Oaks, and London Plane, planted in 4-foot wide tree grates designed to match the Civic Center/Town Square area.

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

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

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

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

On April 19, 2011, the City Council of the City of Ontario approved and adopted the ONT ALUCP, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the recommending body for the Project, the Development Advisory

Board has reviewed and considered the facts and information contained in the Application and supporting documentation against the ONT ALUCP compatibility factors, including [1] Safety Criteria (ONT ALUCP Table 2-2) and Safety Zones (ONT ALUCP Map 2-2), [2] Noise Criteria (ONT ALUCP Table 2-3) and Noise Impact Zones (ONT ALUCP Map 2-3), [3] Airspace protection Zones (ONT ALUCP Map 2-4), and [4] Overflight Notification Zones (ONT ALUCP Map 2-5). As a result, the Development Advisory Board, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ONT ALUCP.

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

(1) City Council Goals.

- Invest in the Growth and Evolution of the City's Economy
- Operate in a Businesslike Manner
- Focus Resources in Ontario's Commercial and Residential Neighborhoods

(2) Vision.

Distinctive Development:

- Commercial and Residential Development

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

(3) Governance.

Decision Making:

- Goal G1: Sustained decision-making that consistently moves Ontario towards its Vision by using The Ontario Plan as a framework for assessing choices.

➢ G 1-2. Long-term Benefit. We require decisions to demonstrate and document how they add value to the community and support the Ontario Vision.

(4) Policy Plan (General Plan)

Land Use Element:

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

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

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

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

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

Housing Element:

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

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

- Goal H-5 Special Needs: A full range of housing types and community services that meet the special housing needs for all individuals and families in Ontario, regardless of income level, age, or other status.

Community Economics Element:

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

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

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

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

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

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

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

Safety Element:

- Goal S-1 Seismic & Geologic Hazards: Minimized risk of injury, loss of life, property damage, and economic and social disruption caused by earthquake-induced and other geologic hazards.

  - S-1.1 Implementation of Regulations and Standards. We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.

Community Design Element:

- Goal CD-1 Image & Identity: A dynamic, progressive city containing distinct and complete places that foster a positive sense of identity and belonging among residents, visitors, and businesses.

  - CD-1.1 City Identity. We take actions that are consistent with the City being a leading urban center in Southern California while recognizing, enhancing, and preserving the character of our existing viable neighborhoods.

  - CD-1.2 Place Types. We establish Place Types in urban, mixed use, and transit-oriented areas to foster the City's identity as a premier community and require new development within each Place Type to incorporate prescribed urban patterns, forms, and placemaking priorities.

  - CD-1.3 Existing Neighborhoods. We require the existing character of viable residential and non-residential neighborhoods be preserved, protected, and enhanced.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- CD-3.4 Context-Aware and Appropriate Design. We require appropriate building and site design that complements existing development, respects the intent and identity of the Place Type, and provides appropriate transitions and connections

between adjacent uses to ensure compatibility of scale, maintain an appropriate level of privacy for each use, and minimize potential conflicts.

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

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

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

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

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

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

PART 2: RECITALS

WHEREAS, the Application is a Project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA"); and

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 (hereinafter referred to as "DAB") the responsibility and authority to review and make recommendation to the Planning Commission on the subject Application; and

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

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

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

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

WHEREAS, on April 3, 2023, the DAB of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

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

PART 3: THE DECISION

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

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

(1) The 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 all the following conditions:

(a) *The proposed Project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.* The proposed Project is located within the Downtown Mixed Use land use designation of the Policy Plan (general plan) Land Use Map, and the MU-1/LUA-1 (Downtown Mixed Use/Euclid Avenue Entertainment) zoning district. The proposed Project is consistent with all applicable Policy Plan policies, as well as with the requirements of the MU-1/LUA-1 (Downtown Mixed Use/Euclid Avenue Entertainment) zoning district and the related proposed D Block Planned Unit Development, which, at the Project location, intends to accommodate housing units at a density of 25 to 75 du/ac.

(b) *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.* The Project is proposed within the established boundaries of the City of Ontario, on a project site totaling 2.38-acres of land, which is surrounded by established development on all sides and consists of a mix of multiple-family, civic, retail, and commercial land uses.

(c) *The Project site has no value as habitat for endangered, rare, or threatened species.* The site is located in an urbanized area, is devoid of any flora or fauna, is regularly used for passenger vehicle parking by neighboring residents, and as such not suitable habitat for any endangered, rare, or threatened species.

(d) *Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality*. The proposed mixed-use commercial and residential development is similar to, and of no greater impact than other allowed uses and development projects within the MU-1/LUA-1 (Downtown Mixed Use/Euclid Avenue Entertainment) zoning district. The Project would not result in any significant impacts through implementation of required state, regional, and local development and performance standards, and as demonstrated in the Air Quality and GHG, Noise, Traffic, and Parking Studies, and the Preliminary Water Quality Management Plan ("PWQMP") prepared for the Project.

(e) *The site is adequately served by all required utilities and public services.* All necessary wet and dry utilities are within the public street and are readily available for connection.

(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: Concluding Facts and Reasons. Based upon the substantial evidence presented to the DAB during the above-referenced hearing and upon the facts and information set forth in Parts I (Background and Analysis) and II (Recitals),

above, and the determinations set forth in Section 1 above, the DAB hereby concludes as follows:

(1) Development Plan (File No. PDEV22-031)

(a) *The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.* The proposed Project is located within the Downtown Mixed Use land use district of the Policy Plan Land Use Map, and the MU-1/LUA-1 (Downtown Mixed Use/Euclid Avenue Entertainment) 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

(b) *The proposed development is compatible with those on adjoining sites in relation to location of buildings, with particular attention to privacy, views, any physical constraint identified on the site and the characteristics of the area in which the site is located.* The Project has been designed consistent with the requirements of the City of Ontario Development Code and the MU-1/LUA-1 (Downtown Mixed Use/Euclid Avenue Entertainment) zoning district, including standards relative to the particular land use proposed (commercial and residential mixed-use), as-well-as building intensity, building and parking setbacks, building height, number of off-street parking and loading spaces, on-site and off-site landscaping, and fences, walls and obstructions; and

(c) *The proposed development will complement and/or improve upon the quality of existing development in the vicinity of the Project and the minimum safeguards necessary to protect the public health, safety and general welfare have been required of the proposed Project.* The Development Advisory Board has required certain safeguards, and impose certain conditions of approval, which have been established to ensure that: [i] the purposes of the Development Code and proposed D Block Planned Unit Development 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 proposed D Block Planned Unit Development; and

(d) *The proposed development is consistent with the development standards and design guidelines set forth in the Development Code, or applicable specific plan or planned unit development*. The proposed Project has been reviewed for consistency with the general development standards and guidelines of the Development Code and proposed D Block Planned Unit Development that are applicable to the proposed Project, including building intensity, building and parking setbacks, building height, amount of off-street parking and loading spaces, parking lot dimensions, design and landscaping, bicycle parking, on-site landscaping, and fences and walls, as-well-as those

development standards and guidelines specifically related to the particular land use being proposed (commercial and residential mixed-use). As a result of this review, the Development Advisory Board has determined that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the development standards and guidelines described in the Development Code and proposed D Block Planned Unit Development.

(2) Tentative Tract Map No. 20556 (File No. PMTT22-019)

(a) *The proposed Tentative Tract/Parcel Map is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, and applicable area and specific plans, and planned unit developments.* The proposed Tentative Tract/Parcel Map is located within the Downtown Mixed Use land use district of the Policy Plan Land Use Map, and the MU-1/LUA-1 (Downtown Mixed Use/Euclid Avenue Entertainment) zoning district. The proposed subdivision is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as the Project will:

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

(ii) Contribute to the establishment of "[a] dynamic, progressive city containing distinct and complete places that foster a positive sense of identity and belonging among residents, visitors, and businesses" (Goal CD-1). Furthermore, the Project will promote the City's policy to "take actions that are consistent with the City being a leading urban center in Southern California while recognizing, enhancing, and preserving the character of our existing viable neighborhoods" (Policy CD-1.1 *City Identity)*.

(b) *The design or improvement of the proposed Tentative Tract/Parcel Map is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, and applicable specific plans and planned unit developments.* The proposed Tentative Tract/Parcel Map is located within the Downtown Mixed Use land use district of the Policy Plan Land Use Map, and the MU-1/LUA-1 (Downtown Mixed Use/Euclid Avenue Entertainment zoning district. The proposed design or improvement of the subdivision is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as the Project will:

(i) Contribute to providing "[a] high level of design quality resulting in neighborhoods, commercial areas, public spaces, parks, and streetscapes that are attractive, safe, functional, human-scale, and distinct" (Goal CD-2). Furthermore, the Project will promote the City's policy to "create distinct residential neighborhoods that promote a sense of community and identity by emphasizing access, connectivity, livability, and social interaction through such elements as:

- Parcel size and lot configuration to accommodate a diversity of housing types;
- Floor plans that encourage views onto the street; and
- Private recreation and amenities provided on-site to residential tenant's areas; and
- Landscaped parkways, with sidewalks separated from the curb and designed to maximize safety, comfort, and aesthetics for all users." (Policy CD-2.2 *Neighborhood Design*); and provide

(ii) Provide "a high level of design quality resulting in neighborhoods, commercial areas, public spaces, parks, and streetscapes that are attractive, safe, functional, human-scale, and distinct" (Goal CD-2). Furthermore, the Project will promote the City's policy to "collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping, and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials, and construction techniques" (Policy CD-2.7 *Sustainability)*.

(c) *The site is physically suitable for the type of development proposed.* The Project site meets the minimum lot area and dimensions of the MU-1/LUA-1 (Downtown Mixed Use/Euclid Avenue Entertainment)zoning district, and is physically suitable for the type of commercial and residential mixed-use development proposed in terms of zoning, land use and development activity proposed, and existing and proposed site conditions.

(d) *The site is physically suitable for the density/intensity of development proposed.* The Project site is proposed for commercial and residential mixed-use development at [a density of 45.8 DUs/acre and a floor area ratio of 1.19. The Project site meets the minimum lot area and dimensions of the MU-1(Downtown Mixed Use) zoning district and is physically suitable for this proposed density / intensity of development.

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

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

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

SECTION 3: Development Advisory Board Action. Based on the findings and conclusions set forth in Sections 1 through 2, above, the DAB hereby recommends the Planning Commission APPROVE the Applications subject to each and every condition set forth in the Conditions of Approval included as Attachment A of this Decision and incorporated herein by this reference.

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

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

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APPROVED AND ADOPTED this 3rd day of April 2023.

Development Advisory Board Chairman

Exhibit A: PROJECT LOCATION MAP

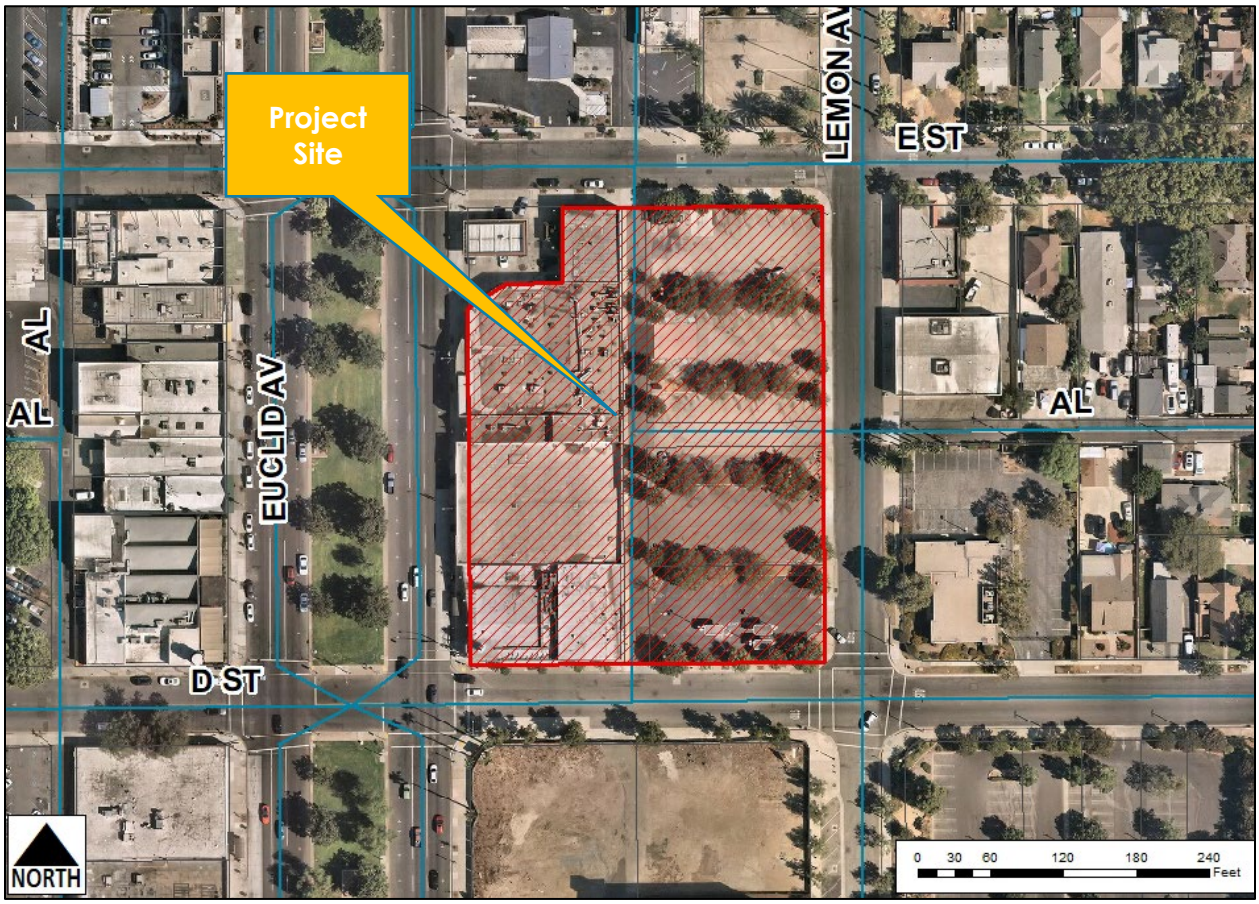


Exhibit B: Tentative Tract Map No. 20556

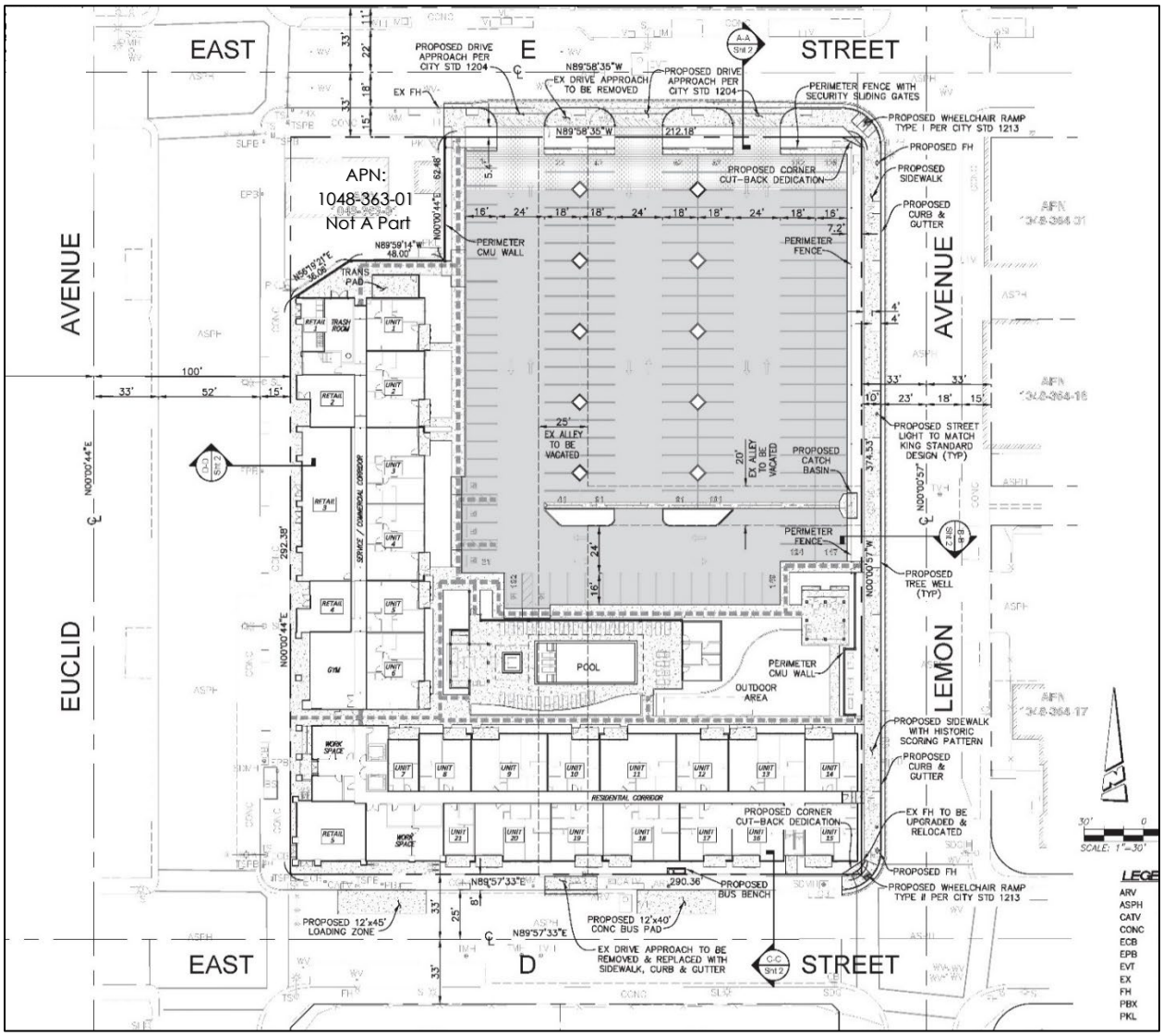
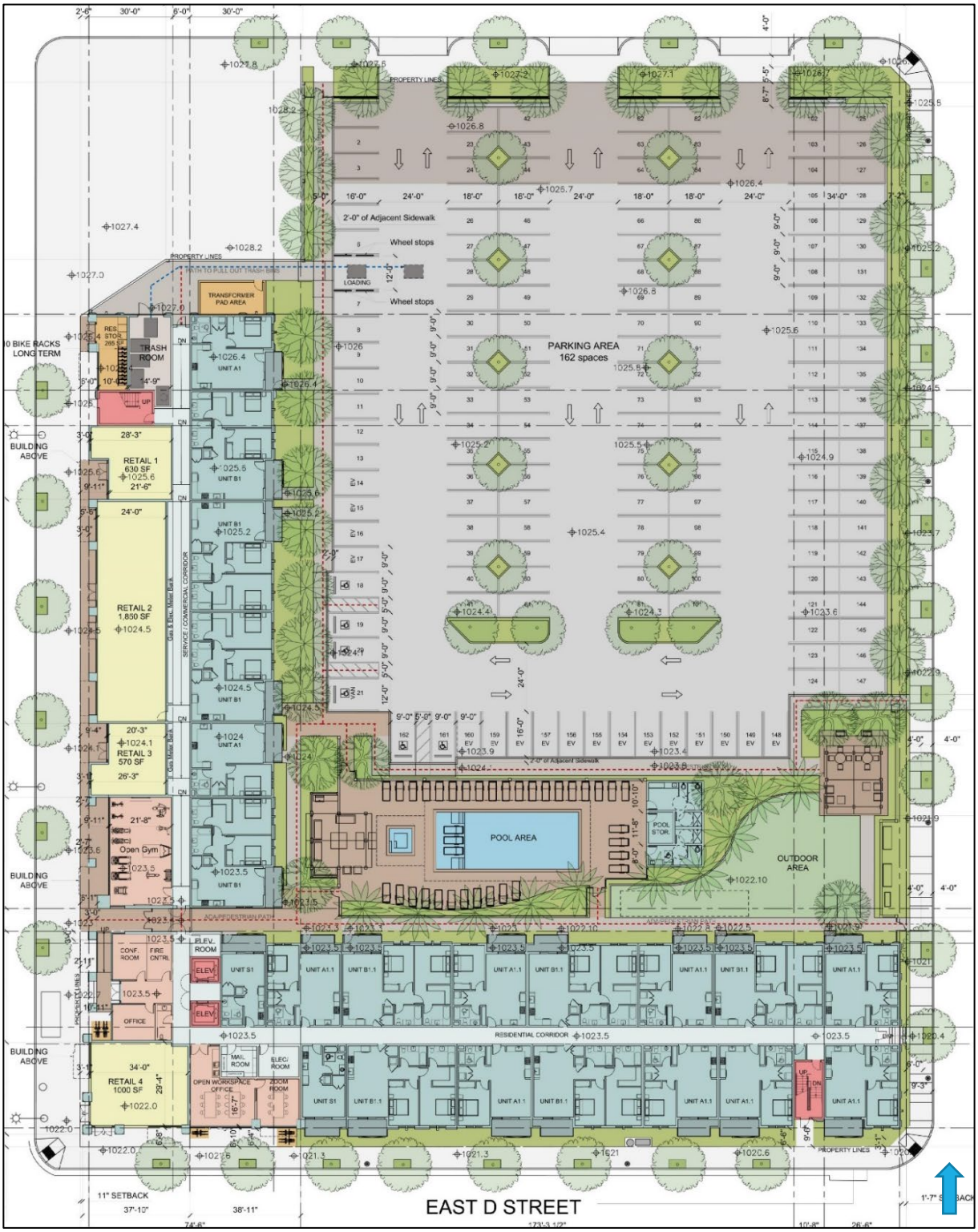


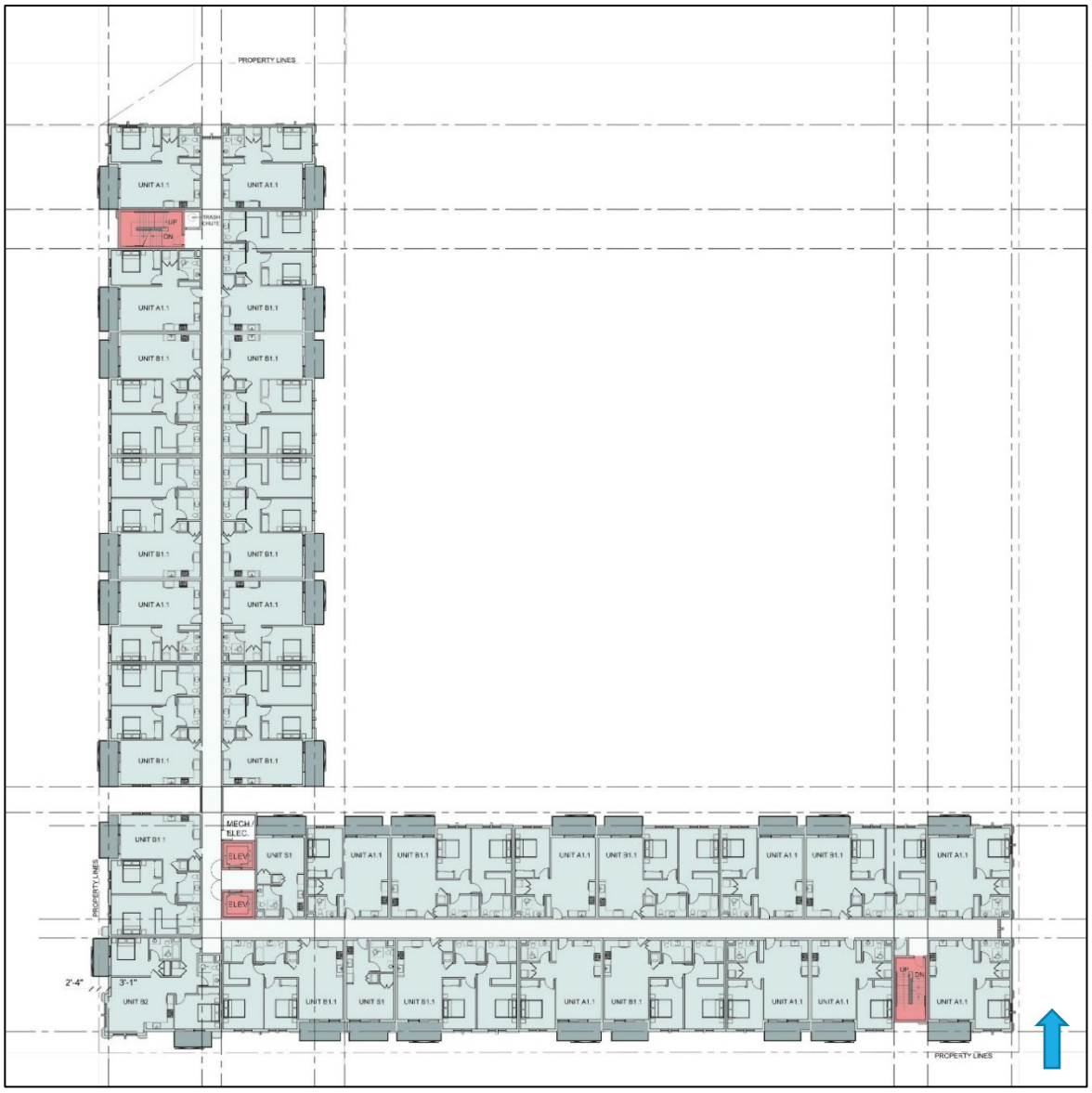
Exhibit C: SITE PLAN

Exhibit D: FLOOR PLANS



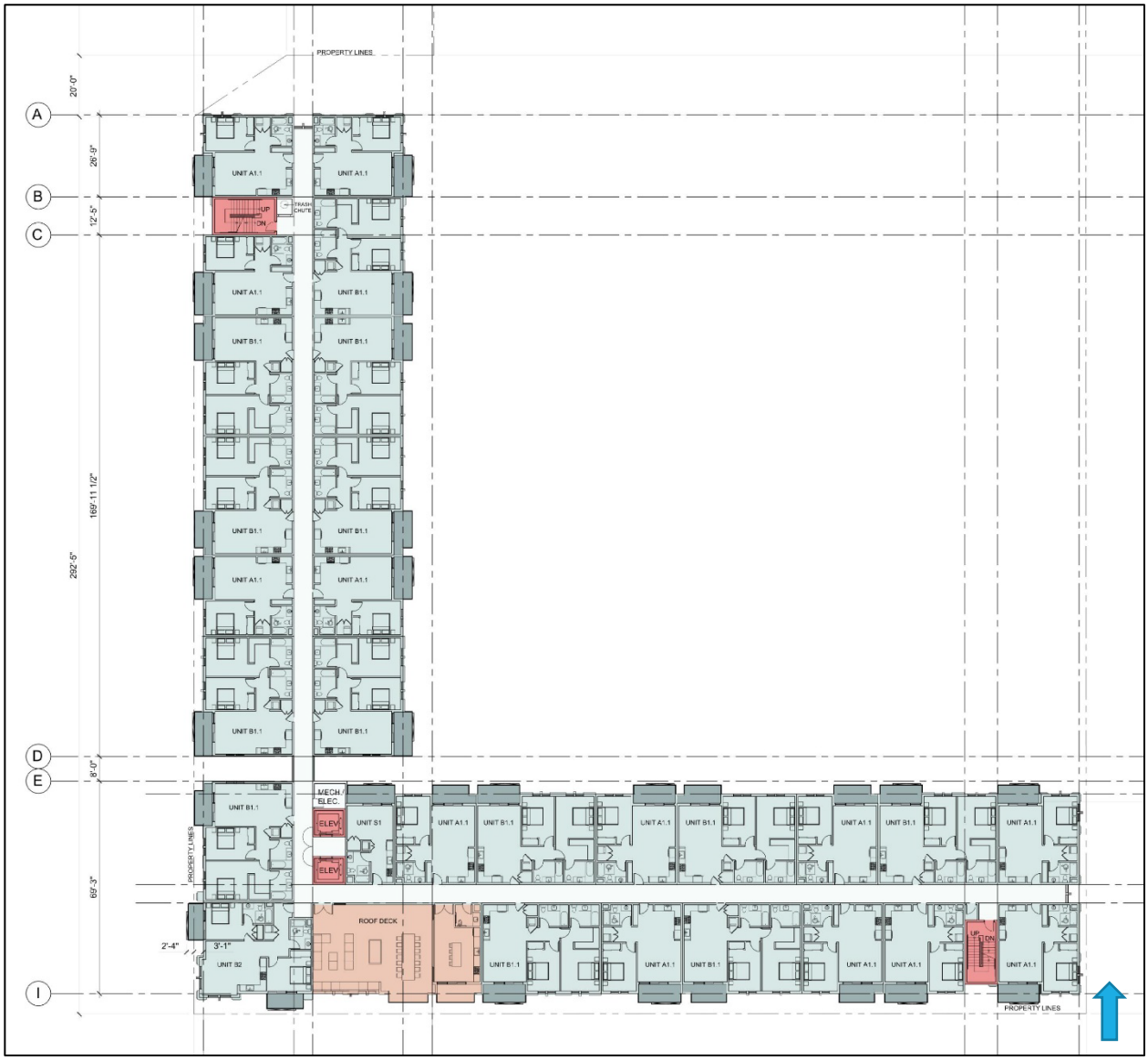
First Level

Exhibit D: FLOOR PLANS (CONTINUED)



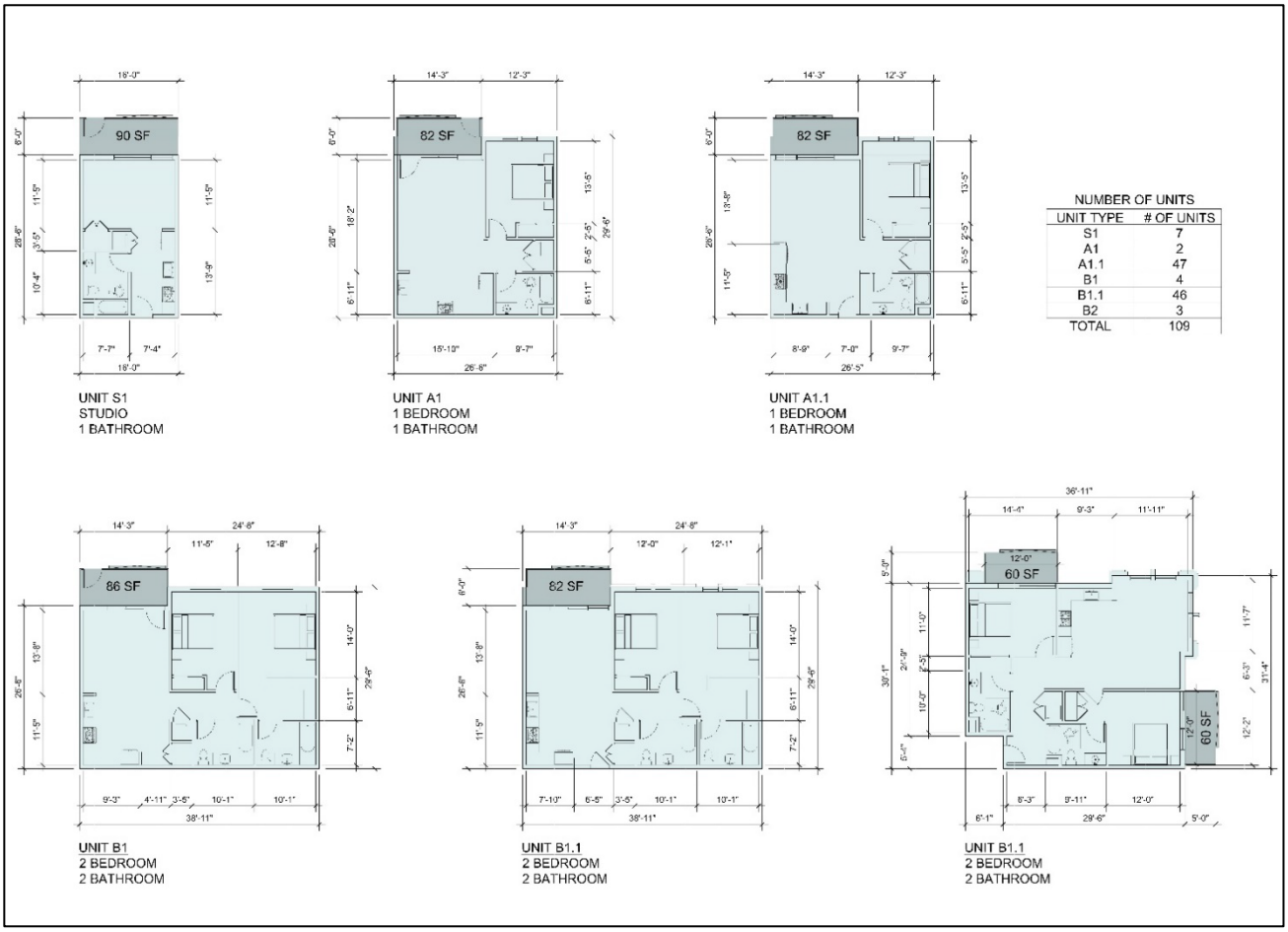
2nd and 3rd Levels

Exhibit D: FLOOR PLANS (CONTINUED)



4th Level

Exhibit D: FLOOR PLANS (CONTINUED)



Residential Unit Plan Layout Typical

Exhibit D: FLOOR PLANS (CONTINUED)

Amenities Plan Layout Typical

Exhibit E: EXTERIOR ELEVATIONS

Euclid Avenue (west)

D Street (south)

Lemon Avenue (east)

E Street (north)

Exhibit F: PROJECT RENDERINGS

Northeast corner of Euclid Avenue and D Street

Pedestrian Pass-thru on Euclid Avenue

Exhibit F: PROJECT RENDERINGS (CONTINUED)

Northeast Perspective (Euclid Avenue and D Street)

Southwest Perspective (Lemon Avenue and E Street)

Exhibit G: LANDSCAPE CONCEPTUAL PLAN

Attachment A: Conditions of Approval

(Conditions of Approval follow this page)

LAND DEVELOPMENT DIVISION CONDITIONS OF APPROVAL

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

Date Prepared: 3/20/2023

File Nos: PMTT22-019 and PDEV22-031

Related Files: PUD22-005 and PHP22-010

Project Description: Tentative Tract Map No. 20556 (File No. PMTT22-019), consolidating 4 lots into one lot in conjunction with a Development Plan (File No. PDEV22-031) to construct a mixed-use development consisting of 109 residential apartment units and approximately 4,000 square feet of ground floor retail on 2.38-acres of land within the LUA-1 (Euclid Avenue Entertainment) land use district of the MU-1 (Downtown Mixed-Use) zoning district located at the northeast corner of Euclid Avenue and D Street, bordered by E Street on the north and Lemon Avenue on the east. APNs: 1048-363-05, 1048-363-04, 1048-363-03 and 1048-363-02; **submitted by Ontario Place D Block LLC.**

Prepared By: Diane Ayala, Senior Planner
Phone: 909.395.2428 (direct)
Email: dayala@ontarioca.gov

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

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

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

2.1 Time Limits.

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

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

herein, or any other departmental conditions of approval applicable to the Project, for the performance of specific conditions or improvements.

2.2 Subdivision Map.

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

(b) Tentative Tract/Parcel Map approval shall be subject to all conditions, requirements and recommendations from all other departments/agencies provided on the attached reports/memorandums.

(c) Pursuant to California Government Section 66474.9, the subdivider agrees that it will defend, indemnify, and hold harmless the City of Ontario or its agents, officers and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul any approval of the City of Ontario, whether by its City Council, Planning Commission or other authorized board or officer of this subdivision, which action is brought within the time period provided for in Government Code Section 66499.37. The City of Ontario shall promptly notify the subdivider of any such claim, action or proceeding and the City of Ontario shall cooperate fully in the defense.

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

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

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

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

2.4 Landscaping.

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

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

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

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

2.5 Walls and Fences.

(a) All Project walls and fences shall comply with the requirements of the D block PUD and the Ontario Development Code Division 6.02 (Walls, Fences and Obstructions), as applicable.

(b) Long expanses of fence or wall (50 or more FT in length) adjacent to a public right-of way shall have offset areas (decorative pilasters or a jog in the wall) along its length and shall be architecturally designed to prevent monotony.

(c) Decorative tubular steel fencing with decorative pilasters are required at certain locations, including the north and east property lines. The north fence shall be a decorative wall and may be used to provide a wall sign to mark the apartment complex. Art Deco inspired designs are encouraged. Stucco walls with no decorative elements shall be avoided.

(d) Patio walls shall not exceed 3-feet in height and shall be constructed of a solid CMU with a decorative finish and cap.

(e) Balcony walls shall be constructed in a solid material such as glass or stucco covered with a decorative Art deco motif.

2.6 Parking, Circulation and Access.

(a) The Project shall comply with the applicable off-street parking, loading and lighting requirements of the D Block PUD and the City of Ontario Development Code Division 6.03 (Off-Street Parking and Loading), as applicable. A total of 162 off street parking spaces shall be provided to resident tenants and no more than 23 tandem spaces (46 parking spaces) are allowed. Tandem spaces shall be assigned to the 2-bedroom apartments only. Resident guests and commercial-retail users, up to 38 parking spaces, is expected to park on the surrounding project frontage streets, nearby public parking lots and parking structure.

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

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

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

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

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

2.7 Site Lighting.

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

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

2.8 Mechanical and Rooftop Equipment.

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

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

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

2.10 Signs.

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

(b) An approved sign program for the building and site shall be reviewed and approved by the Planning Department prior to installation.

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 Architectural Treatment.

(a) Storefronts shall have a bulkhead (base) 12 to 15 inches in height and shall be finished with a solid decorative material such as tile, stucco, or veneer to match building. The bulkhead shall be topped with a bullnose to delineate the change of material to the storefront.

(b) Storefront display windows may be composed of single pane of glass or be divided into smaller lights by glazing bars or muntin.

(c) Transom windows above the display windows shall be provided. The window heights should range from 2 to 3 feet, depending on overall floor height.

(d) Storefront entrance doors should be kept simple and be aluminum framed with clear glass and may have a kickplate. Sidelights and transom windows above doors are encouraged. Reflective or "black out" window tinting is prohibited.

(e) Entrances located along Euclid Avenue shall be located every 50 Feet, to a maximum separation of 100 feet, depending on ground floor use.

(f) Spaces such as lobbies, common amenity spaces, leasing offices, or similar spaces shall have transparent window storefronts. These spaces should have direct access to the adjacent street, patio, or open space.

(g) Mid-panel floor should be 2 to 3 feet to delineate between the first floor commercial and the upper residential floors and provide a sign band area.

(h) Brick veneer, in a variety of color and texture, shall wrap the exterior building wall corners and terminate at the next wall that runs perpendicular. Veneer shall have a bull nose edge where the finished wall material changes (stucco) and around windows to provide an adequate recess and reveal.

(i) Horizontal siding shall be a Cementous material or similar. Stucco shall have a smooth finish, such as a fine 20/30 stucco. The Santa Barbara Mission application from the La Habra Color collection shall be applied to the Art Deco style building corners on columns and cap, and base and bulkhead, for a smooth "concrete" finish Art Deco look.

(j) Metal awnings, architectural projections, and corrugated metal siding shall have a powder coated or anodized finish. Paint application on metal should be avoided.

(k) The use of manufactured materials, such as synthetic, cast, and cultured materials is allowed, provided the materials are identical in appearance and of equal or greater durability to the natural materials they are intended to emulate.

(l) A horizontal change in material from one material to another material shall include a decorative cap or sill that projects from the face of the building.

(m) Columns on Art Deco sections shall project no less than 8 inches from the building wall face.

(n) The banding above the mid-floor panel shall be furred out no less than 6 inches.

(o) Provide a minimum 1-foot projection or offset building footprint by a minimum of 1-foot where the vertical modulation changes architectural style.

(p) At building corners, where conditions exist that would allow the public to view the back (interior) side of parapet walls resulting from changes in parapet heights, the raised parapet area shall be constructed so as to be a fully three-dimensional, four-sided element of the building, to the satisfaction of the Planning Director.

(q) All building drainage gutters, down spouts, vents, etc., shall be completely concealed from public view or shall be architecturally compatible (decorative) with the exterior building design and color.

(r) On south elevation, enhance single-door entrance with awning, transom window above the door and sidelights.

(s) Windows on residential units shall avoid large and bulky frames with little to no reveal on the window profile. Aluminum or fiberglass frame windows with adequate profile reveals in a medium to dark color shall be used. White or light beige colors shall be avoided. Vinyl framed windows, which are typically bulky, have little to no reveal on window profile and give a flat appearance.

(t) The use of grids, grilles, or muntins on residential windows is shall be sculpted and on the exterior of the glass. Simulated divided lites (between glass) shall be prohibited.

(u) Windows located on exterior building walls shall be recessed a minimum of 2 inches from building wall face to provide a relief. Panels with windows located on exterior building walls shall be recessed a minimum recess of 5 inches from building wall face.

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 this tract is subject to noise from the Ontario International Airport and may be more severely impacted in the future.

2.14 Environmental Requirements.

(a) If human remains are found during project grading/excavation/construction activities, the area shall not be disturbed until any required investigation is completed by the County Coroner and Native American consultation has been completed (if deemed applicable).

(b) If any archeological or paleontological resources are found during project grading/excavation/construction, the area shall not be disturbed until the significance of the resource is determined. If determined to be significant, the resource shall be recovered by a

qualified archeologist or paleontologist consistent with current standards and guidelines, or other appropriate measures implemented.

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

2.16 Additional Fees.

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

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

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

2.17 Related Applications. PMTT20-019 and PDEV22-031 approval shall not be final and complete until such time that related File No. PUD22-005 has been approved by the City Council and File No. PHP22-010 has been approved by the Planning/Historic Preservation Commission.

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

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

2.20 Additional Requirements.

(a) Replacement of sidewalk within the public-right- of way shall be designed to match the historic scored pattern. Additionally, within the right-of-way, light fixtures and post shall be the King Standard to match the existing located within the Civic Center right-of-way area.

(b) A landscaped neighborhood edge along project frontage on E Street Lemon Avenue shall be added to the back of the sidewalk as to increase the landscape area to the building or parking lot.

ENGINEERING DEPARTMENT
CONDITIONS OF APPROVAL

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

☒ **DEVELOPMENT PLAN** ☐ OTHER	☐ PARCEL MAP ☒ **TRACT MAP** ☐ FOR CONDOMINIUM PURPOSES
PROJECT FILE NO. TM-20556 **RELATED FILE NO(S). PMTT22-019, PDEV22-031**	
☒ **ORIGINAL** ☐ REVISED: __/__/__	

CITY PROJECT ENGINEER & PHONE NO: Miguel Sotomayor (909)395-2108 MS

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

DAB MEETING DATE: April 3, 2023

PROJECT NAME / DESCRIPTION: TM-20556, a Tentative Tract Map and Development Plan to subdivide 2.4 acres of land into one lot for mixed-use and to construct 109 multiple-family dwellings within the MU-1 zoning district

LOCATION: NEC Euclid Avenue and D Street

APPLICANT: Ontario Place D Block LLC

REVIEWED BY:

Raymond Lee, P.E.
Assistant City Engineer — Date: 3/22/23

APPROVED BY:

Khoi Do, P.E.
City Engineer — Date: 3-22-23

Last Revised: 3/22/2023

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

1. PRIOR TO FINAL MAP APPROVAL, APPLICANT SHALL:

Check When Complete

☒ **1.01 Dedicate to the City of Ontario, the right-of-way, described below:** ☐

Property line corner 'cut-back' required at the intersection of Lemon Avenue and D Street, Lemon Avenue and E Street.

☐ 1.02 Dedicate to the City of Ontario, the following easement(s): _____ ☐

_____

☐ 1.03 Restrict vehicular access to the site as follows: _____ ☐

☒ **1.04 Vacate the following street(s) and/or easement(s):** ☐

a. **All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company.**

b. **Two public alleys located on the proposed project site.**

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

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

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

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

(1) _____

(2) _____

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

☒ **1.10** **Provide a monument bond (i.e. cash deposit) in an amount calculated by the City's approved cost estimate spreadsheet (available for download on the City's website: www.ontarioca.gov) or as specified in writing by the applicant's Registered Engineer or Licensed Land Surveyor of Record and approved by the City Engineer, whichever is greater.** ☐

☒ **1.11** **Provide a preliminary title report current to within 30 days.** ☐

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

☐ 1.13 Ontario Ranch Developments: ☐

☐ 1) Provide evidence of final cancellation of Williamson Act contracts associated with this tract, prior to approval of any final subdivision map. Cancellation of contracts shall have been approved by the City Council.

☐ 2) Provide evidence of sufficient storm water capacity availability equivalents (Certificate of Storm Water Treatment Equivalents).

☐ 3) Provide evidence of sufficient water availability equivalents (Certificate of Net MDD Availability).

☐ 1.14 Other conditions: _____ ☐

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

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

☒ **2.01** **Record Tract Map No. 20556 pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.** ☐

☒ **2.02** **Submit a PDF of the recorded map to the City Engineer's office.** ☐

☒ **2.03** **Note that the subject parcel will be a recognized parcel in the City of Ontario per TM-20556.** ☐

☐ 2.04 Note that the subject parcel is an 'unrecognized' parcel in the City of Ontario and shall require a Certificate of Compliance to be processed unless a deed is provided confirming the existence of the parcel prior to the date of March 4, 1972. ☐

☐ 2.05 Apply for a: ☐

☐ Certificate of Compliance with a Record of Survey;

☐ Lot Line Adjustment (Record a Conforming Deed with the County of San Bernardino within six months of the recordation of the Lot Line Adjustment to conform the new LLA legal description. Submit a copy of the recorded Conforming Deed to the Engineering Department.);

☐ Make a Dedication of Easement.

☐ 2.06 Provide (original document) Covenants, Conditions and Restrictions (CC&R's), as applicable to the project, and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&R's shall provide for, but not be limited to, common ingress and egress, joint maintenance of all common access improvements, common facilities, parking areas, utilities and drive approaches in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project. ☐

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

☒ **2.08 Submit a soils/geology report.** ☐

☒ **2.09 Other Agency Permit/Approval: Submit a copy of the approved permit and/or other form of approval of the project from the following agency or agencies:** ☐

- ☒ **State of California Department of Transportation (Caltrans) – For work along Euclid Avenue**
- ☐ 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: ☐

_____ feet on _____

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

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

_____

☐ 2.12 Vacate the following street(s) and/or easement(s): ☐

A. All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company.

☐ 2.13 Ontario Ranch Developments: ☐

☐ 1) Submit a copy of the permit from the San Bernardino County Health Department to the Engineering Department and the Ontario Municipal Utilities Company (OMUC) for the destruction/abandonment of the on-site water well. The well shall be destroyed/abandoned in accordance with the San Bernardino County Health Department guidelines.

☐ 2) Make a formal request to the City of Ontario Engineering Department for the proposed temporary use of an existing agricultural water well for purposes other than agriculture, such as grading, dust control, etc. Upon approval, the Applicant shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by said agreement.

☐ 3) Design proposed retaining walls to retain up to a maximum of three (3) feet of earth. In no case shall a wall exceed an overall height of nine (9) feet (i.e. maximum 6-foot high wall on top of a

maximum 3-foot high retaining wall.

☐ 2.14 Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein valued at _____% of the approved construction cost estimate. Security deposit shall be in accordance with the City of Ontario Municipal Code. Security deposit will be eligible for release, in accordance with City procedure, upon completion and acceptance of said public improvements. ☐

☒ **2.15 The applicant/developer shall submit all necessary survey documents prepared by a Licensed Surveyor registered in the State of California detailing all existing survey monuments in and around the project site. These documents are to be reviewed and approved by the City Survey Office.** ☐

☒ **2.16 Pay all Development Impact Fees (DIF) to the Building Department. Final fee shall be determined based on the approved site plan and the DIF rate at the time of payment.** ☐

☒ **2.17 Other conditions:** ☐

a. **Final Utilities Systems Map (USM): Submit a Final Utilities Systems Map (USM) as part of the precise grading plan submittal that meets all the City's USM requirements. These requirements include to show and label all existing and proposed utilities (including all appurtenances such as backflow devices, DCDAs, etc.), sizes, points of connection, and any easements. The final utility design shall comply with all Division of Drinking Water (CCR §64572) Separation Requirements. See *Utility Systems Map (USM) Requirements* document for details.**

   i. **The proposed utilities, utility alignments, and Public Rights-of-Way(ROW)/Public Utility Easements (PUE) shown on the Conceptual Utilities Systems Map (CUSM) and other Entitlement documents are not considered final and shall be revised during Final Design to meet all City Design Guidelines, Standards, City Requirements, and all the Conditions of Approval contained in this document.**

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

☐

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

Improvement	D Street	Lemon Avenue	E Street	Euclid Avenue
Curb and Gutter	☐ New; ___ ft. from C/L ☐ Replace damaged ☐ Remove and replace	☐ New; ___ ft. from C/L ☐ Replace damaged ☒ **Remove and replace**	☐ New; ___ ft. from C/L ☐ Replace damaged ☒ **Remove and replace**	☐ New; ___ ft. from C/L ☐ Replace damaged ☐ Remove and replace
AC Pavement	☐ Replacement ☐ Widen ____ additional feet along frontage, including pavm't transitions	☐ Replacement ☐ Widen ____ additional feet along frontage, including pavm't transitions	☐ Replacement ☐ Widen ____ additional feet along frontage, including pavm't transitions	☐ Replacement ☐ Widen ____ additional feet along frontage, including pavm't transitions
PCC Pavement (Truck Route Only)	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing
Drive Approach	☐ New ☒ **Remove**	☐ New ☒ **Remove**	☒ **New** ☒ **Remove**	☐ New ☐ Remove and replace
Sidewalk	☐ New ☐ Remove and replace	☐ New ☒ **Remove and replace**	☐ New ☒ **Remove and replace**	☐ New ☐ Remove and replace
ADA Access Ramp	☐ New ☒ **Remove and replace**	☐ New ☒ **Remove and replace**	☐ New ☒ **Remove and replace**	☐ New ☐ Remove and replace
Parkway (See conditions from Landscape Planning)	☒ **Trees** ☐ Landscaping (w/irrigation)	☒ **Trees** ☐ Landscaping (w/irrigation)	☒ **Trees** ☐ Landscaping (w/irrigation)	☐ Trees ☐ Landscaping (w/irrigation)
Raised Landscaped Median	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace

Improvement	D Street	Lemon Avenue	E Street	Euclid Avenue
Fire Hydrant	☐ New / Upgrade ☐ Relocation	☒ **New / Upgrade** ☐ Relocation	☐ New / Upgrade ☐ Relocation	☐ New / Upgrade ☐ Relocation
Sewer (see Sec. 2.C)	☐ Main ☒ **Lateral**	☒ **Main** ☒ **Lateral**	☒ **Main** ☐ Lateral	☐ Main ☐ Lateral
Water (see Sec. 2.D)	☐ Main ☐ Service	☒ **Main** ☒ **Service**	☐ Main ☒ **Service**	☐ Main ☐ Service
Recycled Water (see Sec. 2.E)	☐ Main ☐ Service	☐ Main ☐ Service	☐ Main ☐ Service	☐ Main ☐ Service
Traffic Signal System (see Sec. 2.F)	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing
Traffic Signing and Striping (see Sec. 2.F)	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing
Street Light (see Sec. 2.F)	☒ **New / Upgrade** ☐ Relocation	☒ **New / Upgrade** ☐ Relocation	☒ **New / Upgrade** ☐ Relocation	☒ **New / Upgrade** ☐ Relocation
Bus Stop Pad or Turn-out (see Sec. 2.F)	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing
Storm Drain (see Sec. 2G)	☐ Main ☐ Lateral	☐ Main ☐ Lateral	☐ Main ☐ Lateral	☐ Main ☐ Lateral
Fiber Optics (see Sec. 2K)	☐ Conduit / Appurtenances	☒ **Conduit / Appurtenances**	☒ **Conduit / Appurtenances**	☐ Conduit / Appurtenances
Overhead Utilities	☐ Underground ☐ Relocate	☐ Underground ☐ Relocate	☐ Underground ☐ Relocate	☐ Underground ☐ Relocate
Removal of Improvements	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____
Other Improvements	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____

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

☒ **2.19 Construct a 2" asphalt concrete (AC) grind and overlay on the following street(s):** ☐

a. E Street and Lemon Avenue curb to curb

☐ 2.20 Reconstruction of the full pavement structural section, per City of Ontario Standard Drawing number 1011, may be required based on the existing pavement condition and final street design. Minimum limits of reconstruction shall be along property frontage, from street centerline to curb/gutter. ☐

☐ 2.21 Make arrangements with the Cucamonga Valley Water District (CVWD) to provide ☐ water service ☐ sewer service to the site. This property is within the area served by the CVWD and Applicant shall provide documentation to the City verifying that all required CVWD fees have been paid. ☐

☐ 2.22 Overhead utilities shall be under-grounded, in accordance with Title 7 of the City's Municipal Code (Ordinance No. 2804 and 2892). Developer may pay in-lieu fee, approximately _____, for undergrounding of utilities in accordance with Section 7-7.302.e of the City's Municipal Code. ☐

☐ 2.23 Other conditions: _____ ☐

C. SEWER

☐ 2.24 A _____inch sewer main is available for connection by this project in _____ ☐

☒ **2.25 Design and construct a sewer main extension. See 2.27 below.** ☐

☐ 2.26 Submit documentation that shows expected peak loading values for modeling the impact of the subject project to the existing sewer system. The project site is within a deficient public sewer system area. Applicant shall be responsible for all costs associated with the preparation of the model. Based on the results of the analysis, Applicant may be required to mitigate the project impact to the deficient public sewer system, including, but not limited to, upgrading of existing sewer main(s), construction of new sewer main(s) or diversion of sewer discharge to another sewer. ☐

☒ **2.27 Other conditions:** ☐

a. <u>Existing Public Sewer Mains:</u> Abandon by cutting and capping each existing 8-inch sewer main located in each alley. The 8-inch sewer main in the north-south alley shall be abandoned from the new proposed manhole located in the intersection of said alley and E Street, to the existing manhole located in D Street; approximately 20 feet east of the north-south alley. The 8-inch sewer main in the east-west alley shall be abandoned to the existing manhole located in the intersection of said alley and Lemon Avenue. The sewer east of the existing manhole located at the intersection of the east-west alley and Lemon Avenue shall remain and serve as an overflow for the new sewer to be constructed in Lemon Avenue and connected to said manhole. The existing sewer mains shall only be abandoned following the completion and approval of the new public sewer mains in E Street and Lemon Avenue. The existing sewer mains shall remain active until the required new sewer mains are constructed and operational.

b. <u>Existing Sewer Laterals:</u> Abandon all existing sewer lateral connected to the existing sewer mains to be abandoned following the design and construction of the new sewer laterals. All sewer laterals shall remain active until the required sewer connections are constructed and operational.

c. <u>Public Sewer Mains:</u> Design and construct public sewer mains in E Street and Lemon Avenue per City of Ontario Standards. The sewer main in E Street shall extend from the point of connection required for the property at southeast corner of Euclid Avenue and E Street (APN: 1048-363-01), to the intersection of Lemon Avenue and E Street. The existing 8-inch sewer in the north-south alley north of E Street shall be connected to the new public sewer main in E Street. The public sewer main in Lemon Avenue shall be installed between E Street and D Street and connected to the existing sewer main point of connection in D Street.

d. **Sewer Laterals: Install sewer laterals, as needed for this development, connected to the existing 8-inch sewer main in D Street per City of Ontario Standard Drawing No. 2003.**

e. **Replacement Sewer Lateral: Install a sewer lateral connected to the new sewer main in E Street as a replacement sewer lateral for the property located at the southeast corner of Euclid Avenue and E Street (APN: 1048-363-01), per Std No. 2003.**

f. **On-Site Sewer System: The on-site sewer system and building plumbing shall be designed in such a way that the wastewater flows for residential uses leave the building separately from wastewater flows for non-residential uses.**

   i. **For wastewater flows for non-residential uses: The Onsite sewer system and building plumbing shall be designed in such a way that the sanitary domestic wastewater flows leave the building separately from non-sanitary wastewater flows (industrial, process, or kitchen, etc.).**

   ii. **Each building and each connection from the Onsite Sewer System to the Public Sewer System shall have an onsite monitoring manhole prior to the point of connection with the Public Sewer System.**

g. **Grease Interceptor: Install a Grease Interceptor (GI) on-site and downstream of all the commercial/retail (non-residential) non-sanitary wastewater flows located in an accessible location near the property line.**

h. **Closed Circuit Television (CCTV) Sewer Main Inspection: The existing sewer main being connected to shall be CCTV Inspected between the upstream and downstream manholes of the connection(s), once before and once after the Sewer Lateral connections are made. Any damage to the sewer main resulting from the installation of the Sewer Laterals shall be repaired, inspected, and approved in accordance with City of Ontario Standards prior to placing the Sewer Laterals in service.**

D. WATER

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

☒ **2.29 Design and construct a water main extension. See 2.30 below.** ☐

☒ **2.30 Other conditions:** ☐

a. **Existing Potable Water Main: Abandon the entire existing 6-inch water main located in the north-south alley. The 6-inch water main shall be abandoned to the main connection in E Street.**

b. **Existing Fire Hydrant: Abandon the existing fire hydrant and lateral located at the northwest corner of Lemon Avenue and D Street as it does not meet current City of Ontario Standards. The fire hydrant service shall be abandoned to the water main connection; including the approximate 50-foot 8-inch water main extension located in Lemon Avenue, connected to the 8-inch water main in D Street.**

c. **Public Potable Water Main: Design and construct a potable water main in Lemon Avenue, between E Street and D Street. The new potable water main shall be connected to the existing 16-inch potable water main in E Street and to the existing 8-inch potable water main in D Street.**

d. **Fire Hydrants: Install two (2) fire hydrants along the easterly property frontage connected to the new 12-inch water main in Lemon Avenue per City of Ontario Standard No. 4101. Install one (1) fire hydrant located towards the southwest corner of Lemon Avenue and E Street and one (1) fire hydrant located towards the northwest corner of Lemon Avenue and D Street.**

e. **Existing Water Services: Abandon all unused existing water service connections to the water main.**

f. **Fire Service with Double Check Detector Assembly (DCDA): Install two (2) fire services both equipped with a DCDA per City of Ontario Standards. Install one (1) connected to the new 12-inch water main in Lemon Avenue and one (1) connected to the existing 16-inch water main in E Street. The on-site fire system downstream of the DCDAs shall be designed as a looped fire system.**

g. **Water Service with Meter and Backflow Device (Residential): Install a water service and meter connected to the new proposed 12-inch water main in Lemon Avenue per City of Ontario Standards for the Residential Development. The water service shall be equipped with a backflow prevention assembly reduced pressure device. The water meter shall be located within the ROW.**

h. **Water Service with Meter and Backflow Device (Commercial): Install a water service and meter connected to the new proposed 12-inch water main in Lemon Avenue per City of Ontario Standards for the Commercial Development. The water service shall be equipped with a backflow prevention assembly reduced pressure device. The water meter shall be located within the ROW.**

i. **Irrigation Service with Meter and Backflow Device: Install a separate irrigation water service and meter connected to the existing 8-inch water main in E Street per City of Ontario Standards. The irrigation water service shall be equipped with a backflow prevention assembly reduced pressure device. The irrigation water meter shall be located within the ROW.**

E. RECYCLED WATER

☐ 2.31 A _____inch recycled water main is available for connection by this project in _____. ☐
(Ref: Recycled Water Drawing Number:_____)

☐ 2.32 Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project. ☐

☒ **2.33 Design and construct an on-site recycled water ready system for this project. A recycled water main does not currently exist in the vicinity of this project, but is planned for the near future. If Applicant would like to connect to this recycled water main when it becomes available, the cost for the connection shall be borne solely by the Applicant.** ☐

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

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

☐ 2.35 Other conditions: _____ ☐

F. TRAFFIC / TRANSPORTATION

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

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

☒ **2.38 Other conditions:** ☐

a. **The applicant/developer shall be responsible to design and construct driveways onto E Street in accordance with City of Ontario Standard Drawing No. 1204 for Commercial Driveway.**

b. **The applicant/developer shall be responsible to construct curb, gutter, and sidewalk where existing driveways are being removed along project frontage streets.**

c. **The applicant/developer shall be responsible to design and construct street improvements along property frontage in accordance with conditions issued by City's Land Development Division. These, and all other street improvements required herein, shall include, but not be limited to, concrete curb and gutter, sidewalk, LED street lights, signing and striping, and parkway landscaping.**

d. **The applicant/developer shall be responsible to design and construct in-fill public street lights and a potential new service along its project frontage on Lemon Avenue, E Street, Euclid Avenue and D Street. New street lights on all project frontage streets shall be the King street light standard per City of Ontario Standard Drawing No. 5103. Street lighting shall be LED-type and in accordance with City's Traffic and Transportation Design Guidelines. The applicant/developer shall also install smart nodes on all new street light fixtures along project frontages.**

e. **All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.**

f. **The applicant/developer's engineer-of-record shall meet with City Engineering staff prior to designing and submitting for plan check the signing/striping and street lighting design plans to define limits of improvements.**

G. DRAINAGE / HYDROLOGY

☒ **2.39** **A 21 inch storm drain main is available to accept flows from this project in Lemon Avenue. (Ref: Storm Drain Drawing Number: D10570)** ☐

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

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

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

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

☒ **2.44** **Other conditions:** ☐

a. **The applicant/developer shall pay a storm drain In-Lieu Fee in the amount of $123,884 for the future construction of the 39" storm drain along Euclid Avenue.**

b. **Westerly half of project site is tributary to Euclid Avenue which does not have an adequate drainage facility. The easterly half of project site is tributary to Lemon Avenue**

which contains an adequate drainage facility. See section 2.40 and 2.41 above for westerly half of project site.

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

☐ 2.45 401 Water Quality Certification/404 Permit – Submit a copy of any applicable 401 Certification or 404 Permit for the subject project to the City project engineer. Development that will affect any body of surface water (i.e. lake, creek, open drainage channel, etc.) may require a 401 Water Quality Certification from the California Regional Water Quality Control Board, Santa Ana Region (RWQCB) and a 404 Permit from the United States Army Corps of Engineers (USACE). The groups of water bodies classified in these requirements are perennial (flow year round) and ephemeral (flow during rain conditions, only) and include, but are not limited to, direct connections into San Bernardino County Flood Control District (SBCFCD) channels.
If a 401 Certification and/or a 404 Permit are not required, a letter confirming this from Applicant's engineer shall be submitted.
Contact information: USACE (Los Angeles District) (213) 452-3414; RWQCB (951) 782-4130. ☐

☒ **2.46 Submit a Water Quality Management Plan (WQMP). This plan shall be approved by the Engineering Department prior to approval of any grading plan. The WQMP shall be submitted, utilizing the current San Bernardino County Stormwater Program template, available at: http://www.sbcounty.gov/dpw/land/npdes.asp.** ☐

☒ **2.47 Design and construct a Connector Pipe Trash Screen or equivalent Trash Treatment Control Device, per catch basin located within or accepting flows tributary of a Priority Land Use (PLU) area that meets the Full Capture System definition and specifications, and is on the Certified List of the State Water Resources Control Board. The device shall be adequately sized per catch basin and include a deflector screen with vector control access for abatement application, vertical support bars, and removable component to facilitate maintenance and cleaning.** ☐

☐ 2.48 Other conditions: _____ ☐

J. SPECIAL DISTRICTS

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

☐ 2.50 Other conditions: _____ ☐

K. FIBER OPTIC

☐ 2.51 A _____ fiber optic line is available for connection by this project in _____.
(Ref: Fiber Optic Drawing Number: _____) ☐

☒ **2.52 Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole. Generally located on D Street along the project frontage, see Fiber Optic Exhibit herein.** ☐

☒ **2.53 Refer to the City's Fiber Optic Master Plan for design and layout guidelines. Contact the Broadband Operations Department at (909) 395-2000, regarding this requirement.** ☐

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

☒ **3.01** **Set new monuments in place of any monuments that have been damaged or destroyed as a result of construction of the subject project. Monuments shall be set in accordance with City of Ontario standards and to the satisfaction of the City Engineer.** ☐

☐ 3.02 Complete all requirements for recycled water usage. ☐

☐ 1) Procure from the OMUC a copy of the letter of confirmation from the California Department of Public Health (CDPH) that the Engineering Report (ER) has been reviewed and the subject site is approved for the use of recycled water.

☐ 2) Obtain clearance from the OMUC confirming completion of recycled water improvements and passing of shutdown tests and cross connection inspection, upon availability/usage of recycled water.

☐ 3) Complete education training of on-site personnel in the use of recycled water, in accordance with the ER, upon availability/usage of recycled water.

☒ **3.03** **The applicant/developer shall submit all final survey documents prepared by a Licensed Surveyor registered in the State of California detailing all survey monuments that have been preserved, revised, adjusted or set along with any maps, corner records or Records of Survey needed to comply with these Conditions of Approvals and the latest edition of the California Professional Land Survey Act. These documents are to be reviewed and approved by the City Survey Office.** ☐

☐ 3.04 Ontario Ranch Projects: For developments located at an intersection of any two collector or arterial streets, the applicant/developer shall set a monument if one does not already exist at that intersection. Contact the City Survey office for information on reference benchmarks, acceptable methodology and required submittals. ☐

☒ **3.05** **Confirm payment of all Development Impact Fees (DIF) to the Building Department.** ☐

☒ **3.06** **Submit electronic copies (PDF and Auto CAD format) of all approved improvement plans, studies and reports (i.e. hydrology, traffic, WQMP, etc.).** ☐

4. PRIOR TO FINAL ACCEPTANCE, APPLICANT SHALL:

☒ **4.01** **Complete all Conditions of Approval listed under Sections 1-3 above.** ☐

☒ **4.02** **Pay all outstanding fees pursuant to the City of Ontario Municipal Code, including but not limited to, plan check fees, inspection fees and Development Impact Fees.** ☐

☒ **4.03** **The applicant/developer shall submit a written request for the City's final acceptance of the project addressed to the City Project Engineer. The request shall include a completed Acceptance and Bond Release Checklist, state that all Conditions of Approval have been completed and shall be signed by the applicant/developer. Upon receipt of the request, review of the request shall be a minimum of 10 business days. Conditions of Approval that are deemed incomplete by the City will cause delays in the acceptance process.** ☐

☒ **4.04** **Submit record drawings (PDF) for all public improvements identified within Section 2 of these Conditions of Approval.** ☐

EXHIBIT 'A'

ENGINEERING DEPARTMENT
First Plan Check Submittal Checklist

Project Number: PDEV22-031, and/or Tract Map No. 20556

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

1. ☒ **A copy of this check list**
2. ☒ **Payment of fee for Plan Checking**
3. ☒ **One (1) copy of Engineering Cost Estimate (on City form) with engineer's wet signature and stamp.**
4. ☒ **One (1) copy of project Conditions of Approval**
5. ☒ **Include a PDF (electronic submittal) of each required improvement plan at every submittal.**
6. ☐ Two (2) sets of Potable and Recycled Water demand calculations (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size).
7. ☒ **Three (3) sets of Public Street improvement plan with street cross-sections**
8. ☒ **Four (4) sets of Public Water improvement plan (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size)**
9. ☐ Four (4) sets of Recycled Water improvement plan (include recycled water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size and an exhibit showing the limits of areas being irrigated by each recycled water meter)
10. ☒ **Four (4) sets of Public Sewer improvement plan**
11. ☐ Five (5) sets of Public Storm Drain improvement plan
12. ☒ **Three (3) sets of Public Street Light improvement plan**
13. ☐ Three (3) sets of Signing and Striping improvement plan
14. ☒ **Three (3) sets of Fiber Optic plan (include Auto CAD electronic submittal)**
15. ☐ Three (3) sets of HOA Landscape improvement plans. Show corner sight line distance per engineering standard drawing 1309.
16. ☐ Five (5) sets of CFD Landscape improvement plans. Show corner sight line distance per engineering standard drawing 1309.
17. ☒ **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)**
18. ☐ 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.
19. ☒ **Two (2) copies of Water Quality Management Plan (WQMP), including one (1) copy of the approved Preliminary WQMP (PWQMP).**

20. ☒ **One (1) copy of Hydrology/Drainage study**

21. ☒ **One (1) copy of Soils/Geology report**

22. ☒ **Payment for Final Map/Parcel Map processing fee**

23. ☒ **Three (3) copies of Final Map/Parcel Map**

24. ☒ **One (1) copy of approved Tentative Map**

25. ☒ **One (1) copy of Preliminary Title Report (current within 30 days)**

26. ☒ **One (1) copy of Traverse Closure Calculations**

27. ☒ **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.**

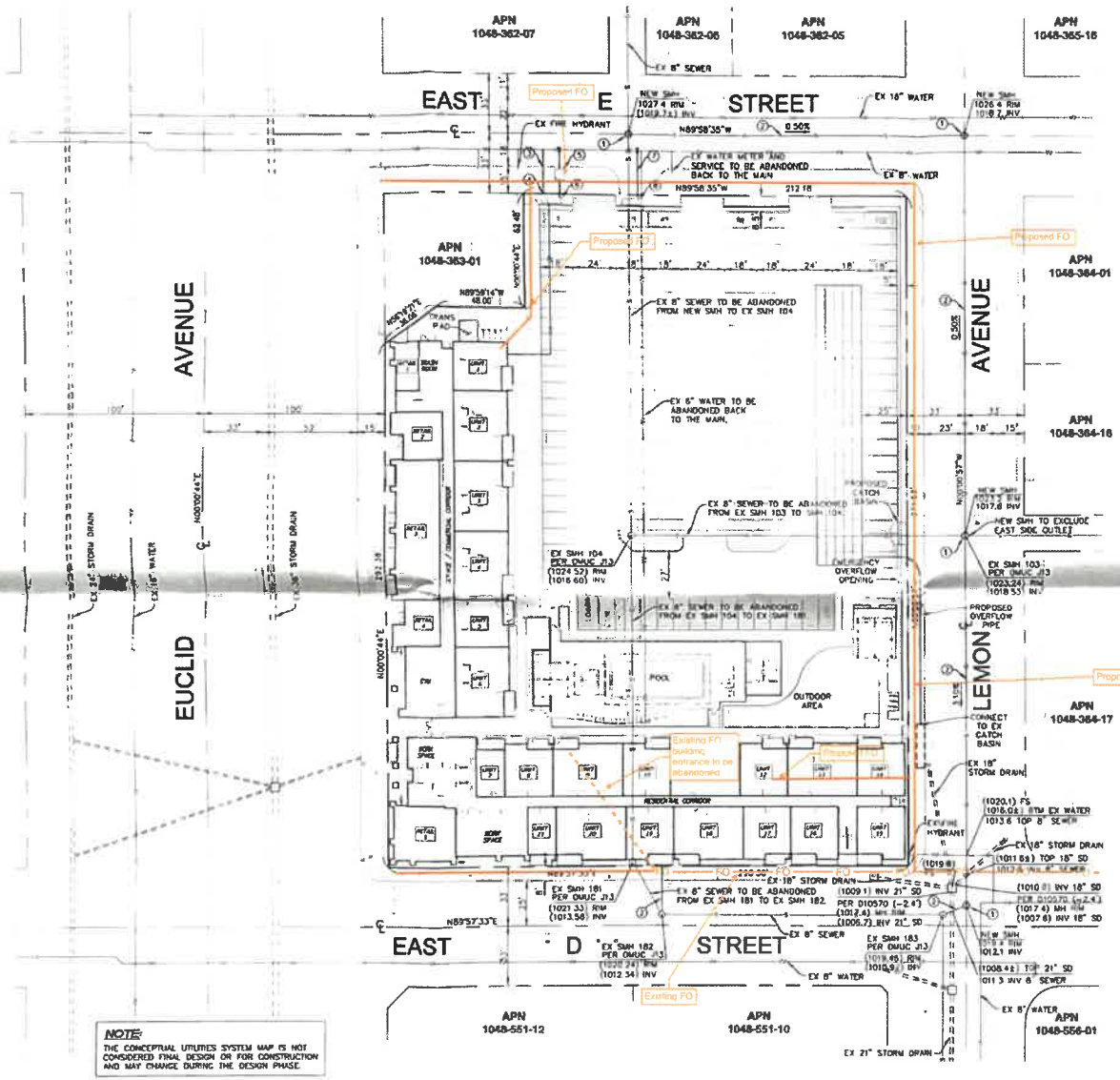
28. ☐ Two (2) copies of Engineering Report and an electronic file (include PDF format electronic submittal) for recycled water use

29. ☐ Other: _____

CONCEPTUAL UTILITY SYSTEM MAP

TENTATIVE TRACT NO. 20556
COMMERICAL / RESIDENTIAL MIXED-USE DEVELOPMENT
(1 LOT)

404 & 414 EUCLID AVENUE
APNs 1048-363-02, -03, -04 & -05
IN THE CITY OF ONTARIO
COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA



NOTE:
THE CONCEPTUAL UTILITIES SYSTEM MAP IS NOT CONSIDERED FINAL DESIGN OR FOR CONSTRUCTION AND MAY CHANGE DURING THE DESIGN PHASE.

UTILITY NOTES:

1. CONSTRUCT 48" SEWER MANHOLE PER CITY STD #2001
2. INSTALL 8" VCP SEWER MAIN (MIN SLOPE=0.5%) PER CITY STD #2104 & #2105
3. INSTALL 1" IRRIGATION WATER SERVICE & METER PER CITY STD #4201
4. INSTALL 1" RPBO PER CITY STD #4206
5. INSTALL 6" DOMESTIC WATER SERVICE & MASTER METER PER CITY STD #4204
6. INSTALL 6" RPBD PER CITY STD #4207
7. INSTALL 6" CMLaC STEEL FIRE WATER LINE
8. INSTALL 8" DCDA PER CITY STD #4208

PROPOSED UTILITIES:

- PROPOSED SEWER
- PROPOSED WATER
- PROPOSED STORM DRAIN
- PROPOSED INFILTRATION CHAMBER

SCALE 1"=30'

VICINITY MAP
(NO SCALE)

PROJECT SUMMARY:

ZONE: MU-1 DOWNTOWN MIXED USE
SITE AREA: 2.38 ACRES / 103,587 S.F.
LOT COVERAGE: 30,384 S.F./103,587 S.F. = 29.3%
NUMBER OF STORIES: 4 (HEIGHT = 46'-6")
COMMERCIAL UNITS: 5 (4,040 S.F.)
RESIDENTIAL UNITS: 109 DU
DENSITY: 109 DU/2.38 ACRES = 45.8 DU/AC

DEVELOPER / SUBDIVIDER:

ONTARIO PLACE D BLOCK LLC
119 E ST JOSEPH ST
ARCADIA, CA 91006
(562) 400-4473

ENGINEER:

LAND DEVELOPMENT CONSULTANTS
1520 BROOKHOLLOW DRIVE, SUITE 33
SANTA ANA, CA 92705
(714) 557-7700

ARCHITECT:

ADCPT ARCHITECTURE
388 CORDOVA STREET
PASADENA, CA 91101
(626) 304-0800

PROJECT LOCATION:

404 & 414 EUCLID AVENUE
ONTARIO, CA 91762

ASSESSOR PARCEL NUMBERS:

APN: 1048-363-02, -03, -04 & -05

EXISTING EASEMENTS:

THE FOLLOWING INFORMATION WAS DERIVED FROM PRELIMINARY REPORT ORDER NO. 00155847-987-LT1-JC4 DATED JULY 20, 2021 AS PREPARED BY FIDELITY NATIONAL TITLE COMPANY

EASEMENT(S) GRANTED TO SAN ANTONIO WATER COMPANY FOR WATER PIPE PURPOSES AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT RECORDED IN BOOK 262, PAGE 138 OF DEEDS (EASEMENT IS BLANKET IN NATURE, LOCATION(S) OF EASEMENT(S) ARE NOT DISCLOSED IN DOCUMENT)

UTILITY SERVICES:

WATER	- CITY OF ONTARIO UTILITIES DEPARTMENT
SEWER	- CITY OF ONTARIO UTILITIES DEPARTMENT
GAS	- SOUTHERN CALIFORNIA GAS COMPANY
ELECTRICAL	- SOUTHERN CALIFORNIA EDISON COMPANY
SCHOOL	- ONTARIO-MONTCLAIR SCHOOL DISTRICT
FIRE	- CITY OF ONTARIO FIRE DEPARTMENT
POLICE	- ONTARIO POLICE DEPARTMENT

LEGEND:

ARV	AIR RELEASE VALVE	SDMH	SD MANHOLE
ASPH	ASPHALT	SDG	STORM DRAIN GRATE
CATV	CABLE TV PULLBOX	SL	STREET LIGHT
CONC	CONCRETE	SLPB	STREET LIGHT PULL BOX
ECB	ELECTRIC CONTROL BOX	SMH	SEWER MANHOLE
EPB	ELECTRIC PULL BOX	TMH	TEL MANHOLE
EVT	ELECTRIC VAULT	TS	TRAFFIC SIGNAL
EX	EXISTING	TSPB	TRAFFIC SIGNAL PULL BOX
FH	FIRE HYDRANT	VLT	VAULT
PBX	PULL BOX	WM	WATER METER
PKL	PARKING LIGHT POLE	WV	WATER VALVE

PROPOSED ASPHALT
PROPOSED CONCRETE

BENCHMARK:
ELEVATIONS BASED ON THE CITY OF ONTARIO BENCHMARK NO 1102 BEING A MAG AND WASHER STAMPED "C OF O" SET ON THE TOP OF CURB APPROXIMATELY 100 FOOT SOUTH OF THE ECR AT THE SOUTHWEST RETURN OF EUCLID AVENUE AND G STREET

ELEVATION = 1044.367

BASIS OF BEARINGS:
BEARINGS ARE BASED ON THE CENTERLINE OF G STREET BEING N89°57'33"E AS SHOWN ON PARCEL MAP NO 18381, PMB 234/01-02

REVISIONS				
NO.	DESCRIPTION	BY	DATE	APPROVED

PREPARED FOR:
ONTARIO PLACE D BLOCK LLC
119 E ST JOSEPH ST
ARCADIA, CA 91006
(562) 400-4473

LDC LAND DEVELOPMENT CONSULTANTS
LAND PLANNERS
SURVEYORS
CIVIL ENGINEERS
1520 BROOKHOLLOW DRIVE, SUITE 33
SANTA ANA, CALIFORNIA, 92705
(714) 557-7700 (714) 557-7707 FAX

DATE: 5-25-22
DESIGNED:
DRAFTED: SZ
CHECKED:

CONCEPTUAL UTILITY SYSTEM MAP
TENTATIVE TRACT NO 20556
COMMERCIAL / RESIDENTIAL
(1 LOT)

SHEET 1 of 1
JOB NO 615

PDEV21-031
PMTT22-019 / PMP22-010
Received 6/6/2022

CITY OF ONTARIO
MEMORANDUM

TO: **Diana Ayala, Senior Planner**

FROM: **Officer Tony Galban, Police Department**

DATE: **July 11, 2022**

SUBJECT: **PDEV22-031: A DEVELOPMENT PLAN APPROVAL TO CONSTRUCT 109 MULTIPLE -FAMILY DWELLINGS ON APPROXIMATELY AT 414 AND 440 N. EUCLID AVENUE. RELATED FILE (S): PMTT22-019, PHP22-010, PUD22-005**

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

- Required lighting for all walkways, driveways, doorways, parking areas, and other areas used by the public shall be provided and operate on photosensor at the prescribed foot-candle levels. This includes but is not limited to areas such as parks, community centers, recreation centers/play areas and paseos. LED lighting will be required for all lighting fixtures. Optimal lighting for visibility and video color rendering is approximately 3000 degrees Kelvin. The lighting shall be as close to 3000 degrees Kelvin as possible. Photometrics shall be provided to the Police Department. Photometrics shall include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting.
- During hours of darkness, all parking lots and carports shall be provided with minimum one foot-candle of light, measured on the parking surface. Lighting devices shall be fully protected with weather and vandalism resistant covers.
- Parking garages, stairwells, blind spots and any hidden areas shall have convex mirrors to allow for visibility to the areas.
- The Applicant shall comply with all construction site security requirements as stated in the Standard Conditions. This includes the provisions for perimeter lighting, site lighting, fencing and/or uniformed security.
- 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. Each building and/ or suite shall be labeled with the corresponding address and letter if applicable.

- Trash Enclosures shall prohibit public access. Trash enclosures shall remain locked and require code, key, fob or remote access.

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

CITY OF ONTARIO
MEMORANDUM

TO: **Diane Ayala, Senior Planner**
Planning Department

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

DATE: **June 30, 2022**

SUBJECT: **PDEV22-031 - A Development Plan approval to construct 109 multiple-family dwellings on approximately 2.4 acres of land located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PMTT22-019, PHP22-010, PUD22-005.**

☒ The plan **does** adequately address Fire Department requirements at this time.

☒ Standard Conditions of Approval apply, as stated below.

SITE AND BUILDING FEATURES:

A. 2019 CBC Type of Construction: Type V-B

B. Type of Roof Materials: Ordinary

C. Ground Floor Area(s): 30,384 Sq. Ft.

D. Number of Stories: 4

E. Total Square Footage: 123,653 Sq. Ft.

F. 2019 CBC Occupancy Classification(s): R-2

CONDITIONS OF APPROVAL:

1.0 GENERAL

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

☒ 1.2 These Fire Department conditions of approval are to be included on any and all construction drawings.

2.0 FIRE DEPARTMENT ACCESS

☒ 2.1 Fire Department vehicle access roadways shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved. Roadways shall be paved with an all-weather surface and shall be a minimum of twenty-four (24) ft. wide. See Standard #B-004.

☒ 2.2 In order to allow for adequate turning radius for emergency fire apparatus, all turns shall be designed to meet the minimum twenty five feet (25') inside and forty-five feet (45') outside turning radius per Standard #B-005.

☒ 2.3 Fire Department access roadways that exceed one hundred and fifty feet (150') in length shall have an approved turn-around per Standard #B-002.

☒ 2.4 Access drive aisles which cross property lines shall be provided with CC&Rs, access easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of building plan check.

☒ 2.5 "No Parking-Fire Lane" signs and /or red painted curbs with lettering are required to be installed in interior access roadways, in locations where vehicle parking would obstruct the minimum clear width requirement. Installation shall be per Standard #B-001.

☒ 2.6 Security gates or other barriers on fire access roadways shall be provided with a Knox brand key switch or padlock to allow Fire Department access. See Standards #B-003, B-004 and H-001.

☒ 2.7 Any time PRIOR to on-site combustible construction and/or storage, a minimum twenty-four (24) ft. wide circulating all weather access roads shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved by fire department and other emergency services.

3.0 WATER SUPPLY

☒ 3.1 The required fire flow per Fire Department standards, based on the 2019 California Fire Code, Appendix B, is 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

☒ 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.

☒ 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 13. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.

☒ 4.4 Wood frame buildings that are to be sprinkled shall have these systems in service (but not necessarily finaled) 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.

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.

☒ 5.6 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

CITY OF ONTARIO Integrated Waste Dept.

DATE: March 17, 2023
TO: Diane Ayala, Planning Department
FROM: Blaine Ishii, Integrated Waste Department
SUBJECT: DPR #1 – Integrated Waste Comments
PROJECT NO.: PUD22-005_PMTT22-019_PDEV22-031
ATTACHMENTS:

BRIEF DESCRIPTION

A mixed-use plan on Euclid Ave (Between East D St and E St)

THIS SUBMITTAL IS COMPLETE.

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

Integrated Waste Conditions:

1. Address the separation and collection of organics and recycling through a Solid Waste Handling Plan (SWHP).

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

CONDITIONS OF APPROVAL

Sign Off

Jamie Richardson, Sr. Landscape Planner	11/07/2022 Date

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

D.A.B. File No.: PDEV22-031, PMTT22-019, PHP-22-010	Case Planner: Diane Ayala

Project Name and Location:

109 Multiple-family dwellings, Subdivide 2.4 acres & certificate of appropriateness
414 & 440 N. Euclid Avenue

Applicant/Representative:

Ontario Place D Block LLC – Jennifer Lande Colicchio jlange@ldc-ce.com (714) 557-7700
1520 Brookhollow Drive, Suite 33
Santa Ana, CA 92705

☒	**Preliminary Plans (dated 10/31/2022) meet the Standard Conditions for New Development and have been approved considering that the following conditions below be met upon submittal of the landscape construction documents.**
☐	**Preliminary Plans (dated) have not been approved. Corrections noted below are required before Preliminary Landscape Plan approval.**

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

Civil/ Site Plans

1. Show and dimension backflow devices set back 4' from paving on all sides. Locate on level grade. Show the minimum concrete pad (2') per std. detail 4208.
2. Before permit issuance, stormwater infiltration devices located in landscape areas shall be reviewed and plans approved by the Landscape Planning Division. Any stormwater devices in parkway areas shall not displace street trees.
3. Locate utilities including light standards, fire hydrants, water, drain, and sewer lines to not conflict with required tree locations—coordinate civil plans with landscape plans.

Landscape Plans

4. Provide a site plan with details of the roof deck and proposed amenities.
5. Provide details for site amenities, furniture, shade structures, trellis, BBQ, countertops, etc.
6. If proposing tree grates, identify iron such as Kiva, Starburst, or approved equal with 3/8" max slots per ADA guidelines, with a 30" center opening to allow for tree stakes; flat black Rustoleum coating.
7. Show backflow devices with 36" high strappy leaf shrub screening and trash enclosures and transformers, a 4'-5' high evergreen hedge screening. Do not encircle utility; show as masses and duplicate masses in other locations at regular intervals; see comment #11 above.
8. Locate light standards, fire hydrants, water, and sewer lines to not conflict with required tree locations. Coordinate civil plans with landscape plans
9. Show all utilities on the landscape plans. Coordinate so utilities are clear of tree locations. See site plan comments above and coordinate for plan consistency.
10. Note on landscape plans: 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.

11. Street trees for this project are: Quercus ilex (E Street), Platanus acerfolia (D Street), Geijera parvifolia (Lemon Ave. – correct the common name in Plant List) and Quercus muhlenbergii (Euclid Ave.) per the Master Street Tree Plan.
12. Replace Bougainvillea (dies out with frost); consider Distictis & Lavandula (short-lived); consider Salvia or Leucophyllum.
13. Detail irrigation dripline outside of mulched root zone.
14. Overhead spray systems shall be designed for plant material less than the height of the spray head.
15. Designer or developer to provide agronomical soil testing and include a report on landscape construction plans.
16. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See http://www.ontarioca.gov/landscape-planning/standards.
17. After a project's entitlement approval, the applicant shall pay all applicable fees for landscape plan check and inspections at a rate established by resolution of the City Council. Landscape construction plans with building permit number for plan check may be emailed to: landscapeplancheck@ontarioca.gov

AIRPORT LAND USE COMPATIBILITY PLANNING
CONSISTENCY DETERMINATION REPORT

ONTARIO AIRPORT PLANNING

Project File No.: PMTT22-019, PHP22-010 & PDEV22-031

Address: 414 & 440 North Euclid Avenue

APN: 1048-363-02, 03, 04 & 05

Existing Land Use: Commercial buildings

Proposed Land Use: PUD, Historic Preservation application and Development Plan to construct 109 MF units

Site Acreage: 2.4 Proposed Structure Height: 60 FT

ONT-IAC Project Review: N/A

Airport Influence Area: ONT

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Diane Ayala

Date: 1/30/2023

CD No.: 2022-058

PALU No.: N/A

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

Safety	Noise Impact	Airspace Protection	Overflight Notification
☐ Zone 1	☐ 75+ dB CNEL	☑ High Terrain Zone	☐ Avigation Easement Dedication
☐ Zone 1A	☐ 70 - 75 dB CNEL	☑ FAA Notification Surfaces	☑ Recorded Overflight Notification
☐ Zone 2	☐ 65 - 70 dB CNEL	☑ Airspace Obstruction Surfaces	☐ Real Estate Transaction Disclosure
☐ Zone 3	☑ 60 - 65 dB CNEL	☐ Airspace Avigation Easement Area	
☐ Zone 4		Allowable Height: 70 FT	
☐ 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: Lorena Mejia

Project Conditions

1. The applicant is required to meet the Real Estate Transaction Disclosure in accordance with California Codes (Business and Professions Code Section 11010-11024). New residential subdivisions within an Airport Influence Area are required to file an application for a Public Report consisting of a Notice of Intention (NOI) and a completed questionnaire with the Department of Real Estate and include the following language within the NOI:

NOTICE OF AIRPORT IN VICINITY
This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

414 & 440 EUCLID AVENUE MIXED USE PROJECT
AIR QUALITY & GREENHOUSE GAS IMPACT STUDY
City of Ontario, California

414 & 440 EUCLID AVENUE MIXED USE PROJECT
NOISE IMPACT STUDY
City of Ontario, California

Prepared for:

Mr. George Voight
ONTARIO PLACE D BLOCK, LLC
119 E St. Joseph Street
Arcadia, CA 91006

Prepared by:

RK ENGINEERING GROUP, INC.
4000 Westerly Place, Suite 280
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Bryan Estrada, AICP
Darshan Shivaiah, CEP-IT

April 1, 2022

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1.0 Introduction

The purpose of this air quality and greenhouse gas (GHG) impact study is to determine whether the estimated criteria air pollutants and greenhouse gas emissions generated from the construction and operation of the proposed 414 & 440 Euclid Avenue Mixed Use Project (hereinafter referred to as project) would cause significant impacts to air resources.

This assessment was conducted within the context of the California Environmental Quality Act (CEQA, California Public Resources Code Sections 21000, et seq.). The methodology follows the California Air Resources Board (CARB), the South Coast Air Quality Management District (SCAQMD), and City of Ontario recommendations for quantification of emissions and evaluation of potential impacts.

1.1 Site Location

The project site is located on the northeast corner of Euclid Avenue and East D Street, at 414 & 440 Euclid Avenue, in the City of Ontario.

The project site is located within the South Coast Air Basin (SCAB), the SCAQMD San Bernardino Valley General Forecast Area, and the Southwest San Bernardino Valley Air Monitoring Area-33.

The project location map is provided in Exhibit A.

1.2 Project Description

The project proposes to construct and operate 109 multifamily residential homes and 5,356 square feet of ground floor general commercial use on approximately 2.3 acres. The project site currently consists of approximately 44,572 square feet of existing buildings and approximately 52,250 square feet of existing parking lot that will be demolished as a part of the project.

The site plan used for this analysis, provided by ADEPT is illustrated in Exhibit B. Table 1 summarizes the proposed project land uses.

Table 1
Land Use Summary

Project Land Use	CalEEMod Land Use Category	Quantity	Metric
Multifamily Residential (Mid-Rise)	Condos/Townhomes	109	Dwelling Units
Strip Retail Plaza (<40k)	Shopping Center	5,356.0	Square Feet
Parking Lot	Parking Lot	162	Spaces

Construction of the project is estimated to begin in the year 2023 and last approximately 12 months. Construction activities are expected to consist of demolition, site preparation, grading, building construction, paving, and architectural coating.

The project is not expected to require the import or export of earthwork materials; preliminary grading estimates show a balanced site. The project is expected to be operational in the year 2024.

1.3 Sensitive Receptors

Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For CEQA purposes, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24-hours or longer, such as residences, hospitals, and schools (etc), as described in the Localized Significance Threshold Methodology (SCAQMD 2008a, page 3-2).

The nearest sensitive land uses to the project site include the following:

- Existing residential dwelling unit located along E Street, approximately 90 feet from the project site.

1.4 Summary of Air Quality and Greenhouse Gas Impacts

Table 2 provides a summary of the CEQA air quality impact analysis results.

Table 2
CEQA Air Quality Impact Criteria

Air Quality Impact Criteria	Potentially Significant	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with, or obstruct implementation of, the applicable air quality plan?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

Table 3 provides a summary of the CEQA GHG impact criteria analysis results.

Table 3
CEQA GHG Impact Criteria

GHG Impact Criteria	Potentially Significant	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?			X	

1.5 Recommended Project Design Features

The following recommended project design features include standard dust control measures, construction best practices and building code requirements that are intended to reduce air quality and GHG emissions. Project design features should be included as part of the conditions of approval for the project but are not typically considered mitigation under CEQA.

Construction Design Features:

DF-1 The project must follow the standard SCAQMD rules and requirements with regards to fugitive dust control, which includes, but are not limited to the following:

1. All active construction areas shall be watered two (2) times daily.
2. Speed on unpaved roads shall be reduced to less than 15 mph.
3. Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
4. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
5. All operations on any unpaved surface shall be suspended if winds exceed 15 mph.
6. Access points shall be washed or swept daily.
7. Construction sites shall be sandbagged for erosion control.
8. Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
9. Cover all trucks hauling dirt, sand, soil, or other loose materials, and maintain at least 2 feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114.
10. Pave or gravel construction access roads at least 100 feet onto the site from the main road and use gravel aprons at truck exits.
11. Replace the ground cover of disturbed areas as quickly possible.

DF-2 All diesel construction equipment should have Tier 4 low emission "clean diesel" engines (OEM or retrofit) that include diesel oxidation catalysts and diesel particulate filters that meet the latest CARB best available control technology.

DF-3 Construction equipment should be maintained in proper tune.

DF-4 All construction vehicles should be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.

DF-5 Minimize the simultaneous operation of multiple construction equipment units, to the maximum extent feasible.

DF-6 The use of heavy construction equipment and earthmoving activity should be suspended during Air Alerts when the Air Quality Index reaches the "Unhealthy" level.

DF-7 Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.

DF-8 Establish staging areas for the construction equipment that as far from adjacent residential homes, as feasible.

DF-9 Use haul trucks with on-road engines instead of off-road engines for on-site hauling.

Operational Design Features

DF-10 Implement the GHG Reduction Measures from the Ontario County Climate Action Plan (CAP) Screening Tables to achieve at least 100 points, per the requirements for Mixed Use Projects.

DF-11 The project will comply with the mandatory requirements of the California Building Standards Code, Title 24, Part 6 (Energy Code) and Part 11 (CALGreen), including, but not limited to:

- Install low flow fixtures and toilets, water efficient irrigation systems, drought tolerant/native landscaping, and reduce the amount of turf.
- Provide the necessary infrastructure to support electric vehicle charging.

DF-12 Participate in the local waste management recycling and composting programs.

DF-13 Encourage the property management company and landscape maintenance crews to use electric powered landscaping equipment for landscape maintenance.

2.0 Air Quality Setting

The Federal Clean Air Act (§ 7602) defines air pollution as any agent or combination of such agents, including any physical, chemical, biological, or radioactive substance which is emitted into or otherwise enters the ambient air. Household combustion devices, motor vehicles, industrial facilities and forest fires are common sources of air pollution. Air pollution can cause disease, allergies and even death. It affects soil, water, crops, vegetation, manmade materials, animals, wildlife, weather, visibility, and climate. It can also cause damage to and deterioration of property, present hazards to transportation, and negatively impact the economy.

This section provides background information on criteria air pollutants, the applicable federal, state and local regulations concerning air pollution, and the existing physical setting of the project within the context of local air quality.

2.1 Description of Air Pollutants[1].

The following section describes the air pollutants of concern related to the project. Criteria air pollutants are defined as those pollutants for which the federal and state governments have established air quality standards for outdoor or ambient concentrations to protect public health. The following descriptions of criteria air pollutants have been provided by the SCAQMD.

- **Carbon Monoxide (CO)** is a colorless, odorless, toxic gas produced by incomplete combustion of carbon-containing fuels (e.g., gasoline, diesel fuel, and biomass). Sources include motor vehicle exhaust, industrial processes (metals processing and chemical manufacturing), residential wood burning, and natural sources. CO is somewhat soluble in water; therefore, rainfall and fog can suppress CO conditions. CO enters the body through the lungs, dissolves in the blood, and competes with oxygen, often replacing it in the blood, thus reducing the blood's ability to transport oxygen to vital organs in the body. The ambient air quality standard for carbon monoxide is intended to protect persons whose medical condition already compromises their circulatory system's ability to deliver oxygen. These medical conditions include certain heart ailments, chronic lung diseases, and anemia. Persons with these conditions have reduced exercise capacity even when exposed to relatively low levels of CO. Fetuses are at risk because their blood has an even greater affinity to bind with CO. Smokers are also at risk from ambient CO levels because smoking

[1] SCAQMD. Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning (May 6, 2005)

increases the background level of CO in their blood. The South Coast basin has recently achieved attainment status for carbon monoxide by both USEPA and CARB.

- **Nitrogen Dioxide (NO_2)** is a byproduct of fuel combustion. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts quickly to form NO_2, creating the mixture of NO and NO_2 commonly called NO_x. NO_2 acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, however, NO_2 is only potentially irritating. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis. Some increase in bronchitis in young children has also been observed at concentrations below 0.3 parts per million (ppm). NO_2 absorbs blue light which results in a brownish red cast to the atmosphere and reduced visibility. Although NO_2 concentrations have not exceeded national standards since 1991 and the state hourly standard since 1993, NO_x emissions remain of concern because of their contribution to the formation of O_3 and particulate matter.

- **Ozone (O_3)** is one of several substances called photochemical oxidants that are formed when volatile organic compounds (VOC) and NO_x react in the presence of ultraviolet sunlight. O_3 concentrations in the South Coast basin are typically among the highest in the nation, and the damaging effects of photochemical smog, which is a popular name for a number of oxidants in combination, are generally related to the concentrations of O_3. Individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the subgroups most susceptible to O_3 effects. Short-term exposures (lasting for a few hours) to O_3 at levels typically observed in southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. In recent years, a correlation between elevated ambient O_3 levels and increases in daily hospital admission rates, as well as mortality, has also been reported. The South Coast Air Basin is designated by the USEPA as an extreme non-attainment area for ozone. Although O_3 concentrations have declined substantially since the early 1990s, the South Coast basin continues to have peak O_3 levels that exceed both state and federal standards.

- **Fine Particulate Matter (PM_{10})** consists of extremely small, suspended particles or droplets 10 microns or smaller in diameter that can lodge in the lungs, contributing to respiratory problems. PM_{10} arises from such sources as re-entrained road dust, diesel soot, combustion products, tire and brake abrasion, construction operations, and fires. It is also formed in the atmosphere from NO_x and SO_2 reactions with ammonia. PM_{10} scatters light and significantly reduces visibility. Inhalable particulates

pose a serious health hazard, alone or in combination with other pollutants. More than half of the smallest particles inhaled will be deposited in the lungs and can cause permanent lung damage. Inhalable particulates can also have a damaging effect on health by interfering with the body's mechanism for clearing the respiratory tract or by acting as a carrier of an absorbed toxic substance. The South Coast basin has recently achieved federal attainment status for PM_{10}, but is non-attainment based on state requirements.

- **Ultra-Fine Particulate Matter ($PM_{2.5}$)** is defined as particulate matter with a diameter less than 2.5 microns and is a subset of PM_{10}. $PM_{2.5}$ consists mostly of products from the reaction of NO_x and SO_2 with ammonia, secondary organics, finer dust particles, and the combustion of fuels, including diesel soot. $PM_{2.5}$ can cause exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease, declines in pulmonary function growth in children, and increased risk of premature death from heart or lung diseases in the elderly. Daily fluctuations in $PM_{2.5}$ levels have been related to hospital admissions for acute respiratory conditions, school absences, and increased medication use in children and adults with asthma. The South Coast basin is designated as non-attainment for $PM_{2.5}$ by both federal and state standards.

- **Sulfur dioxide (SO_2)** is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children. Individuals with asthma may experience constriction of airways with exposure to SO_2. Though SO_2 concentrations have been reduced to levels well below state and federal standards, further reductions in SO_2 emissions are needed because SO_2 is a precursor to sulfate and PM_{10}. The South Coast basin is considered a SO_2 attainment area by USEPA and CARB.

- **Lead (Pb)** is a toxic heavy metal that can be emitted into the air through some industrial processes, burning of leaded gasoline and past use of lead-based consumer products. Lead is a neurotoxin that accumulates in soft tissues and bones, damages the nervous system, and causes blood disorders. It is particularly problematic in children, in that permanent brain damage may result, even if blood levels are promptly normalized with treatment. Concentrations of lead once exceeded the state and federal air quality standards by a wide margin, but as a result of the removal of lead from motor vehicle gasoline, ambient air quality standards for lead have not been exceeded since 1982. Though special monitoring sites immediately downwind of lead sources recorded localized violations of the state standard in 1994, no violations have been recorded since. Consequently, the South Coast basin is designated as an attainment area for lead by both the USEPA and CARB. This report

does not analyze lead emissions from the project, as it is not expected to emit lead in any significant measurable quantity.

- **Volatile Organic Compounds (VOC),** although not actually a criteria air pollutant, VOCs are regulated by the SCAQMD because they cause chemical reactions which contribute to the formation of ozone. VOCs are also transformed into organic aerosols in the atmosphere, contributing to higher PM_{10} and lower visibility levels. Sources of VOCs include combustion engines, and evaporative emissions associated with fuel, paints and solvents, asphalt paving, and the use of household consumer products such as aerosols. Although health-based standards have not been established for VOCs, health effects can occur from exposures to high concentrations of VOC. Some hydrocarbon components classified as VOC emissions are hazardous air pollutants. Benzene, for example, is a hydrocarbon component of VOC emissions that are known to be a human carcinogen. The term reactive organic gases (ROG) are often used interchangeably with VOC.

- **Toxic Air Contaminants (TACs)** are defined as air pollutants which may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health, and for which there is no concentration that does not present some risk. This contrasts with the criteria pollutants, in that there is no threshold level for TAC exposure below which adverse health impacts are not expected to occur. The majority of the estimated health risk from TACs can be attributed to a relatively few compounds, the most common being diesel particulate matter (DPM) from diesel engine exhaust. In addition to DPM, benzene and 1,3-butadiene are also significant contributors to overall ambient public health risk in California.

2.2 Federal and State Ambient Air Quality Standards

The Federal Clean Air Act, which was last amended in 1990, requires the EPA to set National Ambient Air Quality Standards (NAAQS) for criteria pollutants considered harmful to public health and the environment. The State of California has also established additional and more stringent California Ambient Air Quality Standards (CAAQS) in addition to the seven criteria pollutants designated by the federal government.

AAQS are designed to protect the health and welfare of the populace with a reasonable margin of safety. The standards are divided into two categories, primary standards, and secondary standards. Primary standards are implemented to provide protection for the "sensitive" populations such as those with asthma, or the children and elderly. Secondary standards are to provide protection against visible pollution as well as damage to the surrounding environment, including animals, crops, and buildings.

Table 4 shows the Federal and State Ambient Air Quality Standards.

Table 4
Federal and State Ambient Air Quality Standards (AAQS)[1]

Air Pollutant	Averaging Time [2]	Federal Standard (NAAQS)[2]	California Standard (CAAQS)[2]
Ozone	1 Hour	--	0.09 ppm
	8 Hour	0.070 ppm	0.070 ppm
Carbon Monoxide (CO)	1 Hour	35 ppm	20 ppm
	8 Hour	9 ppm	9 ppm
Nitrogen Dioxide (NO_2)	1 Hour	0.100 ppm	0.18 ppm
	Annual	0.053 ppm	0.030 ppm
Sulfur Dioxide (SO_2)	1 Hour	0.075 ppm	0.25 ppm
	3 Hour	0.5 ppm[3]	--
	24 Hour	--	0.04 ppm
Particulate Matter (PM_{10})	24 Hour	150 $\mu g/m^3$	50 $\mu g/m^3$
	Mean	--	20 $\mu g/m^3$
Particulate Matter (PM2.5)	24 Hour	35 $\mu g/m^3$	--
	Annual	12 $\mu g/m^3$	12 $\mu g/m^3$
Lead	30-day	--	1.5 $\mu g/m$
	Quarter	1.5 $\mu g/m$	--
	3-month average	0.15 $\mu g/m$	--
Visibility reducing particles	8 Hour	--	0.23/km extinction coefficient. (10-mile visibility standard)
Sulfates	24 Hour	--	25 $\mu g/m$
Vinyl chloride	24 Hour	--	0.01 ppm
Hydrogen sulfide	24 Hour	--	0.03 ppm

[1] Source: USEPA: https://www.epa.gov/criteria-air-pollutants/naaqs-table and
CARB: https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards

[2] ppm = parts per million of air, by volume; µg/m3 = micrograms per cubic meter; Annual = Annual Arithmetic Mean; 30-day = 30-day average; Quarter = Calendar quarter.

[3] Secondary standards

Several pollutants listed in Table 4 are not addressed in this analysis. Lead is not included because the project is not anticipated to emit lead. Visibility-reducing particles are not explicitly addressed in this analysis because particulate matter is addressed. The project is not expected to generate or be exposed to vinyl chloride because proposed project uses do not utilize the chemical processes that create this pollutant and there are no such uses in the project vicinity. The proposed project is not expected to cause exposure to hydrogen sulfide because it would not generate hydrogen sulfide in any substantial quantity.

2.3 Attainment Status

The Clean Air Act requires states to prepare a State Implementation Plan (SIP) to ensure air quality meets the NAAQS. The California Air Resources Board (CARB) provides designations of attainment for air basins where AAQS are either met or exceeded. If the AAQS are met, the area is designated as being in "attainment", if the air pollutant concentrations exceed the AAQS, than the area is designated as being "nonattainment". If there is inadequate or inconclusive data to make a definitive attainment designation, the area is considered "unclassified."

National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or 'form' of what constitutes attainment, based on specific air quality statistics. For example, the Federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the federal annual $PM_{2.5}$ standard is met if the three-year average of the annual average $PM_{2.5}$ concentration is less than or equal to the standard.

When a state submits a request to the EPA to re-designate a nonattainment area to attainment, the Clean Air Act (CAA) section 175A(a) requires that the state (or states, if the area is a multi-state area) submit a maintenance plan ensuring the area can maintain the air quality standard for which the area is to be re-designated for at least 10 years following the effective date of re-designation.

Table 5 lists the attainment status for the criteria pollutants in the South Coast Air Basin (SCAB).

Table 5
South Coast Air Basin Attainment Status[1]

Pollutant	State Status	National Status
Ozone	Nonattainment	Nonattainment (Extreme)[2]
Carbon monoxide	Attainment	Attainment (Maintenance)
Nitrogen dioxide	Attainment	Attainment (Maintenance)
PM_{10}	Nonattainment	Attainment (Maintenance)
$PM_{2.5}$	Nonattainment	Nonattainment
Lead	Attainment	Nonattainment (Partial)[3]

[1] Source: California Air Resources Board. http://www.arb.ca.gov/desig/adm/adm.htm
[2] 8-Hour Ozone.
[3] Partial Nonattainment designation – Los Angeles County portion of Basin only.

2.4 South Coast Air Quality Management District (SCAQMD)

The agency responsible for air pollution control for the South Coast Air Basin (SCAB) is the South Coast Air Quality Management District (SCAQMD). SCAQMD is responsible for controlling emissions primarily from stationary sources. SCAQMD maintains air quality monitoring stations throughout the SCAB. SCAQMD, in coordination with the Southern California Association of Governments, is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the SCAB. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as nonattainment of the federal and/or California ambient air quality standards. The term nonattainment area is used to refer to an air SCAB where one or more ambient air quality standards are exceeded.

The latest version is the 2016 AQMP. The 2016 AQMP is a regional blueprint for achieving the federal air quality standards and healthful air. While air quality has dramatically improved over the years, the SCAB still exceeds federal public health standards for both ozone and particulate matter (PM) and experiences some of the worst air pollution in the nation. The 2016 AQMP includes both stationary and mobile source strategies to ensure that rapidly approaching attainment deadlines are met, that public health is protected to the maximum extent feasible, and that the region is not faced with burdensome sanctions if the Plan is not approved or if the NAAQS are not met on time.

According to the 2016 AQMP, the most significant air quality challenge in the SCAB is to reduce nitrogen oxide (NOx) emissions sufficiently to meet the upcoming ozone standard deadlines. Based on the inventory and modeling results, 522 tons per day (tpd) of total

SCAB NOx 2012 emissions are projected to drop to 255 tpd and 214 tpd in the 8-hour ozone attainment years of 2023 and 2031 respectively, due to continued implementation of already adopted regulatory actions ("baseline emissions"). The analysis suggests that total SCAB emissions of NOx must be reduced to approximately 141 tpd in 2023 and 96 tpd in 2031 to attain the 8-hour ozone standards. This represents an additional 45 percent reduction in NOx in 2023, and an additional 55 percent NOx reduction beyond 2031 levels.[2]

2.4.1 SCAQMD Rules and Regulations

The SCAQMD establishes a program of rules and regulations to obtain attainment of the state and federal standards in conjunction with the AQMP. Several of the rules and regulations that may be applicable to this project include, but are not limited to, the following:

- **SCAQMD Rule 402** prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

- **SCAQMD Rule 403** governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

- **SCAQMD Rule 445** restricts wood burning devices from being installed into any new development and is intended to reduce the emissions of particulate matter for wood burning devices.

- **SCAQMD Rule 1113** governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. This rule regulates the VOC content of paints available during construction. Therefore, all paints and

[2] SCAQMD. Final 2016 Air Quality Management Plan. http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp

solvents used during construction and operation of project must comply with Rule 1113.

- **SCAQMD Rule 1143** governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

- **SCAQMD Rule 1186** limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for street sweepers that are under contract to provide sweeping services to any federal, state, county, agency or special district such as water, air, sanitation, transit, or school district.

2.5 Local Climate and Meteorology

The project is located in the South Coast Air Basin (SCAB). Climatological data from the nearest weather station to the project site is summarized in Table 6.

Table 6
Meteorological Summary[1]

Month	Temperature (˚F)			Mean Precipitation (inches)
	Max.	Min.	Mean	
January	66.8	44.0	55.5	3.65
February	69.4	45.0	57.2	2.85
March	70.1	46.3	58.2	2.80
April	74.5	48.4	61.5	1.13
May	79.9	52.6	66.2	0.26
June	86.7	56.6	71.7	0.04
July	95.0	62.2	78.6	0.01
August	94.4	62.9	78.7	0.11
September	91.3	61.3	76.3	0.34
October	83.0	55.4	69.2	0.34
November	73.6	48.5	61.0	1.72
December	68.3	44.4	56.3	2.07
Annual	**79.4**	**52.3**	**65.9**	**15.32**

[1] Source: Western Regional Climate Center 2012. Averages derived from measurements recorded from 1951 to 1984 at Fontana Kaiser Station No. 043120.

2.6 Local Air Quality

The air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the air basin. Estimates of the existing emissions in the Basin provided in the Final 2016 Air Quality Management Plan, prepared by SCAQMD, March 2017, indicate that collectively, mobile sources account for 60 percent of the VOC, 90 percent of the NOx emissions, 95 percent of the CO emissions and 34 percent of directly emitted PM2.5, with another 13 percent of PM2.5 from road dust.

The SCAQMD has divided the SCAB into fourteen general forecasting areas and thirty eight Source Receptor Areas (SRA) for monitoring and reporting local air quality. The SCAQMD provides daily reports of the current air quality conditions in each general forecast area and SRA. The monitoring areas provide a general representation of the local meteorological, terrain, and air quality conditions within the SCAB.

The project is located within the San Bernardino Valley general forecasting area and Southwest San Bernardino Valley (SRA-33). The Southwest San Bernardino Valley has been divided into two (2) regions; I-10 Near Road and CA-60 Near Road. Due to the close proximity of the project site to the I-10 Road, published air quality monitoring data has been used from this location.

Table 7 summarizes the published air quality monitoring for the most recent 3-year period available. These pollutant levels were used to comprise a "background" for the project location and existing local air quality. For criteria pollutants not monitored near the site, data from the nearest monitoring station with a comparable setting were used.

Table 7
Local Air Quality

Air Pollutant Location	Averaging Time	Item	2018	2019	2020
Carbon Monoxide -- I-10 Near Road	1 Hour	Max 1-Hour (ppm)	1.6	1.5	1.5
		Exceeded State Standard (20 ppm)	No	No	No
		Exceeded National Standard (35 ppm)	No	No	No
	8 Hour	Max 8 Hour (ppm)	1.3	1.1	1.2
		Exceeded State Standard (9 ppm)	No	No	No
		Exceeded National Standard (9 ppm)	No	No	No
Ozone -- Central San Bernardino Valley-1	1 Hour	Max 1-Hour (ppm)	0.141	0.124	0.151
		Days > State Standard (0.09 ppm)	38	41	56.0
	8 Hour	Max 8 Hour (ppm)	0.116	0.114	0.111
		Days > State Standard (0.07 ppm)	69	67	89
		Days >National Standard (0.070 ppm)	69	67	89
Nitrogen Dioxide -- I-10 Near Road	1 Hour	Max 1-Hour (ppm)	0.0883	0.0863	0.094
		Exceeded State Standard (0.18 ppm)	No	No	No
	Annual	Annual Average (ppm)	0.0272	0.0276	0.029
		Exceeded >State Standard (0.030 ppm)	No	No	No
		Exceeded >National Standard (0.053 ppm)	No	No	No
Sulfur Dioxide -- Central San Bernardino Valley-1	1 Hour	Max 1 Hour (ppm)	0.0029	0.0024	0.0025
		Exceed State Standard (0.25 ppm)	No	No	No
		Exceed National Standard (0.075 ppm)	No	No	No
Coarse Particles (PM10) -- Central San Bernardino Valley-1	24 Hour	Max 24-Hour ($\mu g/m^3$)	64	88	61
		Days > State Standard (50 $\mu g/m^3$)	9	12	6
		Days >National Standard (150 $\mu g/m^3$)	0	0	0
	Annual	Annual Average ($\mu g/m^3$)	34.1	34.8	35.80
		Exceeded State Standard (20 $\mu g/m^3$)	Yes	Yes	Yes
Fine Particulates (PM2.5) -- Central San Bernardino Valley-1	24 Hour	Max 24-Hour ($\mu g/m^3$)	29.2	46.5	46.10
		Days >National Standard (35 $\mu g/m^3$)	0	2	1
	Annual	Annual Average ($\mu g/m^3$)	11.13	10.84	11.95
		Exceeded State Standard (12 $\mu g/m^3$)	No	No	No
		Exceeded National Standard (15 $\mu g/m^3$)	No	No	No

Source : https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year
$\mu g/m^3$ = micrograms per cubic meter
ARB = California Air Resource Board
EPA= Environmental Protection Agency
ppm = part per million
(- -) = Data not provided

3.0 Global Climate Change Setting

Global climate change is the change in the average weather of the earth that is measured by such things as alterations in temperature, wind patterns, storms, and precipitation. Current data shows that the recent period of warming is occurring more rapidly than past geological events. The average global surface temperature has increased by approximately 1.4° Fahrenheit since the early 20th Century. 1.4° Fahrenheit may seem like a small change, but it's an unusual event in Earth's recent history, and as we are seeing, even small changes in temperature can cause enormous changes in the environment.

The planet's climate record, preserved in tree rings, ice cores, and coral reefs, shows that the global average temperature has been stable over long periods of time. For example, at the end of the last ice age, when the Northeast United States was covered by more than 3,000 feet of ice, average global temperatures were only 5° to 9° Fahrenheit cooler than today. The Intergovernmental Panel on Climate Change (IPCC), which includes more than 1,300 scientists from the United States and other countries, forecasts a temperature rise of 2.5° to 10° Fahrenheit over the next century. Therefore, significant changes to the environment are expected in the near future.

The consequences of global climate change include more frequent and severe weather, worsening air pollution by increasing ground level ozone, higher rates of plant and animal extinction, more acidic and oxygen depleted oceans, strain on food and water resources, and threats to densely populated coastal and low lying areas from sea level rise.

The impacts of climate change are already visible in the Southwest United States. In California, the consequences of climate change include;

- A rise in sea levels resulting in the displacement of coastal businesses and residencies
- A reduction in the quality and supply of water from the Sierra snowpack
- Increased risk of large wildfires
- Exacerbation of air quality problems
- Reductions in the quality and quantity of agricultural products
- An increased temperature and extreme weather events
- A decrease in the health and productivity of California's forests

3.1 Greenhouse Gases

GHGs comprise less than 0.1 percent of the total atmospheric composition, yet they play an essential role in influencing climate. Greenhouse gases include naturally occurring compounds such as carbon dioxide (CO_2), methane (CH_4), water vapor (H_2O), and nitrous oxide (N_2O), while others are synthetic. Man-made GHGs include the chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs) and Perfluorocarbons (PFCs), as well as sulfur hexafluoride (SF_6). Different GHGs have different effects on the Earth's warming. GHGs differ from each other in their ability to absorb energy (their "radiative efficiency") and how long they stay in the atmosphere, also known as the "lifetime".

The Global Warming Potential (GWP) was developed to allow comparisons of the global warming impacts of different gases. Specifically, it is a measure of how much energy the emissions of 1 ton of a gas will absorb over a given period of time, relative to the emissions of 1 ton of CO_2. The larger the GWP, the more that a given gas warms the Earth compared to CO_2 over that time period. The time period usually used for GWPs is 100 years. GWPs provide a common unit of measure, which allows analysts to add up emissions estimates of different gases and allows policymakers to compare emissions reduction opportunities across sectors and gases.

Table 8 lists the 100-year GWP of GHGs from the Intergovernmental Panel on Climate Change (IPCC) sixth assessment report (AR6).

Table 8
Global Warming Potential of Greenhouse Gases[1, 2]

Gas Name	Formula	Lifetime (years)	GWP
Carbon Dioxide	CO_2		1
Methane	CH_4 (Fossil Origin)	12	29.8
	CH_4 (Non-Fossil Origin)		27.2
Nitrous Oxide	N_2O	114	273
Sulphur Hexafluoride	SF_6	3200	23,500
Nitrogen Trifluoride	NF_3	740	16,100
Chlorofluorocarbon (CFC-11)	CFC-11	52	8,321
Hexafluoroethane (PFC-116)	C_2F_6	10,000	11,100
Octafluoropropane (PFC-218)	C_3F_8	2,600	8,900
Octafluorocyclobutane (PFC-318)	C_4F_8	3,200	9,540
Tetrafluoromethane (PFC-14)	CF_4	50,000	5,301
Hydrofluorocarbon 125	HFC-125	29	3,170
Hydrofluorocarbon 134a	HFC-134a	14	1,526
Hydrofluorocarbon 143a	HFC-143a	52	4,800
Hydrofluorocarbon 152a	HFC-152a	1	138
Hydrofluorocarbon 227ea	HFC-227ea	34	3,350
Hydrofluorocarbon 23	HFC-23	270	12,400
Hydrofluorocarbon 236fa	HFC-236fa	240	8,060
Hydrofluorocarbon 245fa	HFC-245fa	8	858
Hydrofluorocarbon 32	HFC-32	5	771
Hydrofluorocarbon 365mfc	HFC-365mfc	9	804
Hydrofluorocarbon 43-10mee	HFC-43-10mee	16	1,650

[1] Source: IPCC Sixth Assessment Report (AR6),
https://www.ipcc.ch/report/ar6/wg1/downloads/report/IPCC_AR6_WGI_Full_Report.pdf
https://www.ipcc.ch/site/assets/uploads/2018/02/WG1AR5_Chapter08_FINAL.pdf
[2] GWPs are used to convert GHG emission values to "carbon dioxide equivalent" (CO_2e) units

3.2 GHG Regulatory Setting – State of California

The State of California has been a leader in climate change legislation and has passed numerous bills to reduce greenhouse gas emissions across all sectors of the economy. Some of the key climate legislation in the State include the following:

- **Assembly Bill (AB) 32, California Global Warming Solutions Act of 2006.** AB 32 set the stage for the State's transition to a sustainable, low-carbon future. AB 32 was the first program in the country to take a comprehensive, long-term approach to addressing climate change.[3]

- **Senate Bill (SB) 375, Sustainable Communities & Climate Protection Act of 2008.** SB 375 requires the Air Resources Board to develop regional greenhouse gas emission reduction targets for passenger vehicles GHG reduction targets for 2020 and 2035 for each region covered by the State's 18 metropolitan planning organizations.[4]

- **Senate Bill (SB) 100, California Renewables Portfolio Standard Program.** SB 100 established a landmark policy requiring renewable energy and zero-carbon resources supply 100 percent of electric retail sales to end-use customers by 2045.[5]

[3] California Air Resources Board. AB 32 Global Warming Solutions Act of 2006. https://ww2.arb.ca.gov/resources/fact-sheets/ab-32-global-warming-solutions-act-2006
[4] California Air Resources Board. Sustainable Communities and Climate Protection Program. https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-climate-protection-program/about
[5] California Energy Commission. SB 100 Joint Agency Report. https://www.energy.ca.gov/sb100

3.3 GHG Emissions Inventory

Table 9 shows the latest GHG emission inventories at the national, state, regional and local levels.

Table 9
GHG Emissions Inventory[1]

United States (2019)[2]	State of California (2019)[3]	SCAG (2020)[4]	City of Ontario (2020)[5]
6,558 $MMTCO_2e$	418.2 $MMTCO_2e$	216.4 $MMTCO_2e$	3.12 $MMTCO_2e$

[1] $MMTCO_2e$ = Million Metric Tons of Carbon Dioxide Equivalent

[2] https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks

[3] https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2019/ghg_inventory_trends_00-19.pdf.

[4] http://www.scag.ca.gov/programs/Pages/GreenhouseGases.aspx. Projected Emission from SACG - Regional GHG Inventory and Reference Case Projections, 1990-2035, dated May 30, 2012.

[5] City of Ontario Community Climate Action Plan, November 2014. Estimated value.

4.0 Modeling Parameters and Assumptions

The California Emissions Estimator Model Version 2020.4.0 (CalEEMod) was used to calculate criteria air pollutants and GHG emissions from the construction and operation of the project. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify criteria air pollutant and GHG emissions.

The model quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as GHG emissions from off-site energy generation, solid waste disposal, vegetation planting and/or removal, and water use. The model also identifies design features to reduce criteria pollutant and GHG emissions. The model was developed for the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the California air districts.

4.1 Construction Assumptions

Construction of the project is estimated to begin in the year 2023 and last approximately 12 months. Construction activities are expected to consist of demolition, site preparation, grading, building construction, paving, and architectural coating. The project is expected to be operational in the year 2024. For purposes of this analysis, construction phases are not expected to overlap. The project site currently consists of approximately 44,572 square feet of existing buildings and approximately 52,250 square feet of existing parking lot area that is expected to be demolished as a part of the project. The project is not expected to require the import or export any earthwork material during grading phase; preliminary earthwork estimates show a balanced site.

The CalEEMod default construction equipment list is based on survey data and the size of the site. The parameters used to estimate construction emissions, such as the worker and vendor trips and trip lengths, utilize the CalEEMod defaults. The construction equipment list is shown in Table 10.

The project will be required to comply with several standard fugitive dust control measures, per SCAQMD Rule 403. The following key inputs are utilized in CalEEMod and are based upon data provided from SCAQMD[6]:

[6] SCAQMD. Fugitive Dust Mitigation Measures. http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies/fugitive-dust

- Utilize soil stabilizers - 30% PM_{10} and $PM_{2.5}$ reduction.
- Replace ground cover - 15% PM_{10} and $PM_{2.5}$ reduction.
- Water exposed areas 2x per day.
- Unpaved road moisture content – 25%.
- Unpaved road vehicle speed – 15 mph.

Table 10
Construction Equipment Assumptions[1]

Phase	Equipment	Number	Hours Per Day	Soil Disturbance Rate (Acres/ 8hr-Day)[2]	Off-Road Equipment Daily Disturbance Footprint (Acres)	Total Daily Disturbance Footprint (Acres)
Demolition	Concrete/Industrial Saws	1	8	0.0	0.00	2.0
	Rubber Tired Dozers	1	8	0.5	0.50	
	Tractors/Loaders/Backhoes	3	8	0.5	1.50	
Site Preparation	Graders	1	8	0.5	0.50	1.9
	Scrapers	1	8	1.0	1.00	
	Tractors/Loaders/Backhoes	1	7	0.5	0.44	
Grading	Graders	1	8	0.5	0.50	1.9
	Rubber Tired Dozers	1	8	0.5	0.50	
	Tractors/Loaders/Backhoes	2	7	0.5	0.88	
Building Construction	Cranes	1	8	0.0	0.00	0.4
	Forklifts	2	7	0.0	0.00	
	Generator Sets	1	8	0.0	0.00	
	Tractors/Loaders/Backhoes	1	6	0.5	0.38	
	Welders	3	8	0.0	0.00	
Paving	Cement and Mortar Mixers	1	8	0.0	0.00	0.5
	Pavers	1	8	0.0	0.00	
	Paving Equipment	1	8	0.0	0.00	
	Rollers	2	8	0.0	0.00	
	Tractors/Loaders/Backhoes	1	8	0.5	0.50	
Architectural Coating	Air Compressors	1	6	0.0	0.00	0.0

[1] CalEEMod Defaults

4.2 Localized Construction Analysis Modeling Parameters

CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. This report identifies the following parameters in the project design or applicable mitigation measures in order to compare CalEEMod reported emissions against the localized significance threshold lookup tables:

1) The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions.
2) The maximum number of acres disturbed on the peak day.
3) Any emission control devices added onto off-road equipment.
4) Specific dust suppression techniques used on the day of construction activity with maximum emissions.

Based on recent discussions with SCAQMD, the Fact Sheet for Applying CalEEMod to Localized Significance Thresholds should no longer be used to determine disturbance acreage for the localized analysis.

4.3 Operational Assumptions

Operational emissions occur over the life of the project and are considered "long-term" sources of emissions. Operational emissions include both direct and indirect sources. This section briefly describes the operational sources of emissions analyzed for the project.

4.3.1 Mobile Source Emissions

Mobile source emissions are the largest source of long-term air pollutants from the operation of the project. Mobile sources are direct sources of project emissions that are primarily attributed to tailpipe exhaust and road dust (tire, brake, clutch, and road surface wear) from motor vehicles traveling to and from the site.

Estimates of mobile source emissions require information on four parameters: trip generation, trip length, vehicle/fleet mix, and emission factors (quantity of emission for each mile traveled or time spent idling by each vehicle).

The trip generation rates, trip length and trip percentages for this project are based on the 414 & 440 Euclid Avenue Mixed Use Project Trip Generation & VMT Study, City of Ontario, dated March 2, 2021 by RK Engineering Group.

Trip summary information is shown in Table 11.

Table 11
Trip Generation Rates

Land Use	ITE Code	Units[1]	Daily Trip Rate[2]		
			Weekday	Saturday[3]	Sunday[3]
Multifamily Mid Rise – Close to Transit	221	DU	2.01	4.55	3.86
Strip Mall (<40k square feet)	822	TSF	49.1	65.7	65.7

[1] DU = Dwelling Unit; TSF = Thousand Square Feet
[2] Source: ITE Trip Generation Manual 11th Edition
[3] Saturday and Sunday trip rates are estimated by multiplying Saturday peak hour rate with 10.

The Emission Factors (EMFAC2017) 2017 model and off-model adjustments factors to account for the SAFE Vehicle Rule is used to estimate the mobile source emissions are embedded in the CalEEMod emissions model. No adjustments have been made to default emission factors.

The project's total vehicle miles traveled estimated by CalEEMod is shown in the Table 12 for this project.

Table 12
Operational Vehicle Miles Traveled[1]

Land Use	Annual Vehicle Miles Traveled (VMT)
Proposed Mixed Use Project	1,531,340

[1] CalEEMod defaults.

The operational vehicle fleet mix has been adjusted to reflect vehicle types used for typical residential and commercial trips generated by the project. The Southern California Association of Governments (SCAG) regional travel demand model does not include heavy-duty trucks, buses or other large vehicles that would require passenger car equivalent (PCE) adjustments for residential home-based trips. The project does not consist of land uses that would typically require PCE adjustments to account for large trucks, such as warehousing.

To be conservative, the Air Quality/GHG analysis has assumed that 2% of the total residential home-based trips will include trucks with a gross vehicle weight rating (GVWR) of 10,000 pound or greater. This includes LHD2, MHD, HHD, OBUS, UBUS, and SBUS vehicles. The 2% mix is also consistent with the default Highway Capacity Manual (HCM)

assumptions. The adjusted vehicle mix is proportioned according to the default CalEEMod vehicle mix.

Table 13 summarizes vehicle mix used for this project.

Table 13
Operational Vehicle Mix[1]

YUY	Vehicle Mix (%)
Light Duty Automobile (LDA)	55.35%
Light Duty Truck (LDTI)	5.74%
Light Duty Truck (LDT2)	17.68%
Medium Duty Truck (MDV)	13.97%
Light Heavy Truck (LHD1)	2.69%
Light Heavy Truck (LHD2)	0.33%
Medium Heavy Truck (MHD)	0.55%
Heavy Heavy Truck (HHD)	0.81%
Other Bus (OBUS)	0.03%
Urban Bus (UBUS)	0.01%
Motorcycle (MCY)	2.57%
School Bus (SBUS)	0.04%
Motor Home (MH)	0.23%
Total	**100.0%**

[1] Adjusted fleet mix to include 2% total trucks over 10,000 lbs. GVWR. (LHD2, MHD, HHD, OBUS, UBUS, SBUS, MH)

4.3.2 Energy Source Emissions

Energy usage includes both direct and indirect sources of emissions. Direct sources of emissions include on-site natural gas usage (non-hearth) for heating, while indirect emissions include electricity generated by offsite power plants. Natural gas use is measured in units of a thousand British Thermal Units (kBTU) per size metric for each land use subtype and electricity use is measured in kilowatt hours (kWh) per size metric for each land use subtype.

CalEEMod divides building electricity and natural gas use into uses that are subject to Title 24 standards and those that are not. Lighting electricity usage is also calculated as a separate category in CalEEMod. For electricity, Title 24 uses include the major building

envelope systems covered by Part 6 (California Energy Code) of Title 24, such as space heating, space cooling, water heating, and ventilation. Non-Title 24 uses include all other end uses, such as appliances, electronics, and other miscellaneous plug-in uses. Because some lighting is not considered as part of the building envelope energy budget, and since a separate mitigation measure is applicable to this end use, CalEEMod makes lighting a separate category.

For natural gas, uses are likewise categorized as Title 24 or Non-Title 24. Title 24 uses include building heating and hot water end uses. Non-Title 24 natural gas uses include cooking and appliances (including pool/spa heaters).

The baseline values are based on the California Energy Commission (CEC) sponsored California Commercial End Use Survey (CEUS) and Residential Appliance Saturation Survey (RASS) studies.

Table 14 shows the total annual expected electricity and natural gas usage for the proposed project.

Table 14
Electricity and Natural Gas Usage

Land Use	Electricity Usage[1] (KWhr/yr)[2]	Natural Gas Usage[1] (KBTU/yr)[2]
Apartments Mid Rise	431,641.0	1,567,660.0
Strip Mall	65,021.0	11,783.2
Parking Lot	22,680.0	--
Total	519,342.0	1,579,443.2

[1] CalEEMod default estimates.

[2] KWhr/yr = Kilowatt Hours per Year
KBTU/yr = Thousand British Thermal Units per Year

4.3.3 Area Source Emissions

Area source emissions are direct sources of emissions that fall under four categories; hearths, consumer products, architectural coatings, and landscaping equipment. Per SCAQMD rule 445, no wood burning devices are allowed in new developments; therefore, no wood hearths are included in this project.

Consumer products are various solvents used in non-industrial applications which emit ROGs during their product use. These typically include cleaning supplies, kitchen aerosols, cosmetics and toiletries.

4.3.4 Other Sources of Operational Emissions

Water. Greenhouse gas emissions are generated from the upstream energy required to supply and treat the water used on the project site. Indirect emissions from water usage are counted as part of the project's overall impact. The estimated water usage for the project is reported in Table 15 and recommendations to reduce water usage are discussed in Section 6.0.

Waste. CalEEMod calculates the indirect GHG emissions associated with waste that is disposed of at a landfill. The program uses annual waste disposal rates from the California Department of Resources Recycling and Recovery (CalRecycle) data for individual land uses. The program quantifies the GHG emissions associated with the decomposition of the waste which generates methane based on the total amount of degradable organic carbon.

The estimated waste generation by the project is reported in Table 15 and recommendations to reduce waste generation in landfills are discussed in Section 6.0

Table 15
Operational Water Usage and Waste Generation

Land Use	Water Usage (gallons/year)			Waste Generation (tons/year)[1]
	Indoor	Outdoor	Total	
Apartments Mid Rise	7,101,788.79	4,477,214.67	11,579,003.46	50.14
Strip Mall	397,028.72	243,340.18	640,368.90	5.63
Total	7,498,817.51	4,720,554.85	12,219,372.36	55.77

[1] CalEEMod default estimates.

5.0 Significance Thresholds

5.1 Air Quality Significance Thresholds

The SCAQMD has established air quality emissions thresholds for criteria air pollutants for the purposes of determining whether a project may have a significant effect on the environment per Section 15002(g) of the Guidelines for implementing CEQA. By complying with the thresholds of significance, the project would be in compliance with the SCAQMD Air Quality Management Plan (AQMP) and the federal and state air quality standards.

Table 16 lists the air quality significance thresholds for the six air pollutants analyzed in this report. Lead is not included as part of this analysis as the project is not expected to emit lead in any significant measurable quantity.

Table 16
SCAQMD Air Quality Significance Thresholds

Pollutant	Construction (lbs/day)	Operation (lbs/day)
NO_X	100	55
VOC	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_X	150	150
CO	550	550

[1] Source: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf

5.2 Air Quality Localized Significance Thresholds

Air quality emissions were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold (LST) Look-up Tables.

Table 17 lists the Localized Significance Thresholds (LST) used to determine whether a project may generate significant adverse localized air quality impacts. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard.

LSTs are developed based on the ambient concentrations of four applicable air pollutants for source receptor area (SRA) 34 –Central San Bernardino Valley.

The nearest existing sensitive receptors are located to the northeast of the site, approximately 90 feet or 27 meters away from potential areas of on-site construction and operational activity. To be conservative, the LST at 25 meters is utilized. The daily disturbance area is calculated to be 2.0 acres.

Table 17
SCAQMD Localized Significance Thresholds[1] (LST)

Pollutant	Construction (lbs/day)	Operation (lbs/day)
NO_X	170.0	170.0
CO	972.0	972.0
PM_{10}	7.0	2.0
$PM_{2.5}$	4.0	1.0

[1] Source: SCAQMD Mass Rate Localized Significance Thresholds for 2-acre site in SRA-34 at 25 meters

5.3 City of Ontario General Plan

The City of Ontario describes several goals and policies for addressing air quality and greenhouse gas in the General Plan ER4 Air Quality. The following policy goals are aimed at providing guidance and policy direction in providing better indoor and outdoor air quality for Ontario and the air basin will improve the quality of life of residents, workers and visitors, decrease health care costs and make Ontario more prosperous by making the City a more desirable place to be.

GOAL ER4: Improved indoor and outdoor air quality and reduced locally generated pollutant emissions

ER4-1 *Land Use.* We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.

ER4-2 *Sensitive Land Uses.* We prohibit the future siting of sensitive land uses, within the distances defined by the California Air Resources Board for specific source categories, without sufficient mitigation.

ER4-3 *Greenhouse Gases (GHG) Emissions Reductions.* We will reduce GHG emissions in accordance with regional, state and federal regulations.

ER4-4 *Indoor Air Quality.* We will comply with State Green Building Codes relative to indoor air quality.

ER4-5 *Transportation.* We promote mass transit and non-motorized mobility options (e.g. walking, biking) to reduce air pollutant emissions.

ER4-6 Particulate Matter. We support efforts to reduce particulate matter to meet State and Federal Clean Air Standards.

ER4-7 *Other Agency Collaboration.* We collaborate with other agencies within the South Coast Air Basin to improve regional air quality at the emission source.

5.4 City of Ontario Community Climate Action Plan (CCAP)

The City of Ontario has adopted the Community Climate Action Plan (CCAP) to help reduce citywide GHG emissions and align the City with the statewide Scoping Plan GHG reduction efforts.

The CCAP has established Screening Tables, which are setup similar to a checklist, with points allocated to certain elements of the project that would contribute to reduced GHG emissions. If a project garners 100 points (by including enough GHG reducing elements), then the project is consistent with Ontario City's Community Climate Action Plan for reducing emissions and the impact may be considered less than significant for purposes of CEQA.

6.0 Air Quality Impact Analysis

Consistent with CEQA and the State CEQA Guidelines, a significant impact related to air quality would occur if the proposed project is determined to:

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

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

c) Expose sensitive receptors to substantial pollutant concentrations.

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

6.1 Short Term Air Quality Impacts - Construction

6.1.1 Daily Emissions - Construction

Daily air quality emissions include both on-site and off-site emissions associated with construction of the project. Regional daily emissions of criteria pollutants are compared to the SCAQMD thresholds of significance.

As shown in Table 18, daily emissions of criteria pollutants are expected to be below the allowable thresholds of significance.

CalEEMod daily emissions outputs are provided in Appendix A.

Table 18
Daily Construction Emissions

Maximum Daily Emissions (lbs/day)[1]						
Activity	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Demolition	1.58	16.90	14.68	0.04	3.06	1.08
Site Preparation	1.33	14.30	10.08	0.03	1.24	0.59
Grading	1.37	14.49	9.08	0.02	3.43	1.90
Building Construction	2.16	14.74	18.59	0.04	1.97	0.96
Paving	1.32	8.65	12.25	0.02	0.60	0.45
Architectural Coating	37.76	1.36	2.60	0.01	0.31	0.13
Maximum[1]	**37.76**	**16.90**	**18.59**	**0.04**	**3.43**	**1.90**
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold (?)	**No**	**No**	**No**	**No**	**No**	**No**

[1] Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.

The project must follow mandatory SCAQMD rules and requirements with regards to fugitive dust control, as described in Section 6.1.3. Compliance with the standard dust control measures is considered to be part of the conditions of approval for the project and built into the design features.

Table 18 shows that, the project's daily construction emissions will be below the applicable SCAQMD air quality standards and thresholds of significance. As a result, the project would not contribute substantially to an existing or projected air quality violation.

Furthermore, by complying with the SCAQMD standards, the project would not contribute to 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors).

The project's short-term construction impact on regional air resources is less than significant.

6.1.2 Localized Emissions - Construction

Table 19 illustrates the construction related localized emissions and compares the results to SCAQMD LST thresholds. As shown in Table 21, the emissions will be below the SCAQMD

thresholds of significance for localized construction emissions. The project must follow all standard SCAQMD rules and requirements with regards to fugitive dust control, as described in Section 6.1.3. Compliance with the dust control is considered a standard requirement and included as part of the project's design features, not mitigation.

The project's short-term construction impact to localized air resources is less than significant.

Table 19
Localized Construction Emissions

Maximum Daily Emissions (lbs/day)[1]				
Activity	**NOx**	**CO**	**PM_{10}**	**$PM_{2.5}$**
On-site Emissions	14.47	14.21	3.31	1.87
SCAQMD Construction Threshold[2]	170.0	972.0	7.0	4.0
Exceeds Threshold (?)	**No**	**No**	**No**	**No**

[1] Maximum daily emission during summer or winter; includes on-site project emissions only.
[2] Reference 2006-2008 SCAQMD Mass Rate Localized Significant Thresholds for construction and operation. SRA-34, Central San Bernardino Valley, 2-acre site, receptor distance 25 meters.

6.1.3 Fugitive Dust - Construction

The Project is required to comply with regional rules that assist in reducing short-term air pollutant emissions associated with suspended particulate matter, also known as fugitive dust. Fugitive dust emissions are commonly associated with land clearing activities, cut-and-fill grading operations, and exposure of soils to the air and wind. SCAQMD Rule 403 requires that fugitive dust is controlled with best-available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rules 402 and 403 require implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site.

To ensure full compliance with the applicable dust control standards, the following project design are recommended for the project:

DF-1 The project must follow the standard SCAQMD rules and requirements with regards to fugitive dust control, which includes, but are not limited to the following:

1. All active construction areas shall be watered two (2) times daily.
2. Speed on unpaved roads shall be reduced to less than 15 mph.

3. Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
4. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
5. All operations on any unpaved surface shall be suspended if winds exceed 15 mph.
6. Access points shall be washed or swept daily.
7. Construction sites shall be sandbagged for erosion control.
8. Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
9. Cover all trucks hauling dirt, sand, soil, or other loose materials, and maintain at least 2 feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114.
10. Pave or gravel construction access roads at least 100 feet onto the site from the main road and use gravel aprons at truck exits.
11. Replace the ground cover of disturbed areas as quickly possible.

6.1.4 Odors - Construction

Heavy-duty equipment in the project area during construction will emit odors; however, the construction activity would cease to occur after individual construction is completed. The project is required to comply with Rule 402 during construction, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. No other sources of objectionable odors have been identified for the proposed Project.

Therefore, the project impact from odor emissions is less than significant.

6.1.5 Asbestos - Construction

Asbestos is a carcinogen and is categorized as a hazardous air pollutant by the Environmental Protection Agency (EPA). Asbestos fibers imbedded within construction materials become a health hazard once they are disturbed and rendered airborne, such as through physical contact like building renovation and demolition activities. Asbestos is

regulated through the National Emissions Standards for Hazardous Air Pollutants (NESHAP) and SCAQMD is the local enforcement authority for asbestos.

The project includes demolition of existing structures that would be subject to the National Emissions Standards for Asbestos (40CFR Part 61 Subpart M). Prior to demolition of existing structures, an asbestos evaluation must be completed in accordance with the Asbestos NESHAP regulations. Section 61.145 requires written notification of demolition operations. Asbestos NESHAP demolition/Renovation Notification Form can be downloaded at http://www.arb.ca.gov/enf/asbestosform.pdf.

Asbestos also occurs naturally in serpentine and ultramafic rock. Based on the California Division of Mines and Geology General Location Guide for Ultramafic Rocks in California - Areas More Likely to Contain Naturally Occurring Asbestos, naturally occurring asbestos has not been shown to occur within in the vicinity of the project site. Therefore, the potential risk for naturally occurring asbestos (NOA) during project construction is small.

In the event asbestos is found on the site, the project will be required to comply with SCAQMD and NESHAP standards and protocols. SCAQMD Rule 1403 establishes the survey requirements, notification, and work practice requirements to prevent asbestos emissions during construction activities.

By following the required asbestos abatement protocols, **the project impact is less than significant**.

6.1.6 Diesel Particulate Matter - Construction

The project will generate diesel particulate matter (DPM) during construction from off-road diesel equipment and trucks. The California Office of Environmental Health Hazard Assessment (OEHHA) adopted the Guidance Manual for Preparation of Health Risk Assessments (HRA Guidelines) to provide procedures for use in the Air Toxics Hot Spots Program or for the permitting of existing, new, or modified stationary sources.[7]

The HRA Guidelines provide risk factors based on exposure to toxic substances over a 30-year lifetime span. The proposed project's construction activity is not expected to be a long-term (i.e., 30 years) source of toxic air contaminant emissions and short-term risk factors have not been developed. Due the significantly reduced risk from short-term

[7] OEHHA. Air Toxics Hot Spots Program. Risk Assessment Guidelines. Guidance for Preparation of Health Risk Assessments. February 2015.

exposure, SCAQMD does not typically require the evaluation of long-term cancer risk or chronic health impacts for construction operations from a project such as the one being proposed.

Hence, the impacts from short-term exposure to DMP during project construction may be presumed to be less than significant without the need for a detailed HRA study.

To help further reduce the potential health risks associated with DPM exposure during construction, the following project design features are recommended. Project design features include a recommendation for Tier 4 engines on all off-road diesel equipment. Tier 4 engines, along with the latest national fuel standards, have been shown to yield PM reductions of over 95% from the typical Tier 2 and Tier 3 engines.[8] Thus ensuring the potential DPM exposure to adjacent sensitive receptors is reduced to the maximum extent feasible.

DF-2 All diesel construction equipment should have Tier 4 low emission "clean diesel" engines (OEM or retrofit) that include diesel oxidation catalysts and diesel particulate filters that meet the latest CARB best available control technology.

DF-3 Construction equipment should be maintained in proper tune.

DF-4 All construction vehicles should be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.

DF-5 Minimize the simultaneous operation of multiple construction equipment units, to the maximum extent feasible.

DF-6 The use of heavy construction equipment and earthmoving activity should be suspended during Air Alerts when the Air Quality Index reaches the "Unhealthy" level.

DF-7 Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.

[8] EPA. Control of Emissions of Air Pollution from Nonroad Diesel Engines and Fuel; Final Rule. (40 CFR Parts 9, 69, et al.)

DF-8 Establish staging areas for the construction equipment that as far from adjacent residential homes, as feasible.

DF-9 Use haul trucks with on-road engines instead of off-road engines for on-site hauling.

6.2 Long Term Air Quality Impacts - Operation

6.2.1 Daily Emissions - Operation

Long-term operational air pollutant impacts from the project are shown in Table 20. The project is not expected to exceed any of the allowable daily emissions thresholds for criteria pollutants at the regional level. CalEEMod daily emissions outputs are provided in Appendix A.

The project's daily operational emissions will be below the applicable SCAQMD air quality thresholds of significance and the project would not contribute substantially to an existing or projected air quality violation. Furthermore, by complying with the SCAQMD standards, the project would not contribute to 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors).

The project related long-term air quality impacts are less than significant.

Table 20
Daily Operational Emissions

Maximum Daily Emissions (lbs/day)[1]						
Activity	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Mobile Sources	2.60	2.57	23.29	0.05	5.00	1.35
Energy Sources	0.05	0.40	0.17	0.00	0.03	0.03
Area Sources	2.94	1.64	9.66	0.01	0.17	0.17
Total	**5.60**	**4.61**	**33.12**	**0.06**	**5.20**	**1.56**
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold (?)	**No**	**No**	**No**	**No**	**No**	**No**

[1] Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.
[2] Daily emissions reports are provided in Appendix A.

6.2.2 Localized Operational Emissions - Operation

Table 21 shows the localized operational emissions and compares the results to SCAQMD LST thresholds of significance. As shown in Table 21, the emissions will be below the SCAQMD thresholds of significance for localized operational emissions. **The project will result in less than significant localized operational emissions impacts.**

Table 21
Localized Operational Emissions

Maximum Daily Emissions (lbs/day)[1]				
LST Pollutants	NOx (lbs/day)	CO (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)
On-site Emissions[1]	1.31	6.00	0.3	0.2
SCAQMD Operation Threshold[2]	46.0	231.0	1.0	1.0
Exceeds Threshold (?)	**No**	**No**	**No**	**No**

[1] Maximum daily emission in summer or winter.
[2] Mobile source emissions include on-site vehicle emissions only. It is estimated that approximately 5% of mobile emissions will occur on the project site.
[3] Reference: 2006-2008 SCAQMD Mass Rate Localized Significant Thresholds for construction and operation Table C-1 through C-6; SRA 34, Central San Bernardino Valley disturbance area of 2-acre and receptor distance of 25 meters.

6.2.3 Odors - Operation

Land uses that commonly receive odor complaints include agricultural uses (farming and livestock), chemical plants, composting operations, dairies, fiberglass molding facilities, food processing plants, landfills, refineries, rail yards, and wastewater treatment plants. The proposed project does not contain land uses that would typically be associated with significant odor emissions.

The project will be required to comply with standard building code requirements related to exhaust ventilation, as well as comply with SCAQMD Rule 402. Rule 402 requires that a person may not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. Project related odors are not expected to meet the criteria of being a nuisance. **The project's operation would result in less than significant odor impacts.**

6.2.4 Toxic Air Contaminants - Operations

The project would consist of mixed use consisting of commercial and residential land uses. These types of projects do not include major sources of toxic air contaminants (TAC) emissions that would result in significant exposure of sensitive receptors to substantial pollutant concentrations. Therefore, **the project impact is considered less than significant.**

7.0 Greenhouse Gas Impact Analysis

Consistent with CEQA Guidelines, a significant impact related to greenhouse gas would occur if the proposed project is determined to:

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

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

For purposes of this project, the City of Ontario CCAP establishes the requirements for determining whether a project would have a significant impact to GHG emissions under CEQA.

The CCAP uses Screening Tables, which are setup similar to a checklist, with points allocated to certain elements of the project to reduce GHG emissions. If a project garners 100 points (by including enough GHG reducing elements), then the project is consistent with CCAP and the impact may be considered less than significant for purposes of CEQA.

The proposed project is expected to comply with the CCAP by implementing the Screening Table requirements into the project design. To help ensure the project adheres to the CCAP requirements, the following project design feature is provided:

DF-10 Implement the GHG Reduction Measures from the Ontario County Climate Action Plan (CAP) Screening Tables to achieve at least 100 points, per the requirements for Mixed Use Projects.

For mixed use projects, both the residential and non-residential screening tables shall be completed. Mixed use Projects that garner at least 100 points will be consistent with the reduction quantities in the City's CAP and are considered less than significant for GHG emissions. A copy of the Screening Tables is provided in Appendix C.

Therefore, with the implementation of the CCAP Screening Tables, the project is not expected to generate GHG emissions, either directly or indirectly, that would cause a significant impact on the environment. Also, by complying with the CCAP, the project will not conflict with an applicable plan, policy or regulation for the purpose of reducing the emissions of greenhouse gases and the impact is considered less than significant.

Furthermore, since the purpose of the City's CCAP is to ensure compliance with the state's climate initiatives for reducing GHG emissions, by complying with the CCAP, the project will also be in compliant with the broader statewide goals for combating climate change; such as those required in the CARB Scoping Plan and AB 32.

The mixed-use project is also located within close proximity to high quality transit, located within half a mile from the nearest Ontario Train Station, and offers high-density residential development near commercial uses. The project will include pedestrian friendly and walkable design that will encourage fewer auto-based trips.

The following project design features will be implemented to ensure the project is consistent with applicable GHG reduction standards.

DF-11 The project will comply with the mandatory requirements of the California Building Standards Code, Title 24, Part 6 (Energy Code) and Part 11 (CALGreen), including, but not limited to:

- Install low flow fixtures and toilets, water efficient irrigation systems, drought tolerant/native landscaping, and reduce the amount of turf.
- Provide the necessary infrastructure to support electric vehicle charging.
- Provide solar installations per the prescribed Energy Design Ratings.

DF-12 Participate in the local waste management recycling and composting programs.

DF-13 Encourage the property management company and landscape maintenance crews to use electric powered landscaping equipment for landscape maintenance.

As a result, the project would not conflict with an applicable plan, policy, or regulation for the purpose of reducing the emissions of greenhouse gases and the impact is considered less than significant.

Exhibits

Exhibit A

Location Map

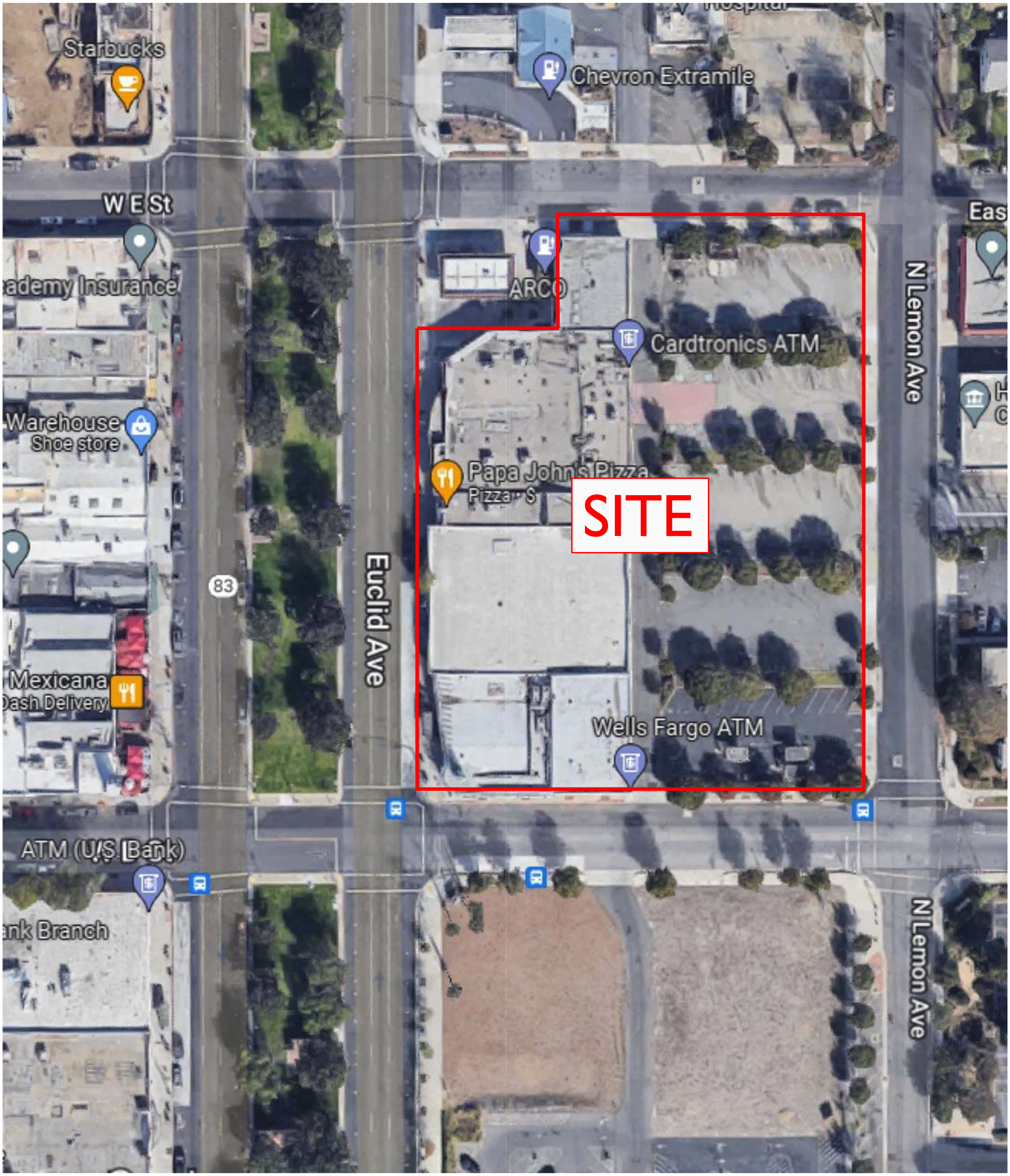

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Exhibit B
Site Plan

N

Appendices

Appendix A

Daily Emissions Calculations Output
(CalEEMod)

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

414 & 440 Euclid Avenue Mixed Use Project

San Bernardino-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	162.00	Space	1.46	64,800.00	0
Apartments Mid Rise	109.00	Dwelling Unit	0.72	109,000.00	312
Strip Mall	5.36	1000sqft	0.12	5,356.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The project proposes to construct and operate 109 multifamily residential homes and 5,356 square feet of ground floor general commercial use on approximately 2.3 acre vacant site.

Construction Phase - Construction phases are adjusted to meet opening year 2023.

Demolition - The project site currently consists of approximately 44,572 square feet of existing buildings and approximately 52,250 square feet of existing parking lot area and expected to demolition as a part of the project.

Vehicle Trips - Trip Generation rates are based 414 & 440 Euclid Avenue Mixed Use Project Trip Generation & VMT Study, City of Ontario and ITE Trip Generation Manual 11th Edition.

Woodstoves - SCAQMD Rule 445 restricts wood burning hearths/fireplaces from being installed in new development.

Construction Off-road Equipment Mitigation - Project will be required to comply with SCAQMD Rule 403 regarding fugitive dust control.

Area Mitigation -

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Energy Mitigation - The project will be required to instal solar panels capable of meeting the California Energy Code Design Rating for all residential dwellings. (Assumes 80% of demand generated by renewable sources).

Fleet Mix - Operational fleet mix adjusted to equal 2% trucks with GVWR > 10,000 lbs.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	220.00	200.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	5.45	0.00
tblFleetMix	HHD	0.02	8.1500e-003
tblFleetMix	HHD	0.02	8.1500e-003
tblFleetMix	HHD	0.02	8.1500e-003
tblFleetMix	LDA	0.54	0.55
tblFleetMix	LDA	0.54	0.55
tblFleetMix	LDA	0.54	0.55
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD2	7.1040e-003	3.3180e-003
tblFleetMix	LHD2	7.1040e-003	3.3180e-003
tblFleetMix	LHD2	7.1040e-003	3.3180e-003
tblFleetMix	MCY	0.03	0.03
tblFleetMix	MCY	0.03	0.03

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblFleetMix	MCY	0.03	0.03
tblFleetMix	MDV	0.14	0.14
tblFleetMix	MDV	0.14	0.14
tblFleetMix	MDV	0.14	0.14
tblFleetMix	MH	4.8300e-003	2.2560e-003
tblFleetMix	MH	4.8300e-003	2.2560e-003
tblFleetMix	MH	4.8300e-003	2.2560e-003
tblFleetMix	MHD	0.01	5.4550e-003
tblFleetMix	MHD	0.01	5.4550e-003
tblFleetMix	MHD	0.01	5.4550e-003
tblFleetMix	OBUS	5.5400e-004	2.5900e-004
tblFleetMix	OBUS	5.5400e-004	2.5900e-004
tblFleetMix	OBUS	5.5400e-004	2.5900e-004
tblFleetMix	SBUS	9.5400e-004	4.4600e-004
tblFleetMix	SBUS	9.5400e-004	4.4600e-004
tblFleetMix	SBUS	9.5400e-004	4.4600e-004
tblFleetMix	UBUS	2.5100e-004	1.1700e-004
tblFleetMix	UBUS	2.5100e-004	1.1700e-004
tblFleetMix	UBUS	2.5100e-004	1.1700e-004
tblLandUse	LandUseSquareFeet	5,360.00	5,356.00
tblLandUse	LotAcreage	2.87	0.72
tblVehicleTrips	ST_TR	4.91	4.55
tblVehicleTrips	ST_TR	42.04	65.70
tblVehicleTrips	SU_TR	4.09	3.86
tblVehicleTrips	SU_TR	20.43	65.70
tblVehicleTrips	WD_TR	5.44	2.01
tblVehicleTrips	WD_TR	44.32	49.10
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	37.7593	16.7687	18.5881	0.0398	7.1944	0.7028	7.7993	3.4544	0.6578	4.0109	0.0000	3,824.1205	3,824.1205	0.7700	0.2166	3,884.7839
Maximum	**37.7593**	**16.7687**	**18.5881**	**0.0398**	**7.1944**	**0.7028**	**7.7993**	**3.4544**	**0.6578**	**4.0109**	**0.0000**	**3,824.1205**	**3,824.1205**	**0.7700**	**0.2166**	**3,884.7839**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	37.7593	16.7687	18.5881	0.0398	2.8209	0.7028	3.4258	1.3396	0.6578	1.8961	0.0000	3,824.1205	3,824.1205	0.7700	0.2166	3,884.7839
Maximum	**37.7593**	**16.7687**	**18.5881**	**0.0398**	**2.8209**	**0.7028**	**3.4258**	**1.3396**	**0.6578**	**1.8961**	**0.0000**	**3,824.1205**	**3,824.1205**	**0.7700**	**0.2166**	**3,884.7839**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**60.79**	**0.00**	**56.08**	**61.22**	**0.00**	**52.73**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.9443	1.6406	9.6599	0.0103		0.1741	0.1741		0.1741	0.1741	0.0000	1,978.2288	1,978.2288	0.0532	0.0360	1,990.2788
Energy	0.0467	0.3990	0.1711	2.5500e-003		0.0322	0.0322		0.0322	0.0322		509.0861	509.0861	9.7600e-003	9.3300e-003	512.1114
Mobile	2.6040	2.4102	23.2903	0.0474	4.9654	0.0323	4.9978	1.3206	0.0301	1.3507		4,901.9206	4,901.9206	0.2691	0.1953	4,966.8614
Total	**5.5950**	**4.4498**	**33.1213**	**0.0603**	**4.9654**	**0.2387**	**5.2042**	**1.3206**	**0.2365**	**1.5571**	**0.0000**	**7,389.2356**	**7,389.2356**	**0.3321**	**0.2406**	**7,469.2516**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.9443	1.6406	9.6599	0.0103		0.1741	0.1741		0.1741	0.1741	0.0000	1,978.2288	1,978.2288	0.0532	0.0360	1,990.2788
Energy	0.0467	0.3990	0.1711	2.5500e-003		0.0322	0.0322		0.0322	0.0322		509.0861	509.0861	9.7600e-003	9.3300e-003	512.1114
Mobile	2.6040	2.4102	23.2903	0.0474	4.9654	0.0323	4.9978	1.3206	0.0301	1.3507		4,901.9206	4,901.9206	0.2691	0.1953	4,966.8614
Total	**5.5950**	**4.4498**	**33.1213**	**0.0603**	**4.9654**	**0.2387**	**5.2042**	**1.3206**	**0.2365**	**1.5571**	**0.0000**	**7,389.2356**	**7,389.2356**	**0.3321**	**0.2406**	**7,469.2516**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2023	1/27/2023	5	20	
2	Site Preparation	Site Preparation	1/28/2023	2/1/2023	5	3	
3	Grading	Grading	2/2/2023	2/9/2023	5	6	
4	Building Construction	Building Construction	2/10/2023	11/16/2023	5	200	
5	Paving	Paving	11/17/2023	11/30/2023	5	10	
6	Architectural Coating	Architectural Coating	12/1/2023	12/28/2023	5	20	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 6

Acres of Paving: 1.46

Residential Indoor: 220,725; Residential Outdoor: 73,575; Non-Residential Indoor: 8,034; Non-Residential Outdoor: 2,678; Striped Parking Area: 3,888 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	440.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	107.00	23.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	21.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.7654	0.0000	4.7654	0.7215	0.0000	0.7215			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328		2,324.3959	2,324.3959	0.5893		2,339.1278
Total	**1.4725**	**14.3184**	**13.4577**	**0.0241**	**4.7654**	**0.6766**	**5.4420**	**0.7215**	**0.6328**	**1.3543**		**2,324.3959**	**2,324.3959**	**0.5893**		**2,339.1278**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0530	2.4196	0.7370	0.0124	0.3853	0.0255	0.4107	0.1056	0.0244	0.1300		1,346.7781	1,346.7781	0.0575	0.2135	1,411.8292
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0508	0.0307	0.4902	1.3000e-003	0.1453	7.2000e-004	0.1460	0.0385	6.6000e-004	0.0392		132.8169	132.8169	3.1700e-003	3.1200e-003	133.8269
Total	**0.1038**	**2.4503**	**1.2272**	**0.0137**	**0.5306**	**0.0262**	**0.5567**	**0.1442**	**0.0250**	**0.1692**		**1,479.5950**	**1,479.5950**	**0.0606**	**0.2166**	**1,545.6561**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.8228	0.0000	1.8228	0.2760	0.0000	0.2760			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278
Total	**1.4725**	**14.3184**	**13.4577**	**0.0241**	**1.8228**	**0.6766**	**2.4994**	**0.2760**	**0.6328**	**0.9088**	**0.0000**	**2,324.3959**	**2,324.3959**	**0.5893**		**2,339.1278**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0530	2.4196	0.7370	0.0124	0.3853	0.0255	0.4107	0.1056	0.0244	0.1300		1,346.7781	1,346.7781	0.0575	0.2135	1,411.8292
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0508	0.0307	0.4902	1.3000e-003	0.1453	7.2000e-004	0.1460	0.0385	6.6000e-004	0.0392		132.8169	132.8169	3.1700e-003	3.1200e-003	133.8269
Total	**0.1038**	**2.4503**	**1.2272**	**0.0137**	**0.5306**	**0.0262**	**0.5567**	**0.1442**	**0.0250**	**0.1692**		**1,479.5950**	**1,479.5950**	**0.0606**	**0.2166**	**1,545.6561**

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985		2,374.8634	2,374.8634	0.7681		2,394.0654
Total	**1.3027**	**14.2802**	**9.7820**	**0.0245**	**1.5908**	**0.5419**	**2.1326**	**0.1718**	**0.4985**	**0.6703**		**2,374.8634**	**2,374.8634**	**0.7681**		**2,394.0654**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0313	0.0189	0.3017	8.0000e-004	0.0894	4.4000e-004	0.0899	0.0237	4.1000e-004	0.0241		81.7335	81.7335	1.9500e-003	1.9200e-003	82.3550
Total	**0.0313**	**0.0189**	**0.3017**	**8.0000e-004**	**0.0894**	**4.4000e-004**	**0.0899**	**0.0237**	**4.1000e-004**	**0.0241**		**81.7335**	**81.7335**	**1.9500e-003**	**1.9200e-003**	**82.3550**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6085	0.0000	0.6085	0.0657	0.0000	0.0657			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985	0.0000	2,374.8634	2,374.8634	0.7681		2,394.0654
Total	**1.3027**	**14.2802**	**9.7820**	**0.0245**	**0.6085**	**0.5419**	**1.1503**	**0.0657**	**0.4985**	**0.5642**	**0.0000**	**2,374.8634**	**2,374.8634**	**0.7681**		**2,394.0654**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0313	0.0189	0.3017	8.0000e-004	0.0894	4.4000e-004	0.0899	0.0237	4.1000e-004	0.0241		81.7335	81.7335	1.9500e-003	1.9200e-003	82.3550
Total	**0.0313**	**0.0189**	**0.3017**	**8.0000e-004**	**0.0894**	**4.4000e-004**	**0.0899**	**0.0237**	**4.1000e-004**	**0.0241**		**81.7335**	**81.7335**	**1.9500e-003**	**1.9200e-003**	**82.3550**

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**7.0826**	**0.6044**	**7.6869**	**3.4247**	**0.5560**	**3.9807**		**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0391	0.0236	0.3771	1.0000e-003	0.1118	5.5000e-004	0.1123	0.0296	5.1000e-004	0.0302		102.1669	102.1669	2.4400e-003	2.4000e-003	102.9438
Total	**0.0391**	**0.0236**	**0.3771**	**1.0000e-003**	**0.1118**	**5.5000e-004**	**0.1123**	**0.0296**	**5.1000e-004**	**0.0302**		**102.1669**	**102.1669**	**2.4400e-003**	**2.4000e-003**	**102.9438**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7091	0.0000	2.7091	1.3100	0.0000	1.3100			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**2.7091**	**0.6044**	**3.3134**	**1.3100**	**0.5560**	**1.8660**	**0.0000**	**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0391	0.0236	0.3771	1.0000e-003	0.1118	5.5000e-004	0.1123	0.0296	5.1000e-004	0.0302		102.1669	102.1669	2.4400e-003	2.4000e-003	102.9438
Total	**0.0391**	**0.0236**	**0.3771**	**1.0000e-003**	**0.1118**	**5.5000e-004**	**0.1123**	**0.0296**	**5.1000e-004**	**0.0302**		**102.1669**	**102.1669**	**2.4400e-003**	**2.4000e-003**	**102.9438**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**		**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0269	0.8067	0.3385	4.1200e-003	0.1474	6.0600e-003	0.1534	0.0424	5.8000e-003	0.0482		441.4118	441.4118	0.0115	0.0652	461.1252
Worker	0.4184	0.2525	4.0351	0.0107	1.1960	5.9100e-003	1.2019	0.3172	5.4400e-003	0.3226		1,093.1853	1,093.1853	0.0261	0.0257	1,101.4986
Total	**0.4453**	**1.0592**	**4.3736**	**0.0148**	**1.3434**	**0.0120**	**1.3553**	**0.3596**	**0.0112**	**0.3709**		**1,534.5972**	**1,534.5972**	**0.0377**	**0.0909**	**1,562.6238**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**	**0.0000**	**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0269	0.8067	0.3385	4.1200e-003	0.1474	6.0600e-003	0.1534	0.0424	5.8000e-003	0.0482		441.4118	441.4118	0.0115	0.0652	461.1252
Worker	0.4184	0.2525	4.0351	0.0107	1.1960	5.9100e-003	1.2019	0.3172	5.4400e-003	0.3226		1,093.1853	1,093.1853	0.0261	0.0257	1,101.4986
Total	**0.4453**	**1.0592**	**4.3736**	**0.0148**	**1.3434**	**0.0120**	**1.3553**	**0.3596**	**0.0112**	**0.3709**		**1,534.5972**	**1,534.5972**	**0.0377**	**0.0909**	**1,562.6238**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003		1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.3825					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2627**	**8.6098**	**11.6840**	**0.0179**		**0.4338**	**0.4338**		**0.4003**	**0.4003**		**1,709.9926**	**1,709.9926**	**0.5420**		**1,723.5414**

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0587	0.0354	0.5657	1.5000e-003	0.1677	8.3000e-004	0.1685	0.0445	7.6000e-004	0.0452		153.2503	153.2503	3.6600e-003	3.6000e-003	154.4157
Total	**0.0587**	**0.0354**	**0.5657**	**1.5000e-003**	**0.1677**	**8.3000e-004**	**0.1685**	**0.0445**	**7.6000e-004**	**0.0452**		**153.2503**	**153.2503**	**3.6600e-003**	**3.6000e-003**	**154.4157**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003	0.0000	1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.3825					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2627**	**8.6098**	**11.6840**	**0.0179**		**0.4338**	**0.4338**		**0.4003**	**0.4003**	**0.0000**	**1,709.9926**	**1,709.9926**	**0.5420**		**1,723.5414**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0587	0.0354	0.5657	1.5000e-003	0.1677	8.3000e-004	0.1685	0.0445	7.6000e-004	0.0452		153.2503	153.2503	3.6600e-003	3.6000e-003	154.4157
Total	**0.0587**	**0.0354**	**0.5657**	**1.5000e-003**	**0.1677**	**8.3000e-004**	**0.1685**	**0.0445**	**7.6000e-004**	**0.0452**		**153.2503**	**153.2503**	**3.6600e-003**	**3.6000e-003**	**154.4157**

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	37.4856					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**37.6772**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0821	0.0496	0.7919	2.1000e-003	0.2347	1.1600e-003	0.2359	0.0623	1.0700e-003	0.0633		214.5504	214.5504	5.1200e-003	5.0500e-003	216.1820
Total	**0.0821**	**0.0496**	**0.7919**	**2.1000e-003**	**0.2347**	**1.1600e-003**	**0.2359**	**0.0623**	**1.0700e-003**	**0.0633**		**214.5504**	**214.5504**	**5.1200e-003**	**5.0500e-003**	**216.1820**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	37.4856					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**37.6772**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0821	0.0496	0.7919	2.1000e-003	0.2347	1.1600e-003	0.2359	0.0623	1.0700e-003	0.0633		214.5504	214.5504	5.1200e-003	5.0500e-003	216.1820
Total	**0.0821**	**0.0496**	**0.7919**	**2.1000e-003**	**0.2347**	**1.1600e-003**	**0.2359**	**0.0623**	**1.0700e-003**	**0.0633**		**214.5504**	**214.5504**	**5.1200e-003**	**5.0500e-003**	**216.1820**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.6040	2.4102	23.2903	0.0474	4.9654	0.0323	4.9978	1.3206	0.0301	1.3507		4,901.9206	4,901.9206	0.2691	0.1953	4,966.8614
Unmitigated	2.6040	2.4102	23.2903	0.0474	4.9654	0.0323	4.9978	1.3206	0.0301	1.3507		4,901.9206	4,901.9206	0.2691	0.1953	4,966.8614

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	219.09	495.95	420.74	982,255	982,255
Parking Lot	0.00	0.00	0.00		
Strip Mall	263.18	352.15	352.15	549,085	549,085
Total	482.27	848.10	772.89	1,531,340	1,531,340

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.553454	0.057396	0.176797	0.139748	0.026931	0.003318	0.005455	0.008150	0.000259	0.000117	0.025674	0.000446	0.002256
Parking Lot	0.553454	0.057396	0.176797	0.139748	0.026931	0.003318	0.005455	0.008150	0.000259	0.000117	0.025674	0.000446	0.002256

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Strip Mall	0.553454	0.057396	0.176797	0.139748	0.026931	0.003318	0.005455	0.008150	0.000259	0.000117	0.025674	0.000446	0.002256

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0467	0.3990	0.1711	2.5500e-003		0.0322	0.0322		0.0322	0.0322		509.0861	509.0861	9.7600e-003	9.3300e-003	512.1114
NaturalGas Unmitigated	0.0467	0.3990	0.1711	2.5500e-003		0.0322	0.0322		0.0322	0.0322		509.0861	509.0861	9.7600e-003	9.3300e-003	512.1114

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	4294.95	0.0463	0.3958	0.1684	2.5300e-003		0.0320	0.0320		0.0320	0.0320		505.2882	505.2882	9.6800e-003	9.2600e-003	508.2908
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	32.2827	3.5000e-004	3.1600e-003	2.6600e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		3.7980	3.7980	7.0000e-005	7.0000e-005	3.8205
Total		**0.0467**	**0.3990**	**0.1711**	**2.5500e-003**		**0.0322**	**0.0322**		**0.0322**	**0.0322**		**509.0861**	**509.0861**	**9.7500e-003**	**9.3300e-003**	**512.1114**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	4.29495	0.0463	0.3958	0.1684	2.5300e-003		0.0320	0.0320		0.0320	0.0320		505.2882	505.2882	9.6800e-003	9.2600e-003	508.2908
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.0322827	3.5000e-004	3.1600e-003	2.6600e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		3.7980	3.7980	7.0000e-005	7.0000e-005	3.8205
Total		**0.0467**	**0.3990**	**0.1711**	**2.5500e-003**		**0.0322**	**0.0322**		**0.0322**	**0.0322**		**509.0861**	**509.0861**	**9.7500e-003**	**9.3300e-003**	**512.1114**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.9443	1.6406	9.6599	0.0103		0.1741	0.1741		0.1741	0.1741	0.0000	1,978.2288	1,978.2288	0.0532	0.0360	1,990.2788
Unmitigated	2.9443	1.6406	9.6599	0.0103		0.1741	0.1741		0.1741	0.1741	0.0000	1,978.2288	1,978.2288	0.0532	0.0360	1,990.2788

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2054					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.2872					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1799	1.5369	0.6540	9.8100e-003		0.1243	0.1243		0.1243	0.1243	0.0000	1,962.0000	1,962.0000	0.0376	0.0360	1,973.6592
Landscaping	0.2719	0.1037	9.0059	4.8000e-004		0.0499	0.0499		0.0499	0.0499		16.2288	16.2288	0.0156		16.6196
Total	**2.9443**	**1.6406**	**9.6599**	**0.0103**		**0.1741**	**0.1741**		**0.1741**	**0.1741**	**0.0000**	**1,978.2288**	**1,978.2288**	**0.0532**	**0.0360**	**1,990.2788**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2054					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.2872					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1799	1.5369	0.6540	9.8100e-003		0.1243	0.1243		0.1243	0.1243	0.0000	1,962.0000	1,962.0000	0.0376	0.0360	1,973.6592
Landscaping	0.2719	0.1037	9.0059	4.8000e-004		0.0499	0.0499		0.0499	0.0499		16.2288	16.2288	0.0156		16.6196
Total	**2.9443**	**1.6406**	**9.6599**	**0.0103**		**0.1741**	**0.1741**		**0.1741**	**0.1741**	**0.0000**	**1,978.2288**	**1,978.2288**	**0.0532**	**0.0360**	**1,990.2788**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

414 & 440 Euclid Avenue Mixed Use Project

San Bernardino-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	162.00	Space	1.46	64,800.00	0
Apartments Mid Rise	109.00	Dwelling Unit	0.72	109,000.00	312
Strip Mall	5.36	1000sqft	0.12	5,356.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The project proposes to construct and operate 109 multifamily residential homes and 5,356 square feet of ground floor general commercial use on approximately 2.3 acre vacant site.

Construction Phase - Construction phases are adjusted to meet opening year 2023.

Demolition - The project site currently consists of approximately 44,572 square feet of existing buildings and approximately 52,250 square feet of existing parking lot area and expected to demolition as a part of the project.

Vehicle Trips - Trip Generation rates are based 414 & 440 Euclid Avenue Mixed Use Project Trip Generation & VMT Study, City of Ontario and ITE Trip Generation Manual 11th Edition.

Woodstoves - SCAQMD Rule 445 restricts wood burning hearths/fireplaces from being installed in new development.

Construction Off-road Equipment Mitigation - Project will be required to comply with SCAQMD Rule 403 regarding fugitive dust control.

Area Mitigation -

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Energy Mitigation - The project will be required to instal solar panels capable of meeting the California Energy Code Design Rating for all residential dwellings. (Assumes 80% of demand generated by renewable sources).

Fleet Mix - Operational fleet mix adjusted to equal 2% trucks with GVWR > 10,000 lbs.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	220.00	200.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	5.45	0.00
tblFleetMix	HHD	0.02	8.1500e-003
tblFleetMix	HHD	0.02	8.1500e-003
tblFleetMix	HHD	0.02	8.1500e-003
tblFleetMix	LDA	0.54	0.55
tblFleetMix	LDA	0.54	0.55
tblFleetMix	LDA	0.54	0.55
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD2	7.1040e-003	3.3180e-003
tblFleetMix	LHD2	7.1040e-003	3.3180e-003
tblFleetMix	LHD2	7.1040e-003	3.3180e-003
tblFleetMix	MCY	0.03	0.03
tblFleetMix	MCY	0.03	0.03

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblFleetMix	MCY	0.03	0.03
tblFleetMix	MDV	0.14	0.14
tblFleetMix	MDV	0.14	0.14
tblFleetMix	MDV	0.14	0.14
tblFleetMix	MH	4.8300e-003	2.2560e-003
tblFleetMix	MH	4.8300e-003	2.2560e-003
tblFleetMix	MH	4.8300e-003	2.2560e-003
tblFleetMix	MHD	0.01	5.4550e-003
tblFleetMix	MHD	0.01	5.4550e-003
tblFleetMix	MHD	0.01	5.4550e-003
tblFleetMix	OBUS	5.5400e-004	2.5900e-004
tblFleetMix	OBUS	5.5400e-004	2.5900e-004
tblFleetMix	OBUS	5.5400e-004	2.5900e-004
tblFleetMix	SBUS	9.5400e-004	4.4600e-004
tblFleetMix	SBUS	9.5400e-004	4.4600e-004
tblFleetMix	SBUS	9.5400e-004	4.4600e-004
tblFleetMix	UBUS	2.5100e-004	1.1700e-004
tblFleetMix	UBUS	2.5100e-004	1.1700e-004
tblFleetMix	UBUS	2.5100e-004	1.1700e-004
tblLandUse	LandUseSquareFeet	5,360.00	5,356.00
tblLandUse	LotAcreage	2.87	0.72
tblVehicleTrips	ST_TR	4.91	4.55
tblVehicleTrips	ST_TR	42.04	65.70
tblVehicleTrips	SU_TR	4.09	3.86
tblVehicleTrips	SU_TR	20.43	65.70
tblVehicleTrips	WD_TR	5.44	2.01
tblVehicleTrips	WD_TR	44.32	49.10
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	37.7563	16.9014	17.8845	0.0388	7.1944	0.7028	7.7993	3.4544	0.6578	4.0109	0.0000	3,793.5349	3,793.5349	0.7700	0.2170	3,874.4488
Maximum	**37.7563**	**16.9014**	**17.8845**	**0.0388**	**7.1944**	**0.7028**	**7.7993**	**3.4544**	**0.6578**	**4.0109**	**0.0000**	**3,793.5349**	**3,793.5349**	**0.7700**	**0.2170**	**3,874.4488**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	37.7563	16.9014	17.8845	0.0388	2.8209	0.7028	3.4258	1.3396	0.6578	1.8961	0.0000	3,793.5349	3,793.5349	0.7700	0.2170	3,874.4488
Maximum	**37.7563**	**16.9014**	**17.8845**	**0.0388**	**2.8209**	**0.7028**	**3.4258**	**1.3396**	**0.6578**	**1.8961**	**0.0000**	**3,793.5349**	**3,793.5349**	**0.7700**	**0.2170**	**3,874.4488**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**60.79**	**0.00**	**56.08**	**61.22**	**0.00**	**52.73**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.9443	1.6406	9.6599	0.0103		0.1741	0.1741		0.1741	0.1741	0.0000	1,978.2288	1,978.2288	0.0532	0.0360	1,990.2788
Energy	0.0467	0.3990	0.1711	2.5500e-003		0.0322	0.0322		0.0322	0.0322		509.0861	509.0861	9.7600e-003	9.3300e-003	512.1114
Mobile	2.2487	2.5654	20.9428	0.0437	4.9654	0.0323	4.9978	1.3206	0.0301	1.3507		4,520.7064	4,520.7064	0.2781	0.2014	4,587.6833
Total	**5.2397**	**4.6050**	**30.7739**	**0.0566**	**4.9654**	**0.2387**	**5.2042**	**1.3206**	**0.2365**	**1.5571**	**0.0000**	**7,008.0213**	**7,008.0213**	**0.3411**	**0.2467**	**7,090.0735**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.9443	1.6406	9.6599	0.0103		0.1741	0.1741		0.1741	0.1741	0.0000	1,978.2288	1,978.2288	0.0532	0.0360	1,990.2788
Energy	0.0467	0.3990	0.1711	2.5500e-003		0.0322	0.0322		0.0322	0.0322		509.0861	509.0861	9.7600e-003	9.3300e-003	512.1114
Mobile	2.2487	2.5654	20.9428	0.0437	4.9654	0.0323	4.9978	1.3206	0.0301	1.3507		4,520.7064	4,520.7064	0.2781	0.2014	4,587.6833
Total	**5.2397**	**4.6050**	**30.7739**	**0.0566**	**4.9654**	**0.2387**	**5.2042**	**1.3206**	**0.2365**	**1.5571**	**0.0000**	**7,008.0213**	**7,008.0213**	**0.3411**	**0.2467**	**7,090.0735**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2023	1/27/2023	5	20	
2	Site Preparation	Site Preparation	1/28/2023	2/1/2023	5	3	
3	Grading	Grading	2/2/2023	2/9/2023	5	6	
4	Building Construction	Building Construction	2/10/2023	11/16/2023	5	200	
5	Paving	Paving	11/17/2023	11/30/2023	5	10	
6	Architectural Coating	Architectural Coating	12/1/2023	12/28/2023	5	20	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 6

Acres of Paving: 1.46

Residential Indoor: 220,725; Residential Outdoor: 73,575; Non-Residential Indoor: 8,034; Non-Residential Outdoor: 2,678; Striped Parking Area: 3,888 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	440.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	107.00	23.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	21.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.7654	0.0000	4.7654	0.7215	0.0000	0.7215			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328		2,324.3959	2,324.3959	0.5893		2,339.1278
Total	**1.4725**	**14.3184**	**13.4577**	**0.0241**	**4.7654**	**0.6766**	**5.4420**	**0.7215**	**0.6328**	**1.3543**		**2,324.3959**	**2,324.3959**	**0.5893**		**2,339.1278**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0490	2.5507	0.7503	0.0124	0.3853	0.0255	0.4108	0.1056	0.0244	0.1300		1,348.8103	1,348.8103	0.0573	0.2138	1,413.9522
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0490	0.0323	0.4035	1.1800e-003	0.1453	7.2000e-004	0.1460	0.0385	6.6000e-004	0.0392		120.3288	120.3288	3.1800e-003	3.2200e-003	121.3688
Total	**0.0980**	**2.5830**	**1.1538**	**0.0136**	**0.5306**	**0.0262**	**0.5568**	**0.1442**	**0.0251**	**0.1692**		**1,469.1390**	**1,469.1390**	**0.0604**	**0.2170**	**1,535.3210**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.8228	0.0000	1.8228	0.2760	0.0000	0.2760			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278
Total	**1.4725**	**14.3184**	**13.4577**	**0.0241**	**1.8228**	**0.6766**	**2.4994**	**0.2760**	**0.6328**	**0.9088**	**0.0000**	**2,324.3959**	**2,324.3959**	**0.5893**		**2,339.1278**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0490	2.5507	0.7503	0.0124	0.3853	0.0255	0.4108	0.1056	0.0244	0.1300		1,348.8103	1,348.8103	0.0573	0.2138	1,413.9522
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0490	0.0323	0.4035	1.1800e-003	0.1453	7.2000e-004	0.1460	0.0385	6.6000e-004	0.0392		120.3288	120.3288	3.1800e-003	3.2200e-003	121.3688
Total	**0.0980**	**2.5830**	**1.1538**	**0.0136**	**0.5306**	**0.0262**	**0.5568**	**0.1442**	**0.0251**	**0.1692**		**1,469.1390**	**1,469.1390**	**0.0604**	**0.2170**	**1,535.3210**

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985		2,374.8634	2,374.8634	0.7681		2,394.0654
Total	**1.3027**	**14.2802**	**9.7820**	**0.0245**	**1.5908**	**0.5419**	**2.1326**	**0.1718**	**0.4985**	**0.6703**		**2,374.8634**	**2,374.8634**	**0.7681**		**2,394.0654**

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0301	0.0199	0.2483	7.2000e-004	0.0894	4.4000e-004	0.0899	0.0237	4.1000e-004	0.0241		74.0485	74.0485	1.9500e-003	1.9800e-003	74.6885
Total	**0.0301**	**0.0199**	**0.2483**	**7.2000e-004**	**0.0894**	**4.4000e-004**	**0.0899**	**0.0237**	**4.1000e-004**	**0.0241**		**74.0485**	**74.0485**	**1.9500e-003**	**1.9800e-003**	**74.6885**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6085	0.0000	0.6085	0.0657	0.0000	0.0657			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985	0.0000	2,374.8634	2,374.8634	0.7681		2,394.0654
Total	**1.3027**	**14.2802**	**9.7820**	**0.0245**	**0.6085**	**0.5419**	**1.1503**	**0.0657**	**0.4985**	**0.5642**	**0.0000**	**2,374.8634**	**2,374.8634**	**0.7681**		**2,394.0654**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0301	0.0199	0.2483	7.2000e-004	0.0894	4.4000e-004	0.0899	0.0237	4.1000e-004	0.0241		74.0485	74.0485	1.9500e-003	1.9800e-003	74.6885
Total	**0.0301**	**0.0199**	**0.2483**	**7.2000e-004**	**0.0894**	**4.4000e-004**	**0.0899**	**0.0237**	**4.1000e-004**	**0.0241**		**74.0485**	**74.0485**	**1.9500e-003**	**1.9800e-003**	**74.6885**

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**7.0826**	**0.6044**	**7.6869**	**3.4247**	**0.5560**	**3.9807**		**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0377	0.0248	0.3104	9.0000e-004	0.1118	5.5000e-004	0.1123	0.0296	5.1000e-004	0.0302		92.5606	92.5606	2.4400e-003	2.4800e-003	93.3606
Total	**0.0377**	**0.0248**	**0.3104**	**9.0000e-004**	**0.1118**	**5.5000e-004**	**0.1123**	**0.0296**	**5.1000e-004**	**0.0302**		**92.5606**	**92.5606**	**2.4400e-003**	**2.4800e-003**	**93.3606**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7091	0.0000	2.7091	1.3100	0.0000	1.3100			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**2.7091**	**0.6044**	**3.3134**	**1.3100**	**0.5560**	**1.8660**	**0.0000**	**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0377	0.0248	0.3104	9.0000e-004	0.1118	5.5000e-004	0.1123	0.0296	5.1000e-004	0.0302		92.5606	92.5606	2.4400e-003	2.4800e-003	93.3606
Total	**0.0377**	**0.0248**	**0.3104**	**9.0000e-004**	**0.1118**	**5.5000e-004**	**0.1123**	**0.0296**	**5.1000e-004**	**0.0302**		**92.5606**	**92.5606**	**2.4400e-003**	**2.4800e-003**	**93.3606**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**		**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0251	0.8521	0.3490	4.1300e-003	0.1474	6.0900e-003	0.1534	0.0424	5.8200e-003	0.0483		442.4823	442.4823	0.0114	0.0654	462.2537
Worker	0.4030	0.2655	3.3211	9.6800e-003	1.1960	5.9100e-003	1.2019	0.3172	5.4400e-003	0.3226		990.3981	990.3981	0.0261	0.0265	998.9584
Total	**0.4281**	**1.1176**	**3.6700**	**0.0138**	**1.3434**	**0.0120**	**1.3554**	**0.3596**	**0.0113**	**0.3709**		**1,432.8804**	**1,432.8804**	**0.0376**	**0.0919**	**1,461.2121**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**	**0.0000**	**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0251	0.8521	0.3490	4.1300e-003	0.1474	6.0900e-003	0.1534	0.0424	5.8200e-003	0.0483		442.4823	442.4823	0.0114	0.0654	462.2537
Worker	0.4030	0.2655	3.3211	9.6800e-003	1.1960	5.9100e-003	1.2019	0.3172	5.4400e-003	0.3226		990.3981	990.3981	0.0261	0.0265	998.9584
Total	**0.4281**	**1.1176**	**3.6700**	**0.0138**	**1.3434**	**0.0120**	**1.3554**	**0.3596**	**0.0113**	**0.3709**		**1,432.8804**	**1,432.8804**	**0.0376**	**0.0919**	**1,461.2121**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003		1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.3825					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2627**	**8.6098**	**11.6840**	**0.0179**		**0.4338**	**0.4338**		**0.4003**	**0.4003**		**1,709.9926**	**1,709.9926**	**0.5420**		**1,723.5414**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0565	0.0372	0.4656	1.3600e-003	0.1677	8.3000e-004	0.1685	0.0445	7.6000e-004	0.0452		138.8409	138.8409	3.6600e-003	3.7200e-003	140.0409
Total	**0.0565**	**0.0372**	**0.4656**	**1.3600e-003**	**0.1677**	**8.3000e-004**	**0.1685**	**0.0445**	**7.6000e-004**	**0.0452**		**138.8409**	**138.8409**	**3.6600e-003**	**3.7200e-003**	**140.0409**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003	0.0000	1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.3825					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2627**	**8.6098**	**11.6840**	**0.0179**		**0.4338**	**0.4338**		**0.4003**	**0.4003**	**0.0000**	**1,709.9926**	**1,709.9926**	**0.5420**		**1,723.5414**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0565	0.0372	0.4656	1.3600e-003	0.1677	8.3000e-004	0.1685	0.0445	7.6000e-004	0.0452		138.8409	138.8409	3.6600e-003	3.7200e-003	140.0409
Total	**0.0565**	**0.0372**	**0.4656**	**1.3600e-003**	**0.1677**	**8.3000e-004**	**0.1685**	**0.0445**	**7.6000e-004**	**0.0452**		**138.8409**	**138.8409**	**3.6600e-003**	**3.7200e-003**	**140.0409**

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	37.4856					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**37.6772**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0791	0.0521	0.6518	1.9000e-003	0.2347	1.1600e-003	0.2359	0.0623	1.0700e-003	0.0633		194.3772	194.3772	5.1300e-003	5.2100e-003	196.0573
Total	**0.0791**	**0.0521**	**0.6518**	**1.9000e-003**	**0.2347**	**1.1600e-003**	**0.2359**	**0.0623**	**1.0700e-003**	**0.0633**		**194.3772**	**194.3772**	**5.1300e-003**	**5.2100e-003**	**196.0573**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	37.4856					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**37.6772**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0791	0.0521	0.6518	1.9000e-003	0.2347	1.1600e-003	0.2359	0.0623	1.0700e-003	0.0633		194.3772	194.3772	5.1300e-003	5.2100e-003	196.0573
Total	**0.0791**	**0.0521**	**0.6518**	**1.9000e-003**	**0.2347**	**1.1600e-003**	**0.2359**	**0.0623**	**1.0700e-003**	**0.0633**		**194.3772**	**194.3772**	**5.1300e-003**	**5.2100e-003**	**196.0573**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.2487	2.5654	20.9428	0.0437	4.9654	0.0323	4.9978	1.3206	0.0301	1.3507		4,520.7064	4,520.7064	0.2781	0.2014	4,587.6833
Unmitigated	2.2487	2.5654	20.9428	0.0437	4.9654	0.0323	4.9978	1.3206	0.0301	1.3507		4,520.7064	4,520.7064	0.2781	0.2014	4,587.6833

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	219.09	495.95	420.74	982,255	982,255
Parking Lot	0.00	0.00	0.00		
Strip Mall	263.18	352.15	352.15	549,085	549,085
Total	482.27	848.10	772.89	1,531,340	1,531,340

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.553454	0.057396	0.176797	0.139748	0.026931	0.003318	0.005455	0.008150	0.000259	0.000117	0.025674	0.000446	0.002256
Parking Lot	0.553454	0.057396	0.176797	0.139748	0.026931	0.003318	0.005455	0.008150	0.000259	0.000117	0.025674	0.000446	0.002256

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Strip Mall	0.553454	0.057396	0.176797	0.139748	0.026931	0.003318	0.005455	0.008150	0.000259	0.000117	0.025674	0.000446	0.002256

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0467	0.3990	0.1711	2.5500e-003		0.0322	0.0322		0.0322	0.0322		509.0861	509.0861	9.7600e-003	9.3300e-003	512.1114
NaturalGas Unmitigated	0.0467	0.3990	0.1711	2.5500e-003		0.0322	0.0322		0.0322	0.0322		509.0861	509.0861	9.7600e-003	9.3300e-003	512.1114

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	4294.95	0.0463	0.3958	0.1684	2.5300e-003		0.0320	0.0320		0.0320	0.0320		505.2882	505.2882	9.6800e-003	9.2600e-003	508.2908
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	32.2827	3.5000e-004	3.1600e-003	2.6600e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		3.7980	3.7980	7.0000e-005	7.0000e-005	3.8205
Total		**0.0467**	**0.3990**	**0.1711**	**2.5500e-003**		**0.0322**	**0.0322**		**0.0322**	**0.0322**		**509.0861**	**509.0861**	**9.7500e-003**	**9.3300e-003**	**512.1114**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	4.29495	0.0463	0.3958	0.1684	2.5300e-003		0.0320	0.0320		0.0320	0.0320		505.2882	505.2882	9.6800e-003	9.2600e-003	508.2908
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.0322827	3.5000e-004	3.1600e-003	2.6600e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		3.7980	3.7980	7.0000e-005	7.0000e-005	3.8205
Total		**0.0467**	**0.3990**	**0.1711**	**2.5500e-003**		**0.0322**	**0.0322**		**0.0322**	**0.0322**		**509.0861**	**509.0861**	**9.7500e-003**	**9.3300e-003**	**512.1114**

6.0 Area Detail

6.1 Mitigation Measures Area

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.9443	1.6406	9.6599	0.0103		0.1741	0.1741		0.1741	0.1741	0.0000	1,978.2288	1,978.2288	0.0532	0.0360	1,990.2788
Unmitigated	2.9443	1.6406	9.6599	0.0103		0.1741	0.1741		0.1741	0.1741	0.0000	1,978.2288	1,978.2288	0.0532	0.0360	1,990.2788

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2054					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.2872					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1799	1.5369	0.6540	9.8100e-003		0.1243	0.1243		0.1243	0.1243	0.0000	1,962.0000	1,962.0000	0.0376	0.0360	1,973.6592
Landscaping	0.2719	0.1037	9.0059	4.8000e-004		0.0499	0.0499		0.0499	0.0499		16.2288	16.2288	0.0156		16.6196
Total	**2.9443**	**1.6406**	**9.6599**	**0.0103**		**0.1741**	**0.1741**		**0.1741**	**0.1741**	**0.0000**	**1,978.2288**	**1,978.2288**	**0.0532**	**0.0360**	**1,990.2788**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2054					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.2872					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1799	1.5369	0.6540	9.8100e-003		0.1243	0.1243		0.1243	0.1243	0.0000	1,962.0000	1,962.0000	0.0376	0.0360	1,973.6592
Landscaping	0.2719	0.1037	9.0059	4.8000e-004		0.0499	0.0499		0.0499	0.0499		16.2288	16.2288	0.0156		16.6196
Total	**2.9443**	**1.6406**	**9.6599**	**0.0103**		**0.1741**	**0.1741**		**0.1741**	**0.1741**	**0.0000**	**1,978.2288**	**1,978.2288**	**0.0532**	**0.0360**	**1,990.2788**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Appendix B

Annual Emissions Calculations Output
(CalEEMod)

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

414 & 440 Euclid Avenue Mixed Use Project

San Bernardino-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	162.00	Space	1.46	64,800.00	0
Apartments Mid Rise	109.00	Dwelling Unit	0.72	109,000.00	312
Strip Mall	5.36	1000sqft	0.12	5,356.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The project proposes to construct and operate 109 multifamily residential homes and 5,356 square feet of ground floor general commercial use on approximately 2.3 acre vacant site.

Construction Phase - Construction phases are adjusted to meet opening year 2023.

Demolition - The project site currently consists of approximately 44,572 square feet of existing buildings and approximately 52,250 square feet of existing parking lot area and expected to demolition as a part of the project.

Vehicle Trips - Trip Generation rates are based 414 & 440 Euclid Avenue Mixed Use Project Trip Generation & VMT Study, City of Ontario and ITE Trip Generation Manual 11th Edition.

Woodstoves - SCAQMD Rule 445 restricts wood burning hearths/fireplaces from being installed in new development.

Construction Off-road Equipment Mitigation - Project will be required to comply with SCAQMD Rule 403 regarding fugitive dust control.

Area Mitigation -

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Energy Mitigation - The project will be required to instal solar panels capable of meeting the California Energy Code Design Rating for all residential dwellings. (Assumes 80% of demand generated by renewable sources).

Fleet Mix - Operational fleet mix adjusted to equal 2% trucks with GVWR > 10,000 lbs.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	220.00	200.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	5.45	0.00
tblFleetMix	HHD	0.02	8.1500e-003
tblFleetMix	HHD	0.02	8.1500e-003
tblFleetMix	HHD	0.02	8.1500e-003
tblFleetMix	LDA	0.54	0.55
tblFleetMix	LDA	0.54	0.55
tblFleetMix	LDA	0.54	0.55
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD2	7.1040e-003	3.3180e-003
tblFleetMix	LHD2	7.1040e-003	3.3180e-003
tblFleetMix	LHD2	7.1040e-003	3.3180e-003
tblFleetMix	MCY	0.03	0.03
tblFleetMix	MCY	0.03	0.03

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblFleetMix	MCY	0.03	0.03
tblFleetMix	MDV	0.14	0.14
tblFleetMix	MDV	0.14	0.14
tblFleetMix	MDV	0.14	0.14
tblFleetMix	MH	4.8300e-003	2.2560e-003
tblFleetMix	MH	4.8300e-003	2.2560e-003
tblFleetMix	MH	4.8300e-003	2.2560e-003
tblFleetMix	MHD	0.01	5.4550e-003
tblFleetMix	MHD	0.01	5.4550e-003
tblFleetMix	MHD	0.01	5.4550e-003
tblFleetMix	OBUS	5.5400e-004	2.5900e-004
tblFleetMix	OBUS	5.5400e-004	2.5900e-004
tblFleetMix	OBUS	5.5400e-004	2.5900e-004
tblFleetMix	SBUS	9.5400e-004	4.4600e-004
tblFleetMix	SBUS	9.5400e-004	4.4600e-004
tblFleetMix	SBUS	9.5400e-004	4.4600e-004
tblFleetMix	UBUS	2.5100e-004	1.1700e-004
tblFleetMix	UBUS	2.5100e-004	1.1700e-004
tblFleetMix	UBUS	2.5100e-004	1.1700e-004
tblLandUse	LandUseSquareFeet	5,360.00	5,356.00
tblLandUse	LotAcreage	2.87	0.72
tblVehicleTrips	ST_TR	4.91	4.55
tblVehicleTrips	ST_TR	42.04	65.70
tblVehicleTrips	SU_TR	4.09	3.86
tblVehicleTrips	SU_TR	20.43	65.70
tblVehicleTrips	WD_TR	5.44	2.01
tblVehicleTrips	WD_TR	44.32	49.10
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.6171	1.7659	2.0781	4.5300e-003	0.2119	0.0751	0.2870	0.0555	0.0717	0.1271	0.0000	395.6156	395.6156	0.0541	0.0105	400.0837
Maximum	**0.6171**	**1.7659**	**2.0781**	**4.5300e-003**	**0.2119**	**0.0751**	**0.2870**	**0.0555**	**0.0717**	**0.1271**	**0.0000**	**395.6156**	**395.6156**	**0.0541**	**0.0105**	**400.0837**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.6171	1.7659	2.0781	4.5300e-003	0.1679	0.0751	0.2430	0.0445	0.0717	0.1162	0.0000	395.6153	395.6153	0.0541	0.0105	400.0834
Maximum	**0.6171**	**1.7659**	**2.0781**	**4.5300e-003**	**0.1679**	**0.0751**	**0.2430**	**0.0445**	**0.0717**	**0.1162**	**0.0000**	**395.6153**	**395.6153**	**0.0541**	**0.0105**	**400.0834**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**20.77**	**0.00**	**15.34**	**19.74**	**0.00**	**8.62**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-2-2023	4-1-2023	0.5523	0.5523
2	4-2-2023	7-1-2023	0.5474	0.5474
3	7-2-2023	9-30-2023	0.5474	0.5474
		Highest	0.5523	0.5523

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4911	0.0322	1.1339	1.8000e-004		7.7900e-003	7.7900e-003		7.7900e-003	7.7900e-003	0.0000	24.0890	24.0890	2.2000e-003	4.1000e-004	24.2656
Energy	8.5200e-003	0.0728	0.0312	4.6000e-004		5.8800e-003	5.8800e-003		5.8800e-003	5.8800e-003	0.0000	176.3881	176.3881	9.3900e-003	2.4900e-003	177.3641
Mobile	0.2695	0.3130	2.5974	5.2400e-003	0.5741	3.8300e-003	0.5780	0.1529	3.5600e-003	0.1565	0.0000	491.2761	491.2761	0.0306	0.0222	498.6480
Waste						0.0000	0.0000		0.0000	0.0000	11.3208	0.0000	11.3208	0.6690	0.0000	28.0468
Water						0.0000	0.0000		0.0000	0.0000	2.3790	26.6173	28.9964	0.2466	6.0400e-003	36.9618
Total	**0.7692**	**0.4180**	**3.7626**	**5.8800e-003**	**0.5741**	**0.0175**	**0.5916**	**0.1529**	**0.0172**	**0.1702**	**13.6998**	**718.3705**	**732.0704**	**0.9579**	**0.0311**	**765.2862**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4911	0.0322	1.1339	1.8000e-004		7.7900e-003	7.7900e-003		7.7900e-003	7.7900e-003	0.0000	24.0890	24.0890	2.2000e-003	4.1000e-004	24.2656
Energy	8.5200e-003	0.0728	0.0312	4.6000e-004		5.8800e-003	5.8800e-003		5.8800e-003	5.8800e-003	0.0000	102.7056	102.7056	3.1700e-003	1.7300e-003	103.3014
Mobile	0.2695	0.3130	2.5974	5.2400e-003	0.5741	3.8300e-003	0.5780	0.1529	3.5600e-003	0.1565	0.0000	491.2761	491.2761	0.0306	0.0222	498.6480
Waste						0.0000	0.0000		0.0000	0.0000	11.3208	0.0000	11.3208	0.6690	0.0000	28.0468
Water						0.0000	0.0000		0.0000	0.0000	2.3790	26.6173	28.9964	0.2466	6.0400e-003	36.9618
Total	**0.7692**	**0.4180**	**3.7626**	**5.8800e-003**	**0.5741**	**0.0175**	**0.5916**	**0.1529**	**0.0172**	**0.1702**	**13.6998**	**644.6880**	**658.3878**	**0.9516**	**0.0304**	**691.2236**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**10.26**	**10.06**	**0.65**	**2.44**	**9.68**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2023	1/27/2023	5	20	
2	Site Preparation	Site Preparation	1/28/2023	2/1/2023	5	3	
3	Grading	Grading	2/2/2023	2/9/2023	5	6	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Building Construction	Building Construction	2/10/2023	11/16/2023	5	200	
5	Paving	Paving	11/17/2023	11/30/2023	5	10	
6	Architectural Coating	Architectural Coating	12/1/2023	12/28/2023	5	20	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 6

Acres of Paving: 1.46

Residential Indoor: 220,725; Residential Outdoor: 73,575; Non-Residential Indoor: 8,034; Non-Residential Outdoor: 2,678; Striped Parking Area: 3,888 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	440.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	107.00	23.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	21.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0477	0.0000	0.0477	7.2200e-003	0.0000	7.2200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0147	0.1432	0.1346	2.4000e-004		6.7700e-003	6.7700e-003		6.3300e-003	6.3300e-003	0.0000	21.0866	21.0866	5.3500e-003	0.0000	21.2202
Total	**0.0147**	**0.1432**	**0.1346**	**2.4000e-004**	**0.0477**	**6.7700e-003**	**0.0544**	**7.2200e-003**	**6.3300e-003**	**0.0136**	**0.0000**	**21.0866**	**21.0866**	**5.3500e-003**	**0.0000**	**21.2202**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.1000e-004	0.0256	7.4200e-003	1.2000e-004	3.7900e-003	2.5000e-004	4.0400e-003	1.0400e-003	2.4000e-004	1.2800e-003	0.0000	12.2255	12.2255	5.2000e-004	1.9400e-003	12.8160
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	3.4000e-004	4.2300e-003	1.0000e-005	1.4300e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1133	1.1133	3.0000e-005	3.0000e-005	1.1230
Total	**9.6000e-004**	**0.0259**	**0.0117**	**1.3000e-004**	**5.2200e-003**	**2.6000e-004**	**5.4700e-003**	**1.4200e-003**	**2.5000e-004**	**1.6700e-003**	**0.0000**	**13.3388**	**13.3388**	**5.5000e-004**	**1.9700e-003**	**13.9390**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0182	0.0000	0.0182	2.7600e-003	0.0000	2.7600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0147	0.1432	0.1346	2.4000e-004		6.7700e-003	6.7700e-003		6.3300e-003	6.3300e-003	0.0000	21.0865	21.0865	5.3500e-003	0.0000	21.2202
Total	**0.0147**	**0.1432**	**0.1346**	**2.4000e-004**	**0.0182**	**6.7700e-003**	**0.0250**	**2.7600e-003**	**6.3300e-003**	**9.0900e-003**	**0.0000**	**21.0865**	**21.0865**	**5.3500e-003**	**0.0000**	**21.2202**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.1000e-004	0.0256	7.4200e-003	1.2000e-004	3.7900e-003	2.5000e-004	4.0400e-003	1.0400e-003	2.4000e-004	1.2800e-003	0.0000	12.2255	12.2255	5.2000e-004	1.9400e-003	12.8160
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	3.4000e-004	4.2300e-003	1.0000e-005	1.4300e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1133	1.1133	3.0000e-005	3.0000e-005	1.1230
Total	**9.6000e-004**	**0.0259**	**0.0117**	**1.3000e-004**	**5.2200e-003**	**2.6000e-004**	**5.4700e-003**	**1.4200e-003**	**2.5000e-004**	**1.6700e-003**	**0.0000**	**13.3388**	**13.3388**	**5.5000e-004**	**1.9700e-003**	**13.9390**

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9500e-003	0.0214	0.0147	4.0000e-005		8.1000e-004	8.1000e-004		7.5000e-004	7.5000e-004	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578
Total	**1.9500e-003**	**0.0214**	**0.0147**	**4.0000e-005**	**2.3900e-003**	**8.1000e-004**	**3.2000e-003**	**2.6000e-004**	**7.5000e-004**	**1.0100e-003**	**0.0000**	**3.2317**	**3.2317**	**1.0500e-003**	**0.0000**	**3.2578**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.9000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1028	0.1028	0.0000	0.0000	0.1037
Total	**4.0000e-005**	**3.0000e-005**	**3.9000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**3.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1028**	**0.1028**	**0.0000**	**0.0000**	**0.1037**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.1000e-004	0.0000	9.1000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9500e-003	0.0214	0.0147	4.0000e-005		8.1000e-004	8.1000e-004		7.5000e-004	7.5000e-004	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578
Total	**1.9500e-003**	**0.0214**	**0.0147**	**4.0000e-005**	**9.1000e-004**	**8.1000e-004**	**1.7200e-003**	**1.0000e-004**	**7.5000e-004**	**8.5000e-004**	**0.0000**	**3.2317**	**3.2317**	**1.0500e-003**	**0.0000**	**3.2578**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.9000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1028	0.1028	0.0000	0.0000	0.1037
Total	**4.0000e-005**	**3.0000e-005**	**3.9000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**3.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1028**	**0.1028**	**0.0000**	**0.0000**	**0.1037**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0213	0.0000	0.0213	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0000e-003	0.0434	0.0261	6.0000e-005		1.8100e-003	1.8100e-003		1.6700e-003	1.6700e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
Total	**4.0000e-003**	**0.0434**	**0.0261**	**6.0000e-005**	**0.0213**	**1.8100e-003**	**0.0231**	**0.0103**	**1.6700e-003**	**0.0119**	**0.0000**	**5.4312**	**5.4312**	**1.7600e-003**	**0.0000**	**5.4751**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	9.8000e-004	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2569	0.2569	1.0000e-005	1.0000e-005	0.2592
Total	**1.0000e-004**	**8.0000e-005**	**9.8000e-004**	**0.0000**	**3.3000e-004**	**0.0000**	**3.3000e-004**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.2569**	**0.2569**	**1.0000e-005**	**1.0000e-005**	**0.2592**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.1300e-003	0.0000	8.1300e-003	3.9300e-003	0.0000	3.9300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0000e-003	0.0434	0.0261	6.0000e-005		1.8100e-003	1.8100e-003		1.6700e-003	1.6700e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
Total	**4.0000e-003**	**0.0434**	**0.0261**	**6.0000e-005**	**8.1300e-003**	**1.8100e-003**	**9.9400e-003**	**3.9300e-003**	**1.6700e-003**	**5.6000e-003**	**0.0000**	**5.4312**	**5.4312**	**1.7600e-003**	**0.0000**	**5.4751**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	9.8000e-004	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2569	0.2569	1.0000e-005	1.0000e-005	0.2592
Total	**1.0000e-004**	**8.0000e-005**	**9.8000e-004**	**0.0000**	**3.3000e-004**	**0.0000**	**3.3000e-004**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.2569**	**0.2569**	**1.0000e-005**	**1.0000e-005**	**0.2592**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1714	1.3624	1.4215	2.5000e-003		0.0614	0.0614		0.0588	0.0588	0.0000	207.7021	207.7021	0.0393	0.0000	208.6841
Total	**0.1714**	**1.3624**	**1.4215**	**2.5000e-003**		**0.0614**	**0.0614**		**0.0588**	**0.0588**	**0.0000**	**207.7021**	**207.7021**	**0.0393**	**0.0000**	**208.6841**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.5900e-003	0.0849	0.0344	4.1000e-004	0.0145	6.1000e-004	0.0151	4.1900e-003	5.8000e-004	4.7700e-003	0.0000	40.0851	40.0851	1.0400e-003	5.9200e-003	41.8765
Worker	0.0373	0.0278	0.3482	9.9000e-004	0.1173	5.9000e-004	0.1179	0.0312	5.4000e-004	0.0317	0.0000	91.6304	91.6304	2.4100e-003	2.4900e-003	92.4314
Total	**0.0399**	**0.1127**	**0.3825**	**1.4000e-003**	**0.1318**	**1.2000e-003**	**0.1330**	**0.0354**	**1.1200e-003**	**0.0365**	**0.0000**	**131.7155**	**131.7155**	**3.4500e-003**	**8.4100e-003**	**134.3079**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1714	1.3624	1.4214	2.5000e-003		0.0614	0.0614		0.0588	0.0588	0.0000	207.7018	207.7018	0.0393	0.0000	208.6838
Total	**0.1714**	**1.3624**	**1.4214**	**2.5000e-003**		**0.0614**	**0.0614**		**0.0588**	**0.0588**	**0.0000**	**207.7018**	**207.7018**	**0.0393**	**0.0000**	**208.6838**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.5900e-003	0.0849	0.0344	4.1000e-004	0.0145	6.1000e-004	0.0151	4.1900e-003	5.8000e-004	4.7700e-003	0.0000	40.0851	40.0851	1.0400e-003	5.9200e-003	41.8765
Worker	0.0373	0.0278	0.3482	9.9000e-004	0.1173	5.9000e-004	0.1179	0.0312	5.4000e-004	0.0317	0.0000	91.6304	91.6304	2.4100e-003	2.4900e-003	92.4314
Total	**0.0399**	**0.1127**	**0.3825**	**1.4000e-003**	**0.1318**	**1.2000e-003**	**0.1330**	**0.0354**	**1.1200e-003**	**0.0365**	**0.0000**	**131.7155**	**131.7155**	**3.4500e-003**	**8.4100e-003**	**134.3079**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8179
Paving	1.9100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.3100e-003**	**0.0431**	**0.0584**	**9.0000e-005**		**2.1700e-003**	**2.1700e-003**		**2.0000e-003**	**2.0000e-003**	**0.0000**	**7.7564**	**7.7564**	**2.4600e-003**	**0.0000**	**7.8179**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-004	2.0000e-004	2.4400e-003	1.0000e-005	8.2000e-004	0.0000	8.3000e-004	2.2000e-004	0.0000	2.2000e-004	0.0000	0.6423	0.6423	2.0000e-005	2.0000e-005	0.6479
Total	**2.6000e-004**	**2.0000e-004**	**2.4400e-003**	**1.0000e-005**	**8.2000e-004**	**0.0000**	**8.3000e-004**	**2.2000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**0.6423**	**0.6423**	**2.0000e-005**	**2.0000e-005**	**0.6479**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8178
Paving	1.9100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.3100e-003**	**0.0431**	**0.0584**	**9.0000e-005**		**2.1700e-003**	**2.1700e-003**		**2.0000e-003**	**2.0000e-003**	**0.0000**	**7.7564**	**7.7564**	**2.4600e-003**	**0.0000**	**7.8178**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-004	2.0000e-004	2.4400e-003	1.0000e-005	8.2000e-004	0.0000	8.3000e-004	2.2000e-004	0.0000	2.2000e-004	0.0000	0.6423	0.6423	2.0000e-005	2.0000e-005	0.6479
Total	**2.6000e-004**	**2.0000e-004**	**2.4400e-003**	**1.0000e-005**	**8.2000e-004**	**0.0000**	**8.3000e-004**	**2.2000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**0.6423**	**0.6423**	**2.0000e-005**	**2.0000e-005**	**0.6479**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3749					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9200e-003	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571
Total	**0.3768**	**0.0130**	**0.0181**	**3.0000e-005**		**7.1000e-004**	**7.1000e-004**		**7.1000e-004**	**7.1000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.5000e-004**	**0.0000**	**2.5571**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.3000e-004	5.5000e-004	6.8300e-003	2.0000e-005	2.3000e-003	1.0000e-005	2.3100e-003	6.1000e-004	1.0000e-005	6.2000e-004	0.0000	1.7984	1.7984	5.0000e-005	5.0000e-005	1.8141
Total	**7.3000e-004**	**5.5000e-004**	**6.8300e-003**	**2.0000e-005**	**2.3000e-003**	**1.0000e-005**	**2.3100e-003**	**6.1000e-004**	**1.0000e-005**	**6.2000e-004**	**0.0000**	**1.7984**	**1.7984**	**5.0000e-005**	**5.0000e-005**	**1.8141**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3749					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9200e-003	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571
Total	**0.3768**	**0.0130**	**0.0181**	**3.0000e-005**		**7.1000e-004**	**7.1000e-004**		**7.1000e-004**	**7.1000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.5000e-004**	**0.0000**	**2.5571**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.3000e-004	5.5000e-004	6.8300e-003	2.0000e-005	2.3000e-003	1.0000e-005	2.3100e-003	6.1000e-004	1.0000e-005	6.2000e-004	0.0000	1.7984	1.7984	5.0000e-005	5.0000e-005	1.8141
Total	**7.3000e-004**	**5.5000e-004**	**6.8300e-003**	**2.0000e-005**	**2.3000e-003**	**1.0000e-005**	**2.3100e-003**	**6.1000e-004**	**1.0000e-005**	**6.2000e-004**	**0.0000**	**1.7984**	**1.7984**	**5.0000e-005**	**5.0000e-005**	**1.8141**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2695	0.3130	2.5974	5.2400e-003	0.5741	3.8300e-003	0.5780	0.1529	3.5600e-003	0.1565	0.0000	491.2761	491.2761	0.0306	0.0222	498.6480
Unmitigated	0.2695	0.3130	2.5974	5.2400e-003	0.5741	3.8300e-003	0.5780	0.1529	3.5600e-003	0.1565	0.0000	491.2761	491.2761	0.0306	0.0222	498.6480

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	219.09	495.95	420.74	982,255	982,255
Parking Lot	0.00	0.00	0.00		
Strip Mall	263.18	352.15	352.15	549,085	549,085
Total	482.27	848.10	772.89	1,531,340	1,531,340

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.553454	0.057396	0.176797	0.139748	0.026931	0.003318	0.005455	0.008150	0.000259	0.000117	0.025674	0.000446	0.002256
Parking Lot	0.553454	0.057396	0.176797	0.139748	0.026931	0.003318	0.005455	0.008150	0.000259	0.000117	0.025674	0.000446	0.002256
Strip Mall	0.553454	0.057396	0.176797	0.139748	0.026931	0.003318	0.005455	0.008150	0.000259	0.000117	0.025674	0.000446	0.002256

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	18.4206	18.4206	1.5500e-003	1.9000e-004	18.5157
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	92.1032	92.1032	7.7700e-003	9.4000e-004	92.5783
NaturalGas Mitigated	8.5200e-003	0.0728	0.0312	4.6000e-004		5.8800e-003	5.8800e-003		5.8800e-003	5.8800e-003	0.0000	84.2849	84.2849	1.6200e-003	1.5500e-003	84.7858
NaturalGas Unmitigated	8.5200e-003	0.0728	0.0312	4.6000e-004		5.8800e-003	5.8800e-003		5.8800e-003	5.8800e-003	0.0000	84.2849	84.2849	1.6200e-003	1.5500e-003	84.7858

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.56766e+006	8.4500e-003	0.0722	0.0307	4.6000e-004		5.8400e-003	5.8400e-003		5.8400e-003	5.8400e-003	0.0000	83.6561	83.6561	1.6000e-003	1.5300e-003	84.1533
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	11783.2	6.0000e-005	5.8000e-004	4.9000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6288	0.6288	1.0000e-005	1.0000e-005	0.6325
Total		**8.5100e-003**	**0.0728**	**0.0312**	**4.6000e-004**		**5.8800e-003**	**5.8800e-003**		**5.8800e-003**	**5.8800e-003**	**0.0000**	**84.2849**	**84.2849**	**1.6100e-003**	**1.5400e-003**	**84.7858**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.56766e+006	8.4500e-003	0.0722	0.0307	4.6000e-004		5.8400e-003	5.8400e-003		5.8400e-003	5.8400e-003	0.0000	83.6561	83.6561	1.6000e-003	1.5300e-003	84.1533
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	11783.2	6.0000e-005	5.8000e-004	4.9000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6288	0.6288	1.0000e-005	1.0000e-005	0.6325
Total		**8.5100e-003**	**0.0728**	**0.0312**	**4.6000e-004**		**5.8800e-003**	**5.8800e-003**		**5.8800e-003**	**5.8800e-003**	**0.0000**	**84.2849**	**84.2849**	**1.6100e-003**	**1.5400e-003**	**84.7858**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	431641	76.5496	6.4600e-003	7.8000e-004	76.9445
Parking Lot	22680	4.0222	3.4000e-004	4.0000e-005	4.0430
Strip Mall	65021.8	11.5313	9.7000e-004	1.2000e-004	11.5908
Total		**92.1032**	**7.7700e-003**	**9.4000e-004**	**92.5783**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	86328.2	15.3099	1.2900e-003	1.6000e-004	15.3889
Parking Lot	4536	0.8044	7.0000e-005	1.0000e-005	0.8086
Strip Mall	13004.4	2.3063	1.9000e-004	2.0000e-005	2.3182
Total		**18.4206**	**1.5500e-003**	**1.9000e-004**	**18.5157**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4911	0.0322	1.1339	1.8000e-004		7.7900e-003	7.7900e-003		7.7900e-003	7.7900e-003	0.0000	24.0890	24.0890	2.2000e-003	4.1000e-004	24.2656
Unmitigated	0.4911	0.0322	1.1339	1.8000e-004		7.7900e-003	7.7900e-003		7.7900e-003	7.7900e-003	0.0000	24.0890	24.0890	2.2000e-003	4.1000e-004	24.2656

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0375					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4174					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.2500e-003	0.0192	8.1800e-003	1.2000e-004		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	22.2487	22.2487	4.3000e-004	4.1000e-004	22.3809
Landscaping	0.0340	0.0130	1.1257	6.0000e-005		6.2400e-003	6.2400e-003		6.2400e-003	6.2400e-003	0.0000	1.8403	1.8403	1.7700e-003	0.0000	1.8846
Total	**0.4911**	**0.0322**	**1.1339**	**1.8000e-004**		**7.7900e-003**	**7.7900e-003**		**7.7900e-003**	**7.7900e-003**	**0.0000**	**24.0890**	**24.0890**	**2.2000e-003**	**4.1000e-004**	**24.2656**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0375					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4174					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.2500e-003	0.0192	8.1800e-003	1.2000e-004		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	22.2487	22.2487	4.3000e-004	4.1000e-004	22.3809
Landscaping	0.0340	0.0130	1.1257	6.0000e-005		6.2400e-003	6.2400e-003		6.2400e-003	6.2400e-003	0.0000	1.8403	1.8403	1.7700e-003	0.0000	1.8846
Total	**0.4911**	**0.0322**	**1.1339**	**1.8000e-004**		**7.7900e-003**	**7.7900e-003**		**7.7900e-003**	**7.7900e-003**	**0.0000**	**24.0890**	**24.0890**	**2.2000e-003**	**4.1000e-004**	**24.2656**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	28.9964	0.2466	6.0400e-003	36.9618
Unmitigated	28.9964	0.2466	6.0400e-003	36.9618

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	7.10179 / 4.47721	27.4741	0.2335	5.7200e-003	35.0179
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.397029 / 0.24334	1.5222	0.0131	3.2000e-004	1.9439
Total		**28.9964**	**0.2466**	**6.0400e-003**	**36.9618**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	7.10179 / 4.47721	27.4741	0.2335	5.7200e-003	35.0179
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.397029 / 0.24334	1.5222	0.0131	3.2000e-004	1.9439
Total		**28.9964**	**0.2466**	**6.0400e-003**	**36.9618**

8.0 Waste Detail

8.1 Mitigation Measures Waste

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	11.3208	0.6690	0.0000	28.0468
Unmitigated	11.3208	0.6690	0.0000	28.0468

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	50.14	10.1780	0.6015	0.0000	25.2155
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	5.63	1.1428	0.0675	0.0000	2.8313
Total		**11.3208**	**0.6690**	**0.0000**	**28.0468**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	50.14	10.1780	0.6015	0.0000	25.2155
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	5.63	1.1428	0.0675	0.0000	2.8313
Total		**11.3208**	**0.6690**	**0.0000**	**28.0468**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

11.0 Vegetation

Appendix C

Ontario Community Climate Action Plan Screening Tables

Instructions for Residential, Commercial, or Industrial Projects

The Screening Table assigns points for each option incorporated into a project as mitigation or a project design feature (collectively referred to as "feature"). The point values correspond to the minimum emissions reduction expected from each feature. The menu of features allows maximum flexibility and options for how development projects can implement the GHG reduction measures. The point levels are based upon improvements compared to 2008 emission levels of efficiency. Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the City's CAP. As such, those projects that garner a total of 100 points or greater would not require quantification of project specific GHG emissions. Consistent with CEQA Guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions.

Instructions for Mixed Use Projects

Mixed use projects provide additional opportunities to reduce emissions by combining complimentary land uses in a manner that can reduce vehicle trips. Mixed use projects also have the potential to complement energy efficient infrastructure in a way that reduces emissions. For mixed use projects, fill out both Screening Table 1 and Table 2, but proportion the points identical to the proportioning of the mix of uses. As an example, a mixed use project that is 50% commercial uses and 50% residential uses will show ½ point for each assigned point value in Table 1 and Table 2. Add the points from both tables. Mixed use Projects that garner at least 100 points will be consistent with the reduction quantities in the City's CAP and are considered less than significant for GHG emissions.

Those projects that do not garnish 100 points using the screening tables will need to provide additional analysis to determine the significance of GHG emissions. Nothing in this guidance shall be construed as limiting the City's authority to adopt a statement of overriding consideration for projects with significant GHG impacts. The following tables provides a menu of performance standards/options related to GHG mitigation measures and design features that can be used to demonstrate consistency with the reduction measures and GHG reduction quantities in the CAP.

Table 1: Screening Table for Implementation of GHG Reduction Measures for Residential Development

Feature	Description	Assigned Point Values	Project Points
Reduction Measure PS E1: Residential Energy Efficiency			
Building Envelope			
Insulation	2008 Baseline (walls R-13:, roof/attic: R-30)	0 points	
	Modestly Enhanced Insulation (walls R-13:, roof/attic: R-38)	12 points	
	Enhanced Insulation (rigid wall insulation R-13, roof/attic: R-38)	15 points	
	Greatly Enhanced Insulation (spray foam wall insulated walls R-15 or higher, roof/attic R-38 or higher)	18 points	
Windows	2008 Baseline Windows (0.57 U-factor, 0.4 solar heat gain coefficient (SHGC)	0 points	
	Modestly Enhanced Window Insulation (0.4 U-Factor, 0.32 SHGC)	6 points	
	Enhanced Window Insulation (0.32 U-Factor, 0.25 SHGC)	7 points	
	Greatly Enhanced Window Insulation (0.28 or less U-Factor, 0.22 or less SHGC)	9 points	
Cool Roof	Modest Cool Roof (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance)	10 points	
	Enhanced Cool Roof(CRRC Rated 0.2 aged solar reflectance, 0.75 thermal emittance)	12 points	
	Greatly Enhanced Cool Roof (CRRC Rated 0.35 aged solar reflectance, 0.75 thermal emittance)	14 points	
Air Infiltration	Minimizing leaks in the building envelope is as important as the insulation properties of the building. Insulation does not work effectively if there is excess air leakage.		
	Air barrier applied to exterior walls, calking, and visual inspection such as the HERS Verified Quality Insulation Installation (QII or equivalent)	10 points	
	Blower Door HERS Verified Envelope Leakage or equivalent	8 points	
Thermal Storage of Building	Thermal storage is a design characteristic that helps keep a constant temperature in the building. Common thermal storage devices include strategically placed water filled columns, water storage tanks, and thick masonry walls.		
	Modest Thermal Mass (10% of floor or 10% of walls: 12" or more thick exposed concrete or masonry. No permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	2 points	
	Enhanced Thermal Mass (20% of floor or 20% of walls: 12" or more thick exposed concrete or masonry. No permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	4 points	

Feature	Description	Assigned Point Values	Project Points
Indoor Space Efficiencies			
Heating/ Cooling Distribution System	Minimum Duct Insulation (R-4.2 required)	0 points	
	Modest Duct insulation (R-6)	7 points	
	Enhanced Duct Insulation (R-8)	8 points	
	Distribution loss reduction with inspection (HERS Verified Duct Leakage or equivalent)	12 points	
Space Heating/ Cooling Equipment	2008 Minimum HVAC Efficiency (SEER 13/60% AFUE or 7.7 HSPF)	0 points	
	Improved Efficiency HVAC (SEER 14/65% AFUE or 8 HSPF)	4 points	
	High Efficiency HVAC (SEER 15/72% AFUE or 8.5 HSPF)	7 points	
	Very High Efficiency HVAC (SEER 16/80% AFUE or 9 HSPF)	9 points	
Water Heaters	2008 Minimum Efficiency (0.57 Energy Factor)	0 points	
	Improved Efficiency Water Heater (0.675 Energy Factor)	12 points	
	High Efficiency Water Heater (0.72 Energy Factor)	15 points	
	Very High Efficiency Water Heater (0.92 Energy Factor)	18 points	
	Solar Pre-heat System (0.2 Net Solar Fraction)	4 points	
	Enhanced Solar Pre-heat System (0.35 Net Solar Fraction)	8 points	
Daylighting	Daylighting is the ability of each room within the building to provide outside light during the day reducing the need for artificial lighting during daylight hours.		
	All peripheral rooms within the living space have at least one window (required)	0 points	
	All rooms within the living space have daylight (through use of windows, solar tubes, skylights, etc.)	1 points	
	All rooms daylighted	2 points	
Artificial Lighting	2008 Minimum (required)	0 points	
	Efficient Lights (25% of in-unit fixtures considered high efficacy. High efficacy is defined as 40 lumens/watt for 15 watt or less fixtures; 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40watt)	8 points	
	High Efficiency Lights (50% of in-unit fixtures are high efficacy)	10 points	
	Very High Efficiency Lights (100% of in-unit fixtures are high efficacy)	12 points	
Appliances	Energy Star Refrigerator (new)	1 points	
	Energy Star Dish Washer (new)	1 points	
	Energy Star Washing Machine (new)	1 points	

Feature	Description	Assigned Point Values	Project Points
Miscellaneous Residential Building Efficiencies			
Building Placement	North/South alignment of building or other building placement such that the orientation of the buildings optimizes natural heating, cooling, and lighting.	5 point	
Shading	At least 90% of south-facing glazing will be shaded by vegetation or overhangs at noon on Jun 21st.	4 Points	
Energy Star Homes	EPA Energy Star for Homes (version 3 or above)	25 points	
Independent Energy Efficiency Calculations	Provide point values based upon energy efficiency modeling of the Project. Note that engineering data will be required documenting the energy efficiency and point values based upon the proven efficiency beyond Title 24 Energy Efficiency Standards.	TBD	
Other	This allows innovation by the applicant to provide design features that increases the energy efficiency of the project not provided in the table. Note that engineering data will be required documenting the energy efficiency of innovative designs and point values given based upon the proven efficiency beyond Title 24 Energy Efficiency Standards.	TBD	
Existing Residential Retrofits	The applicant may wish to provide energy efficiency retrofit projects to existing residential dwelling units to further the point value of their project. Retrofitting existing residential dwelling units within the City is a key reduction measure that is needed to reach the reduction goal. The potential for an applicant to take advantage of this program will be decided on a case by case basis and must have the approval of the Ontario Planning Department. The decision to allow applicants to ability to participate in this program will be evaluated based upon, but not limited to the following; Will the energy efficiency retrofit project benefit low income or disadvantaged residents? Does the energy efficiency retrofit project fit within the overall assumptions in reduction measures associated with existing residential retrofits? Does the energy efficiency retrofit project provide co-benefits important to the City? Point value will be determined based upon engineering and design criteria of the energy efficiency retrofit project.	TBD	
Reduction Measure PS E2: Residential Renewable Energy Generation			
Photovoltaic	Solar Photovoltaic panels installed on individual homes or in collective neighborhood arrangements such that the total power provided augments:		
	Solar Ready Homes (sturdy roof and solar ready service panel)	2 points	
	10 percent of the power needs of the project	10 points	
	20 percent of the power needs of the project	15 points	
	30 percent of the power needs of the project	20 points	
	40 percent of the power needs of the project	28 points	
	50 percent of the power needs of the project	35 points	
	60 percent of the power needs of the project	38 points	
	70 percent of the power needs of the project	42 points	
	80 percent of the power needs of the project	46 points	

Feature	Description	Assigned Point Values	Project Points
	90 percent of the power needs of the project	52 points	
	100 percent of the power needs of the project	58 points	
Wind turbines	Some areas of the City lend themselves to wind turbine applications. Analysis of the area's capability to support wind turbines should be evaluated prior to choosing this feature.		
	Individual wind turbines at homes or collective neighborhood arrangements of wind turbines such that the total power provided augments:		
	10 percent of the power needs of the project	10 points	
	20 percent of the power needs of the project	15 points	
	30 percent of the power needs of the project	20 points	
	40 percent of the power needs of the project	28 points	
	50 percent of the power needs of the project	35 points	
	60 percent of the power needs of the project	38 points	
	70 percent of the power needs of the project	42 points	
	80 percent of the power needs of the project	46 points	
	90 percent of the power needs of the project	52 points	
	100 percent of the power needs of the project	58 points	
Off-site renewable energy project	The applicant may submit a proposal to supply an off-site renewable energy project such as renewable energy retrofits of existing homes that will help implement renewable energy within the City. These off-site renewable energy retrofit project proposals will be determined on a case by case basis and must be accompanied by a detailed plan that documents the quantity of renewable energy the proposal will generate. Point values will be determined based upon the energy generated by the proposal.	TBD	
Other Renewable Energy Generation	The applicant may have innovative designs or unique site circumstances (such as geothermal) that allow the project to generate electricity from renewable energy not provided in the table. The ability to supply other renewable energy and the point values allowed will be decided based upon engineering data documenting the ability to generate electricity.	TBD	
Reduction Measure PS W1: Residential Water Conservation			
Irrigation and Landscaping			
Water Efficient Landscaping	Limit conventional turf to < 50% of required landscape area	0 points	
	Limit conventional turf to < 25% of required landscape area	4 points	
	No conventional turf (warm season turf to < 50% of required landscape area and/or low water using plants are allowed)	6 points	
	Only California Native Plants that requires no irrigation or some supplemental irrigation	8 points	

Feature	Description	Assigned Point Values	Project Points
Water Efficient irrigation systems	Low precipitation spray heads < .75"/hr or drip irrigation Weather based irrigation control systems or moisture sensors (demonstrate 20% reduced water use)	2 point 3 points	
Recycled Water	Recycled connections (purple pipe) to irrigation system on site	6 points	
Water Reuse	Gray water Reuse System collects Gray water from clothes washers, showers and faucets for irrigation use,	12 points	
Storm water Reuse Systems	Innovative on-site stormwater collection, filtration and reuse systems are being developed that provide supplemental irrigation water and provide vector control. These systems can greatly reduce the irrigation needs of a project. Point values for these types of systems will be determined based upon design and engineering data documenting the water savings.	TBD	
Potable Water			
Showers	Water Efficient Showerheads (2.0 gpm)	3 points	
Toilets	Water Efficient Toilets (1.5 gpm)	3 points	
Faucets	Water Efficient faucets (1.28 gpm)	3 points	
Dishwasher	Water Efficient Dishwasher (6 gallons per cycle or less)	1	
Washing Machine	Water Efficient Washing Machine (Water factor <5.5)	1	
WaterSense	EPA WaterSense Certification	12 points	
Reduction Measure PS T1: Land Use Based Trips and VMT Reduction			
Mixed Use	Mixes of land uses that complement one another in a way that reduces the need for vehicle trips can greatly reduce GHG emissions. The point value of mixed use projects will be determined based upon a Transportation Impact Analysis (TIA) demonstrating trip reductions and/or reductions in vehicle miles traveled. Suggested ranges: Diversity of land uses complementing each other (2-28 points) Increased destination accessibility other than transit (1-18 points) Increased transit accessibility (1-25 points) Infill location that reduces vehicle trips or VMT beyond the measures described above (points TBD based on traffic data).	TBD	
Residential Near Local Retail (Residential only Projects)	Having residential developments within walking and biking distance of local retail helps to reduce vehicle trips and/or vehicle miles traveled. The point value of residential projects in close proximity to local retail will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled (VMT)	TBD	

Feature	Description	Assigned Point Values	Project Points
Other Trip Reduction Measures	Other trip or VMT reduction measures not listed above with TIA and/or other traffic data supporting the trip and/or VMT for the project.	TBD	
Reduction Measure PS T2: Bicycle Master Plan			
Bicycle Infrastructure	Ontario's Bicycle Master Plan is extensive and describes the construction on 11.5 miles of Class I bike paths and 23 miles of Class II and Class III bikeways to build upon the current 8 miles of bikeways. Provide bicycle paths within project boundaries. Provide bicycle path linkages between residential and other land uses. Provide bicycle path linkages between residential and transit.	TBD 2 points 5 points	
Reduction Measure PS T3: Neighborhood Electric Vehicle Infrastructure			
Electric Vehicle Recharging	Provide circuit and capacity in garages of residential units for use by an electric vehicle. Charging stations are for on-road electric vehicles legally able to drive on all roadways including Interstate Highways and freeways. Install electric vehicle charging stations in the garages of residential units	1 point 8 points	
Total Points Earned by Residential Project:			

Table 2: Screening Table for Implementation of GHG Reduction Measures for Commercial/Industrial Development

Feature	Description	Assigned Point Values	Project Points
Reduction Measure PS E3: Commercial/Industrial Energy Efficiency Development			
Building Envelope			
Insulation	2008 baseline (walls R-13; roof/attic R-30)	0 points	
	Modestly Enhanced Insulation (walls R-13, roof/attic R-38))	15 points	
	Enhanced Insulation (rigid wall insulation R-13, roof/attic R-38)	18 points	
	Greatly Enhanced Insulation (spray foam insulated walls R-15 or higher, roof/attic R-38 or higher) *(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)*	20 points	
Windows	2008 Baseline Windows (0.57 U-factor, 0.4 solar heat gain coefficient [SHGC])	0 points	
	Modestly Enhanced Window Insulation (0.4 U-factor, 0.32 SHGC)	7 points	
	Enhanced Window Insulation (0.32 U-factor, 0.25 SHGC)	8 points	
	Greatly Enhanced Window Insulation (0.28 or less U-factor, 0.22 or less SHGC) *(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)*	12 points	
Cool Roof	Modest Cool Roof (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance)	12 points	
	Enhanced Cool Roof (CRRC Rated 0.2 aged solar reflectance, 0.75 thermal emittance)	14 points	
	Greatly Enhanced Cool Roof (CRRC Rated 0.35 aged solar reflectance, 0.75 thermal emittance)	16 points	
Air Infiltration	Minimizing leaks in the building envelope is as important as the insulation properties of the building. Insulation does not work effectively if there is excess air leakage.		
	Air barrier applied to exterior walls, calking, and visual inspection such as the HERS Verified Quality Insulation Installation (QII or equivalent)	12 points	
	Blower Door HERS Verified Envelope Leakage or equivalent *(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)*	10 points	
Thermal Storage of Building	Thermal storage is a design characteristic that helps keep a constant temperature in the building. Common thermal storage devices include strategically placed water filled columns, water storage tanks, and thick masonry walls.		

Feature	Description	Assigned Point Values	Project Points
	Modest Thermal Mass (10% of floor or 10% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	4 points	
	Enhanced Thermal Mass (20% of floor or 20% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	6 points	
	Enhanced Thermal Mass (80% of floor or 80% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	24 points	
Indoor Space Efficiencies			
Heating/ Cooling Distribution System	Minimum Duct Insulation (R-4.2 required)	0 points	
	Modest Duct insulation (R-6)	8 points	
	Enhanced Duct Insulation (R-8)	10 points	
	Distribution loss reduction with inspection (HERS Verified Duct Leakage or equivalent) *(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)*	14 points	
Space Heating/ Cooling Equipment	2008 Minimum HVAC Efficiency (EER 13/60% AFUE or 7.7 HSPF)	0 points	
	Improved Efficiency HVAC (EER 14/65% AFUE or 8 HSPF)	7 points	
	High Efficiency HVAC (EER 15/72% AFUE or 8.5 HSPF)	8 points	
	Very High Efficiency HVAC (EER 16/80% AFUE or 9 HSPF) *(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)*	12 points	
Commercial Heat Recovery Systems	Heat recovery strategies employed with commercial laundry, cooking equipment, and other commercial heat sources for reuse in HVAC air intake or other appropriate heat recovery technology. Point values for these types of systems will be determined based upon design and engineering data documenting the energy savings.	TBD	
Water Heaters	2008 Minimum Efficiency (0.57 Energy Factor)	0 points	
	Improved Efficiency Water Heater (0.675 Energy Factor)	14 points	
	High Efficiency Water Heater (0.72 Energy Factor)	16 points	
	Very High Efficiency Water Heater (0.92 Energy Factor)	19 points	
	Solar Pre-heat System (0.2 Net Solar Fraction)	4 points	
	Enhanced Solar Pre-heat System (0.35 Net Solar Fraction)	8 points	
Daylighting	Daylighting is the ability of each room within the building to provide outside light during the day reducing the need for artificial lighting during daylight hours.		

Feature	Description	Assigned Point Values	Project Points
	All peripheral rooms within building have at least one window or skylight	1 points	
	All rooms within building have daylight (through use of windows, solar tubes, skylights, etc.)	5 points	
	All rooms daylighted	7 points	
Artificial Lighting	2008 Minimum (required)	0 points	
	Efficient Lights (25% of in-unit fixtures considered high efficacy. High efficacy is defined as 40 lumens/watt for 15 watt or less fixtures; 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40watt)	9 points	
	High Efficiency Lights (50% of in-unit fixtures are high efficacy)	12 points	
	Very High Efficiency Lights (100% of in-unit fixtures are high efficacy)	14 points	
Appliances	Energy Star Commercial Refrigerator (new)	4 points	
	Energy Star Commercial Dish Washer (new)	4 points	
	Energy Star Commercial Cloths Washing	4 points	
Miscellaneous Commercial/Industrial Building Efficiencies			
Building Placement	North/South alignment of building or other building placement such that the orientation of the buildings optimizes conditions for natural heating, cooling, and lighting.	6 point	
Shading	At least 90% of south-facing glazing will be shaded by vegetation or overhangs at noon on June 21st.	6 Points	
Other	This allows innovation by the applicant to provide design features that increases the energy efficiency of the project not provided in the table. Note that engineering data will be required documenting the energy efficiency of innovative designs and point values given based upon the proven efficiency beyond Title 24 Energy Efficiency Standards.	TBD	
Existing Commercial building Retrofits	The applicant may wish to provide energy efficiency retrofit projects to existing commercial buildings to further the point value of their project. Retrofitting existing commercial buildings within the City is a key reduction measure that is needed to reach the reduction goal. The potential for an applicant to take advantage of this program will be decided on a case by case basis and must have the approval of the Ontario Planning Department. The decision to allow applicants the ability to participate in this program will be evaluated based upon, but not limited to the following:	TBD	

Feature	Description	Assigned Point Values	Project Points
	Will the energy efficiency retrofit project benefit low income or disadvantaged communities? Does the energy efficiency retrofit project fit within the overall assumptions in the reduction measure associated with commercial building energy efficiency retrofits? Does the energy efficiency retrofit project provide co-benefits important to the City? Point value will be determined based upon engineering and design criteria of the energy efficiency retrofit project.		
Reduction Measure PS E4: Commercial/Industrial Renewable Energy			
Photovoltaic	Solar Photovoltaic panels installed on commercial buildings or in collective arrangements within a commercial development such that the total power provided augments:		
	Solar Ready Roofs (sturdy roof and electric hookups)	2 points	
	10 percent of the power needs of the project	8 points	
	20 percent of the power needs of the project	14 points	
	30 percent of the power needs of the project	20 points	
	40 percent of the power needs of the project	26 points	
	50 percent of the power needs of the project	32 points	
	60 percent of the power needs of the project	38 points	
	70 percent of the power needs of the project	44 points	
	80 percent of the power needs of the project	50 points	
	90 percent of the power needs of the project	56 points	
	100 percent of the power needs of the project	60 points	
Wind turbines	Some areas of the City lend themselves to wind turbine applications. Analysis of the areas capability to support wind turbines should be evaluated prior to choosing this feature. Wind turbines as part of the commercial development such that the total power provided augments:		
	10 percent of the power needs of the project	8 points	
	20 percent of the power needs of the project	14 points	
	30 percent of the power needs of the project	20 points	
	40 percent of the power needs of the project	26 points	
	50 percent of the power needs of the project	32 points	
	60 percent of the power needs of the project	38 points	
	70 percent of the power needs of the project	44 points	

Feature	Description	Assigned Point Values	Project Points
	80 percent of the power needs of the project	50 points	
	90 percent of the power needs of the project	56 points	
	100 percent of the power needs of the project	60 points	
Off-site renewable energy project	The applicant may submit a proposal to supply an off-site renewable energy project such as renewable energy retrofits of existing commercial/industrial that will help implement reduction measures associated with existing buildings. These off-site renewable energy retrofit project proposals will be determined on a case by case basis accompanied by a detailed plan documenting the quantity of renewable energy the proposal will generate. Point values will be based upon the energy generated by the proposal.	TBD	
Other Renewable Energy Generation	The applicant may have innovative designs or unique site circumstances (such as geothermal) that allow the project to generate electricity from renewable energy not provided in the table. The ability to supply other renewable energy and the point values allowed will be decided based upon engineering data documenting the ability to generate electricity.	TBD	
Reduction Measure PS W2: Commercial/Industrial Water Conservation			
Irrigation and Landscaping			
Water Efficient Landscaping	Eliminate conventional turf from landscaping	0 points	
	Only moderate water using plants	3 points	
	Only low water using plants	4 points	
	Only California Native landscape that requires no or only supplemental irrigation	8 points	
Trees	Increase tree planting in parking areas 50% beyond City Code requirements	TBD	
Water Efficient irrigation systems	Low precipitation spray heads< .75"/hr or drip irrigation	1 point	
	Weather based irrigation control systems combined with drip irrigation (demonstrate 20 reduced water use)	5 points	
Recycled Water	Recycled water connection (purple pipe)to irrigation system on site	5 points	
Storm water Reuse Systems	Innovative on-site stormwater collection, filtration and reuse systems are being developed that provide supplemental irrigation water and provide vector control. These systems can greatly reduce the irrigation needs of a project. Point values for these types of systems will be determined based upon design and engineering data documenting the water savings.	TBD	

Feature	Description	Assigned Point Values	Project Points
Potable Water			
Showers	Water Efficient Showerheads (2.0 gpm)	3 points	
Toilets	Water Efficient Toilets/Urinals (1.5gpm) Waterless Urinals (note that commercial buildings having both waterless urinals and high efficiency toilets will have a combined point value of 6 points)	3 points 4 points	
Faucets	Water Efficient faucets (1.28gpm)	3 points	
Commercial Dishwashers	Water Efficient dishwashers (20% water savings)	4 points	
Commercial Laundry Washers	Water Efficient laundry (15% water savings) High Efficiency laundry Equipment that captures and reuses rinse water (30% water savings)	3 points 6 points	
Commercial Water Operations Program	Establish an operational program to reduce water loss from pools, water features, etc., by covering pools, adjusting fountain operational hours, and using water treatment to reduce draw down and replacement of water. Point values for these types of plans will be determined based upon design and engineering data documenting the water savings.	TBD	
Reduction Measure PS T1: Land Use Based Trips and VMT Reduction			
Mixed Use	Mixes of land uses that complement one another in a way that reduces the need for vehicle trips can greatly reduce GHG emissions. The point value of mixed use projects will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled	TBD	
Local Retail Near Residential (Commercial only Projects)	Having residential developments within walking and biking distance of local retail helps to reduce vehicle trips and/or vehicle miles traveled. The point value of residential projects in close proximity to local retail will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled	TBD	
Reduction Measure PS T2: Bicycle Master Plan			
Bicycle Infrastructure	Ontario's Bicycle Master Plan is extensive and describes the construction on 11.5 miles of Class I bike paths and 23 miles of Class II and Class III bikeways to build upon the current 8 miles of bikeways. Provide bicycle paths within project boundaries. Provide bicycle path linkages between project site and other land uses. Provide bicycle path linkages between project site and transit.	TBD TBD 2 points 5 points	

Feature	Description	Assigned Point Values	Project Points
Reduction Measure PS T3: Electric Vehicle Infrastructure			
Electric Vehicles	Provide public charging station for use by an electric vehicle. *(ten points for each charging station within the facility)*	10 points	
Reduction Measure PS T4: Employee Based Trip &VMT Reduction Policy			
Compressed Work Week	Reduce the number of days per week that employees need to be on site will reduce the number of vehicle trips associated with commercial/industrial development. Compressed work week such that full time employees are on site: 5 days per week 4 days per week on site 3 days per week on site	TBD	
Car/Vanpools	Car/vanpool program Car/vanpool program with preferred parking Car/vanpool with guaranteed ride home program Subsidized employee incentive car/vanpool program Combination of all the above	TBD	
Employee Bicycle/ Pedestrian Programs	Complete sidewalk to residential within ½ mile Complete bike path to residential within 3 miles Bike lockers and secure racks Showers and changing facilities Subsidized employee walk/bike program (Note combine all applicable points for total value)	TBD	
Shuttle/Transit Programs	Local transit within ¼ mile Light rail transit within ½ mile Shuttle service to light rail transit station Guaranteed ride home program Subsidized Transit passes Note combine all applicable points for total value	TBD	
CRT	Employer based Commute Trip Reduction (CRT). CRTs apply to commercial, offices, or industrial projects that include a reduction of vehicle trip or VMT goal using a variety of employee commutes trip reduction methods. The point value will be determined based upon a TIA that demonstrates the trip/VMT reductions. Suggested point ranges: Incentive based CRT Programs (1-8 points) Mandatory CRT programs (5-20 points)	TBD	
Other Trip Reductions	Other trip or VMT reduction measures not listed above with TIA and/or other traffic data supporting the trip and/or VMT for the project.	TBD	
Total Points from Commercial/Industrial Project:			

414 & 440 EUCLID AVENUE MULTI USE PROJECT
NOISE IMPACT STUDY
City of Ontario

414 & 440 EUCLID AVENUE MIXED USE PROJECT
NOISE IMPACT STUDY
City of Ontario, California

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1.0 Introduction

1.1 Purpose of Analysis and Study Objectives

The purpose of this report is to evaluate the potential noise impacts from the proposed 414 & 440 Euclid Avenue Mixed Use Project (project) and provide recommendations, if necessary, to minimize any project noise impacts. The assessment was conducted within the context of the California Environmental Quality Act (CEQA) and utilizes the noise standards set forth by the applicable Federal, State, and local agencies.

The following is provided in this report:

- A description of the study area and the proposed project
- Information regarding the fundamentals of noise
- Identification of the regulatory setting and applicable noise standards
- Analysis of the existing noise environment
- Analysis of the project's operational noise impact to adjacent receptors
- Analysis of the project's construction noise and vibration impact to adjacent sensitive receptors
- Summary of recommended mitigation measures and project design features to reduce noise level impacts.

1.2 Site Location

The project site is located on the northeast corner of Euclid Avenue and East D Street, at 414 & 440 Euclid Avenue, in the City of Ontario. The project site is located approximately 1,023 feet above sea level and the topography is relatively flat.

The project site is bounded by ARCO gas station at the northwest corner, E Street to the north, D Street to the south, Lemon Street to the east and Euclid Avenue to the west. The project site location map is provided in Exhibit A.

There are several nearest noise sensitive receptors located surrounding the project site:

- Existing single family residential uses located to the northeast of the project site, approximately 90 feet away.

- Existing office and medical office uses to the east of the project site, approximately 66 feet away.

1.3 Project Description

The project proposes to construct and operate 109 multifamily residential homes within a 4-story building with approximately 5,356 square feet of ground floor commercial/retail uses. The total project site area is approximately 2.3 acres. The project site currently consists of approximately 44,572 square feet of existing buildings and approximately 52,250 square feet of parking lot that will be demolished as a part of the project.

The site plan used for this analysis, provided by ADEPT, is illustrated in Exhibit B. Table 1 summarizes the proposed project land uses.

Table 1
Land Use Summary

Project Land Use	Quantity	Metric
Multifamily Residential (Mid-Rise)	109	Dwelling Units
Strip Retail Plaza (<40k)	5,356.0	Square Feet
Parking Lot	162	Spaces

This report analyzes short-term noise impacts associated with construction and long-term noise impacts associated with the day-to-day operation of the project. The primary sources of long-term noise impacts would be on-site circulation and parking lot noise, recreational noise from the outdoor pool and lawn area, and noise from rooftop mounted mechanical HVAC equipment.

1.4 Summary of Analysis Results

Table 2 provides a summary of the noise analysis results, per the CEQA impact criteria checklist. The project is not expected to result in 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.

Table 2
CEQA Noise Impact Criteria

Noise Impact Criteria	Potentially Significant	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
Would the project result in?				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			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	

1.5 Project Design Features

The following project design features include standard rules and requirements, best practices and recognized design guidelines for reducing noise levels. Design features are assumed to be part of the conditions of the project and integrated into its design. Design features are not typically considered mitigation under CEQA.

Operational Design Features

DF-1 All exterior residential patios and balconies facing Euclid Avenue and D Street should be shielded by a five (5) foot noise screening wall. The designed noise screening will only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area without decorative cutouts or line-of-site openings between the shielded areas and the project site. All gaps (except for weep holes) should be filled with grout or caulking to avoid flanking.:

Noise control barrier may be constructed using one, or any combination of the following materials:

- Masonry block;
- Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue and groove wood of sufficient weight per square foot;
- Transparent glass (1/2 inch thick), acrylic, polycarbonate, or other transparent material with sufficient weight per square foot.

DF-2 The project shall comply with California Title 24 building insulation requirements for exterior walls, roofs and common separating assemblies (e.g. floor/ceiling assemblies and demising walls).

- Interior noise levels due to exterior sources must not exceed a community noise equivalent level (CNEL) or a day-night level (LDN) of 45 dBA, in any habitable room.
- Party wall and floor-ceiling assembly designs must provide a minimum STC of 50, based on lab tests. Field tested assemblies must provide a minimum noise isolation class (NIC) of 45.
- Floor-ceiling assembly designs must provide for a minimum impact insulation class (IIC) of 50, based on lab tests. Field tested assemblies must provide a minimum FIIC of 45.
- Entry doors from interior corridors must provide an STC of 26 or more.
- Penetrations or openings in sound rated assemblies must be treated to maintain required ratings.

DF-3 A "windows closed" condition is expected to be required for all residential units within the project site to meet the interior noise standard. To accommodate a windows closed conditions, all units will require upgraded windows with a minimum STC rating of 30 or higher and be equipped with adequate fresh air ventilation, per the requirements of the California Building Standards Code.

DF-4 The final building plans shall ensure that HVAC units are not located within an area of the project site that would contribute to a noise level exceedance at any adjacent property line, per the City of Ontario Municipal Code requirements. To meet the City's noise standards the following measures should be followed:

- All HVAC equipment shall be shielded or enclosed from the line of sight of adjacent residential uses.

DF-5 The outdoor pool, spa, and recreational areas should be closed from 10 p.m. to 7 a.m.

Construction Design Features

DF-6 Construction activities must only take place between the hours of 7:00 a.m. and 6:00 p.m. on weekdays or between the hours of 9:00 a.m. and 6:00 p.m. on Saturday or Sunday.

DF-7 All contractors should implement construction best management practices to reduce construction noise levels. Best management practices include the following:

- All construction equipment should be equipped with muffles and other suitable noise attenuation devices (e.g., engine shields).
- If feasible, electric hook-ups should be utilized on the site to avoid the use of generators. If electric service is determined to be infeasible for the site, only whisper-quiet generators shall be used (i.e., inverter generators capable of providing variable load).
- Use electric air compressors and similar power tools rather than diesel equipment, where feasible.
- Locate staging area, generators and stationary construction equipment as far from the adjacent residential homes as feasible.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.

- Provide notifications and signage in readily visible locations along the perimeter of construction sites that indicate the dates and duration of construction activities, as well as provide a telephone number where neighbors can enquire about the construction process and register complaints to a designated construction noise disturbance coordinator.

DF-8 No impact pile driving or blasting activities should be permitted on the project site during construction. If impact pile driving or blasting is required, a follow-up noise and vibration impact assessment shall be conducted prior to start of any activity.

2.0 Fundamentals of Noise

This section of the report provides basic information about noise and vibration and presents some of the terms used in the report.

2.1 Sound, Noise, and Acoustics

The sound is a disturbance created by a moving or vibrating source and is capable of being detected by the hearing organs. The sound may be thought of as mechanical energy of a moving object transmitted by pressure waves through a medium to a human ear. For traffic or stationary noise, the medium of concern is air. *Noise* is defined as sound that is loud, unpleasant, unexpected, or unwanted.

2.2 Frequency and Hertz

A continuous sound is described by its *frequency* (pitch) and its *amplitude* (loudness). Frequency relates to the number of pressure oscillations per second. Low-frequency sounds are low in pitch (bass sounding) and high-frequency sounds are high in pitch (squeak). These oscillations per second (cycles) are commonly referred to as Hertz (Hz). The human ear can hear from the bass pitch starting out at 20 Hz all the way to the high pitch of 20,000 Hz.

2.3 Sound Pressure Levels and Decibels

The *amplitude* of a sound determines its loudness. The loudness of sound increases or decreases, as the amplitude increases or decreases. Sound pressure amplitude is measured in units of micro-Newton per square inch meter (N/m2), also called micro-Pascal (μPa). One μPa is approximately one hundred billionths (0.00000000001) of normal atmospheric pressure. Sound pressure level (SPL or L_p) is used to describe in logarithmic units the ratio of actual sound pressures to a reference pressure squared. These units are called decibels and abbreviated as dB.

2.4 Addition of Decibels

Because decibels are on a logarithmic scale, sound pressure levels cannot be added or subtracted by simple plus or minus addition. When two (2) sounds of equal SPL are combined, they will produce an SPL 3 dB greater than the original single SPL. In other words, sound energy must be doubled to produce a 3dB increase.

If two (2) sounds differ by approximately 10 dB the higher sound level is the predominant sound.

2.5 Human Response to Changes in Noise Levels[1]

In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz, (A-weighted scale) and it perceives a sound within that range as being more intense than a sound with a higher or lower frequency with the same magnitude. For purposes of this report as well as with most environmental documents, the A-scale weighing is typically reported in terms of A-weighted decibel (dBA). Typically, the human ear can barely perceive the change in the noise level of 3 dB. A change in 5 dB is readily perceptible, and a change in 10 dB is perceived as being twice or half as loud. As previously discussed, a doubling of sound energy results in a 3 dB increase in sound, which means that a doubling of sound energy (e.g. doubling the volume of traffic on a highway), would result in a barely perceptible change in sound level.

2.6 Noise Descriptors

Noise in our daily environment fluctuates over time. Some noise levels occur in regular patterns, others are random. Some noise levels are constant, while others are sporadic. Noise descriptors were created to describe the different time-varying noise levels. Following are the most commonly used noise descriptors along with brief definitions.

A-Weighted Sound Level

The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high-frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgment of loudness.

Ambient Noise Level

The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

[1] Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

Community Noise Equivalent Level (CNEL)

The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7:00 to 10:00 PM and after addition of ten (10) decibels to sound levels in the night before 7:00 AM and after 10:00 PM.

Decibel (dB)

A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-pascals.

dB(A)

A-weighted sound level (see definition above).

Equivalent Sound Level (LEQ)

The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time-varying noise level. The energy average noise level during the sample period.

Habitable Room

Any room meeting the requirements of the Uniform Building Code or other applicable regulations which is intended to be used for sleeping, living, cooking or dining purposes, excluding such enclosed spaces as closets, pantries, bath or toilet rooms, service rooms, connecting corridors, laundries, unfinished attics, foyers, storage spaces, cellars, utility rooms, and similar spaces.

L(n)

The A-weighted sound level exceeded during a certain percentage of the sample time. For example, L10 in the sound level exceeded 10 percent of the sample time. Similarly, L50, L90, and L99, etc.

Noise

Any unwanted sound or sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "...excessive undesirable sound...".

Percent Noise Levels

See L(n).

Sound Level (Noise Level)

The weighted sound pressure level obtained by use of a sound level meter having a standard frequency-filter for attenuating part of the sound spectrum.

Sound Level Meter

An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

Single Event Noise Exposure Level (SENEL)

The dBA level which, if it lasted for one (1) second, would produce the same A-weighted sound energy as the actual event.

2.7 Sound Propagation

As sound propagates from a source it spreads geometrically. The sound from a small, localized source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates at a rate of 6 dB per doubling of distance. The movement of vehicles down a roadway makes the source of the sound appear to propagate from a line (i.e., line source) rather than a point source. This line source results in the noise propagating from a roadway in a cylindrical spreading versus a spherical spreading that results from a point source. The sound level attenuates for a line source at a rate of 3 dB per doubling of distance.

As noise propagates from the source, it is affected by the ground and atmosphere. Noise models use the hard site (reflective surfaces) and soft site (absorptive surfaces) to help calculate predicted noise levels. Hard site conditions assume no excessive ground

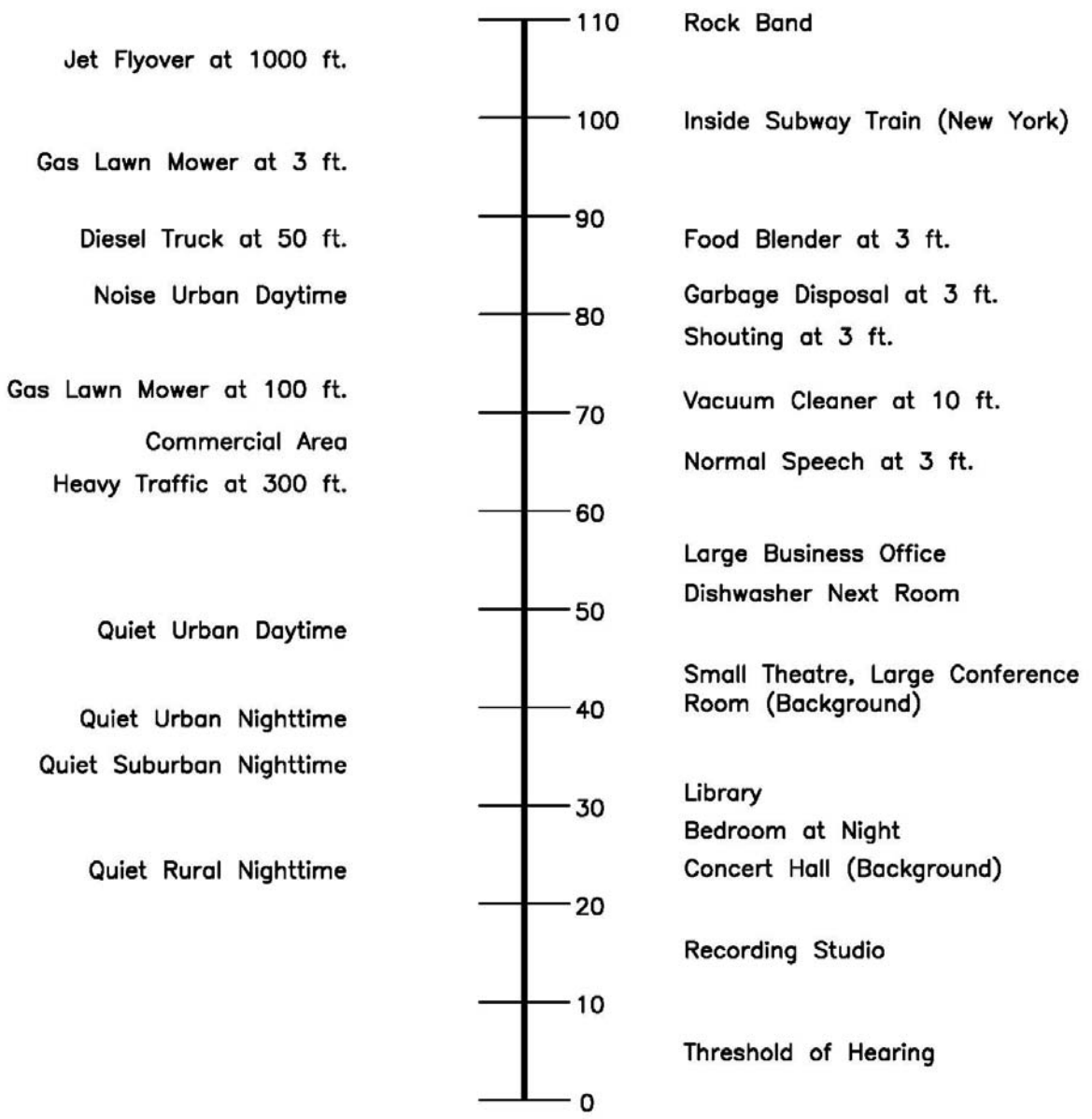
absorption between the noise source and the receiver. Soft site conditions such as grass, soft dirt or landscaping attenuate noise at an additional rate of 1.5 dB per doubling of distance. When added to the geometric spreading, the excess ground attenuation results in an overall noise attenuation of 4.5 dB per doubling of distance for a line source and 6.0 dB per doubling of distance for a point source.

Research has demonstrated that atmospheric conditions can have a significant effect on noise levels when noise receivers are located 200 feet and greater from a noise source. Wind, temperature, air humidity, and turbulence can further impact how far sound can travel.

Figure 1 shows typical sound levels from indoor and outdoor noise sources.

Figure 1[2]

TYPICAL SOUND LEVELS FROM
INDOOR AND OUTDOOR NOISE SOURCES



[2] Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

2.8 Vibration Descriptors

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

Several different methods are used to quantify vibration amplitude.

PPV

Known as the peak particle velocity (PPV) which is the maximum instantaneous peak in vibration velocity, typically given in inches per second.

RMS

Known as the root mean squared (RMS) can be used to denote vibration amplitude.

VdB

A commonly used abbreviation to describe the vibration level (VdB) for a vibration source.

2.9 Vibration Perception

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. Outdoor sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible ground-borne noise or vibration. To counter the effects of ground-borne vibration, the Federal Transit Administration (FTA) has published guidance relative to vibration impacts.

2.10 Vibration Propagation

There are three main types of vibration propagation: surface, compression, and shear waves. Surface waves, or Rayleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wavefront, similar to ripples produced by throwing a rock into a pool of water. P-waves, or compression waves, are body waves that carry their energy along an expanding spherical wavefront. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P-waves are analogous to airborne sound waves. S-waves, or shear waves, are also body waves that carry energy along an expanding spherical wavefront. However, unlike P-waves, the particle motion is transverse, or side-to-side and perpendicular to the direction of propagation.

As vibration waves propagate from a source, the vibration energy decreases in a logarithmic nature and the vibration levels typically decrease by 6 VdB per doubling of the distance from the vibration source. As stated above, this drop-off rate can vary greatly depending on the soil but has been shown to be effective enough for screening purposes, in order to identify potential vibration impacts that may need to be studied through actual field tests.

2.11 Construction Related Vibration Level Prediction[3]

Operational activities are separated into two different categories. The vibration can be transient or continuous in nature. Each category can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings in the vicinity of the project area site respond to these vibrations with varying results ranging from no perceptible effects at the low levels to slight damage at the highest levels. The thresholds from Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, in the table below provide general guidelines as to the maximum vibration limits for when vibration becomes potentially annoying.

[3] Caltrans Transportation and Construction Vibration Guidance Manual, April 2020

Table 3
Vibration Annoyance Potential Criteria

Human Response	PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.90	0.10
Severe	2.00	0.40

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

The Caltrans Transportation and Construction Vibration Guidance Manual, April 2020 provides general thresholds and guidelines as to the vibration damage potential from vibratory impacts. The table below provides general vibration damage potential thresholds:

Table 4
Vibration Damage Potential Threshold Criteria

Structure and Condition	PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings ruin ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

Soil conditions have an impact on how vibration propagates through the ground. The Caltrans Transportation and Construction Vibration Guidance Manual, April 2020 provides suggested "n" values based on soil class. The table below outlines the manual's suggested values and description.

Table 5
Suggested "n" Values Based on Soil Classes

Soil Class	Description of Soil Material	Suggested Value of "n"
I	Weak or soft soils: loose soils, dry or partially saturated peat and muck, mud, loose beach sand, and dune sand.	1.4
II	Most sands, sandy clays, silty clays, gravel, silts, weathered rock.	1.3
III	Hard soils: densely compacted sand, dry consolidated clay, consolidated glacial till, some exposed rock.	1.1
IV	Hard, component rock: bedrock, freshly exposed hard rock.	1.0

3.0 Regulatory Setting

The proposed project is located in the City of Ontario and noise regulations are addressed through the various federal, state, and local government agencies. The agencies responsible for regulating noise are discussed below.

3.1 Federal Regulations

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three (3) purposes:

- Publicize noise emission standards for interstate commerce
- Assist state and local abatement efforts
- Promote noise education and research

The Federal Office of Noise Abatement and Control (ONAC) was originally tasked with implementing the Noise Control Act. However, it was eventually eliminated leaving other federal agencies and committees to develop noise policies and programs. Some examples of these agencies are as follows: The Department of Transportation (DOT) assumed a significant role in noise control through its various agencies. The Federal Aviation Agency (FAA) is responsible to regulate noise from aircraft and airports. The Federal Highway Administration (FHWA) is responsible to regulate noise from the interstate highway system. The Occupational Safety and Health Administration (OSHA) is responsible for the prohibition of excessive noise exposure to workers.

The Federal government and the State advocate that local jurisdiction use their land use regulatory authority to arrange new development in such a way that "noise sensitive" uses are either prohibited from being constructed adjacent to a highway or, or alternatively that the developments are planned and constructed in such a manner that potential noise impacts are minimized.

Since the Federal government and the State have preempted the setting of standards for noise levels that can be emitted by the transportation source, the City is restricted to regulating the noise generated by the transportation system through nuisance abatement ordinances and land use planning.

3.2 State Regulations

Established in 1973, the California Department of Health Services Office of Noise Control (ONC) was instrumental in developing regularity tools to control and abate noise for use by local agencies. One significant model is the "Land Use Compatibility for Community Noise Environments Matrix." The matrix allows the local jurisdiction to clearly delineate compatibility of sensitive uses with various incremental levels of noise.

The State of California has established noise insulation standards as outlined in Title 24 and of the Building Standards Code, which in some cases requires acoustical analyses to outline exterior noise levels and to ensure interior noise levels do not exceed the interior threshold. The State mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines published by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable.

The latest sound transmission standards are established in the 2019 California Building Code, Title 24, Part 2, Section 1206. In brief, the Title 24 noise standards require the following design:

- Airborne Sound: Walls, partitions and floor-ceiling assemblies separating dwelling units and sleeping units from each other or from public or service areas shall have a sound transmission class of not less than 50, or not less than 45 if field tested, for airborne noise where tested in accordance with ASTM E90. Alternatively, the sound transmission class of walls, partitions and floor-ceiling assemblies shall be established by engineering analysis based on a comparison of walls, partitions and floor-ceiling assemblies having sound transmission class ratings as determined by the test procedures set forth in ASTM E90. Penetrations or openings in construction assemblies for piping, electrical devices, recessed cabinets, bathtubs, soffits, or heating ventilating or exhaust ducts shall be sealed, lined, insulated or otherwise treated to maintain the required ratings. This requirement shall not apply to entrance doors; however, such doors shall be tight fitting to the frame and sill.

- Structure-Borne Sound. Floor-ceiling assemblies between dwelling units and sleeping units or between a dwelling unit or sleeping unit and a public or service area within the structure shall have an impact insulation rating of not less than 50, or not less than 45 if field tested, where tested in accordance with ASTM E492. Alternatively, the impact insulation class of floor-ceiling assemblies shall be

established by engineering analysis based on a comparison of floor-ceiling assemblies having impact insulation class ratings as determined by the test procedures in ASTM E492. Impact sound insulation is not required for floor-ceiling assemblies over nonhabitable rooms or spaces not designed to be occupied, such as garages, mechanical rooms or storage areas.

- Allowable Interior Noise Levels: Interior noise attributed to exterior sources shall not exceed 45 dB in any habitable room. The noise metric shall be either the day-night average sound level (Ldn) or the community noise equivalent level (CNEL), consistent with the noise element of the local general plan.

3.3 City of Ontario Noise Regulations

The project is required to comply with the noise standards and thresholds established within the City of Ontario Municipal Code and the Ontario Plan. The noise standards from the Municipal Code and the Ontario Plan are provided in Appendix A.

3.3.1 City of Ontario Municipal Code Noise Standards

The City of Ontario Municipal Code, Chapter 29: Noise, requires that a project shall not create loud, unnecessary, or unusual noise that disturbs the peace or quiet of any neighborhood, or that causes discomfort or annoyance to any person of normal sensitiveness.

Exterior Noise Standards:

Noise standards are defined in Section 5-29.04, Exterior Noise Standards of the Noise chapter of the Municipal Code and are applicable to the project site and surrounding noise sensitive uses.

Table 6 shows the exterior noise standards from the City of Ontario Municipal Code Chapter 29: Noise Exterior Noise Standards for the project site and surrounding residential land uses.

Table 6
City of Ontario Municipal Code Exterior Noise Standards

Land Use	7:00 AM – 10:00 PM	10:00 PM – 7:00 AM
	Leq (dBA)	Leq (dBA)
Multi-Family Residential	65	50
Residential Portion of Mixed Use[1]	70	70
Commercial Property	65	60

[1]Applies to that portion of residential property falling within 100 feet of a commercial property use if the noise originates from that commercial property use.

Interior Noise Standards:

Noise standards are defined in Section 5-29.05 Interior Noise Standards of the Noise chapter of the Municipal Code and are applicable to the project site and surrounding noise sensitive uses.

Table 7 shows the exterior noise standards from the City of Ontario Municipal Code Chapter 29: Noise Interior Noise Standards for the project land uses.

Table 7
City of Ontario Municipal Code Interior Noise Standards

Land Use	7:00 AM – 10:00 PM	10:00 PM – 7:00 AM
	Leq (dBA)	Leq (dBA)
Multi-Family Residential	45	40
Residential Portion of Mixed Use[1]	45	40

[1]Applies to that portion of residential property falling within 100 feet of a commercial property use, if the noise originates from that commercial property use.

Construction Noise Regulations

Chapter 29: Noise, Section 5-29.06 of the City's municipal code states that the following activities shall be exempted from the provisions of the noise code;

- Noise sources associated with construction, repair, remodeling, demolition or grading of any real property. Such activities shall instead be subject to the following provisions of § 5-29.09;

i. No person, while engaged in construction, remodeling, digging, grading, demolition or any other related building activity, shall operate any tool, equipment or machine in a manner that produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a Police or Code Enforcement Officer, on any weekday except between the hours of 7:00 a.m. and 6:00 p.m. or on Saturday or Sunday between the hours of 9:00 a.m. and 6:00 p.m.

ii. No landowner, construction company owner, contractor, subcontractor, or employer shall permit or allow any person or persons working under their direction and control to operate any tool, equipment or machine in violation of the provisions of this section.

3.3.2 City of Ontario General Plan (The Ontario Plan)

The Ontario Plan establishes planning criteria for determining a development's noise/land use compatibility based on the community noise equivalent level (CNEL). CNEL noise levels are typically used to evaluate mobile source noise impacts such as from roadways, airports and rail lines.

Table 8 summarizes the City's Noise/Land Use Compatibility guidelines for the project and surrounding land uses.

Table 8
Noise/Land Use Compatibility Guidelines

Land Use	Noise Limit (CNEL)			
	Clearly Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Multiple Family	<60	60-65	65-75	>75
Commercial – Retail	<70	70-75	75-80	>80

Clearly Acceptable: No special noise insulation required, assuming buildings of normal conventional construction.

Normally Acceptable: Acoustical reports will be required for major new residential construction. Conventional construction with closed windows and fresh air supply systems of air conditioning will normally suffice.

Normally Unacceptable:	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included.
Clearly Unacceptable:	No new construction should be permitted.

4.0 Study Method and Procedures

The following section describes the measurement procedures, measurement locations, and noise modeling procedures and assumptions used in the noise analysis.

4.1 Measurement Procedures and Criteria

Noise measurements are taken to determine the existing noise levels. A noise receiver or receptor is any location in the noise analysis in which noise might produce an impact. The following criteria are used to select measurement locations and receptors:

- Locations expected to receive the highest noise impacts, such as the first row of houses
- Locations that are acoustically representative and equivalent of the area of concern
- Human land usage
- Sites clear of major obstruction and contamination

RK conducted the sound level measurements in accordance with Caltrans technical noise specifications. All measurement equipment meets American National Standards Institute (ANSI) specifications for sound level meters (S1.4: Specification of Sound Level Meters, 1983).

A Piccolo-II Type 2 integrating-averaging level meter was used to conduct long-term (24-hour) noise measurements at the project site and property boundaries.

The Leq, Lmin, Lmax, L2, L8, L25, and L50 statistical data were recorded over the measurement time period intervals and the information was utilized to define the noise characteristics for the project. The following gives a brief description of the Caltrans Technical Noise Supplement procedures for sound level measurements:

- Microphones for sound level meters were placed five (5) feet above the ground for long-term noise measurements
- Sound level meters were calibrated before and after each measurement
- Following the calibration of equipment, a windscreen was placed over the microphone
- Frequency weighting was set on "A" and slow response
- Temperature and sky conditions were observed and documented

Appendix B includes photos, field sheets, and measured noise data.

4.2 Stationary Noise Modeling

On-site stationary noise sources were analyzed using SoundPLAN™ noise modeling software. SoundPLAN™ is a standards-based program that incorporates more than twenty national and international noise modeling guidelines. This project consists of parking lot noise and stationary noise sources which are classified under industrial sources.

Projected noise levels from SoundPLAN™ are based on the following key parameters:

- Developing three-dimensional noise models of the project,
- Predicting the project noise levels at the selected community locations and
- Comparing the predicted noise with the existing community ambient noise levels at the receptor locations.

The sides of the buildings, walls, etc. were modeled as reflective surfaces and also as diffractive bodies. The noise sources are shown as red spheres (point sources) and red surfaces (area sources). A light blue line outlines the perimeter of each operation. The surrounding roads are displayed as grey surfaces.

Most of the ground within the project site and adjacent areas are covered with paved surfaces and field grass and will be run as a hard site to be conservative (Ground Factor=0). The Effective Flow Resistivity for field grass is SoundPLAN default. The elevation profile for the project site is derived from Google Earth and all the receptors are placed at 5 foot above the ground level.

Sound Power and Sound Pressure Level

Sound power level is the acoustic energy emitted by a source which produces a sound pressure level at some distance. While the sound power level of a source is fixed, the sound pressure level depends upon the distance from the source and the acoustic characteristics of the area in which it is located.

SoundPLAN requires that the source noise level be input using sound power level and which must be back calculated based on a measured sound pressure level. The sound power level is calculated using SoundPLAN software by calibrating the source noise level to equal the sound pressure level at an equal distance from the source in which the referenced measurement was taken.

4.2.1 Parking Lot Noise

Parking lot noise would occur from vehicles and trucks entering and exiting the site, idling, exhaust, loading and delivery activities, doors slamming, tires screeching, people talking, and the occasional horn honking. Parking lot noise would occur throughout the site and is assessed by using referenced noise levels in the SoundPLAN model. Parking lot noise is based on the type of vehicle and number of movements per hour. Referenced noise levels for parking lot activities are based on the SoundPLAN™ standard *Parkplatzlärmstudie 2007*. Key inputs for parking lot noise include size of area source, number of movements per hour, type of vehicles, and number of parking spaces within each lot.

4.2.2 Pool Deck and Outdoor Recreation

To estimate future noise levels from the outdoor pool deck and lawn area, referenced noise level are derived from the SoundPLAN for the outdoor pool and lawn area of the proposed project. The referenced noise level "Open-air swimming pools, Lawn" has been used to determine the project's recreational outdoor noise levels.

Table 9
Pool Deck Referenced Noise Levels[1]

Noise Source[1]	Noise Levels (dBA)
	L_{eq}
Outdoor Pool Deck and Lawn Area	62.0

[1] Source: SoundPLAN.

The noise levels assume that the pool area will be operating continuously during daytime and is not expected to be in operation during nighttime hours, when in reality will likely to operate only intermittently throughout daytime operations.

The project is proposing to enclose the pool equipment within an enclosed structure, therefore, noise impacts associated with pool equipment would be minimal and are not included in this analysis.

4.2.3 HVAC Equipment Noise

The project is proposing to use DUCT SYSTEMS MCHSU-36CSH2 or similar air conditioner (a/c) units. In order to determine the future noise levels from a/c units, RK requested the specification sheet from the applicant and obtained the referenced noise level of the

proposed a/c units. Table 8 indicates the referenced noise levels for on-site stationary noise sources. The manufacture spec sheet is shown in Appendix C.

Table 10
HVAC Referenced Noise Levels

Source	Noise Levels (dBA)
	L_W
HVAC Equipment	66

The noise levels assume that the HVAC are operating continuously during both daytime and nighttime hours, when in reality will likely operate only intermittently throughout daily operations.

To estimate the future noise levels during typical operational conditions, referenced noise levels are input into SoundPLAN and projected to the nearest sensitive receptor locations. Adjusted noise levels are based on the distance of the receptor location relative to the noise source, local topography and physical barriers including buildings and sound walls.

4.3 Traffic Noise Modeling

Traffic noise from vehicular traffic was projected using a version of the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). The FHWA model arrives at the predicted noise level through a series of adjustments to the key input parameters. The following outlines the key adjustments made to the computer model for the roadway inputs:

- Roadway classification – (e.g. freeway, major arterial, arterial, secondary, collector, etc),
- Roadway Active Width – (distance between the center of the outer most travel lanes on each side of the roadway)
- Average Daily Traffic (ADT) Volumes, Travel Speeds, Percentages of automobiles, medium trucks, and heavy trucks
- Roadway grade and angle of view
- Site Conditions (e.g. soft vs. hard)
- Percentage of total ADT which flows each hour throughout a 24-hour period

The following outlines key adjustments to the computer model for the project site parameter inputs:

- Vertical and horizontal distances (Sensitive receptor distance from noise source)

- Noise barrier vertical and horizontal distances (Noise barrier distance from sound source and receptor).
- Traffic noise source spectra
- Topography

Table 11 indicates the roadway parameters utilized for this study.

Table 11
Roadway Parameters

Roadway	Classification[1]	Lanes	Capacity (ADT)[1]	Speed (MPH)	Site Conditions
Euclid Avenue	Divided Arterial	6	49,000	35	Hard

[1] Source: Section 5.16 Transportation and Traffic, The Ontario Plan Draft EIR.

Table 12 indicates the vehicle distribution and truck mix utilized for all roadways in this study area.

Table 12
Vehicle Distribution (Truck Mix) for Principal Arterial Roadways[1,2]

Motor-Vehicle Type	Daytime % (7 AM - 7 PM)	Evening % (7 PM - 10 PM)	Night % (10 PM - 7 AM)	Total % of Traffic Flow
Automobiles	69.5	12.9	9.6	92.00
Medium Trucks	1.44	0.06	1.5	3.00
Heavy Trucks	2.4	0.1	2.5	5.00

[1] Roadway classification and average daily traffic (ADT) volume capacity is based on County of Riverside General Plan.
[2] Vehicle percentages specified are consistent with arterial roadway mix in the Inland Empire area.

4.4 Interior Noise Modeling

The interior noise level is the difference between the projected exterior noise level at the structure's façade and the noise reduction provided by the structure itself. Typical building construction will provide a conservative 12 dBA noise level reduction with a "windows open" condition and a very conservative 20 dBA noise level reduction with "windows closed". RK estimated the interior noise level by subtracting the building shell design from the estimated exterior noise level.

The interior noise analysis is based on industry standards for building noise reduction established by the Federal Highway Administration (FHWA), the 2013 Caltrans Technical Noise Supplement to the Traffic Noise Analysis Protocol (TeNS), the California Office of Noise Control Catalog of STC and IIC Ratings for Wall and Floor/Ceiling Assemblies, and the California Building Standards Code, Title 24.

The TeNS manual shows that the noise reduction due to building exteriors with ordinary sash windows (windows closed) is at least 20 decibels. By providing upgraded STC rated windows, the project design is considered adequate to meet interior noise standards. The building's exterior walls will be constructed per the latest building code insulation requirements and provide occupants with the most protection from exterior noise. Insulated exterior walls, designed per the latest California Building Standards, would provide a minimum of STC 35-40. Windows, on the other hand, are one of the acoustically weakest parts of the structure. Therefore, for a conservative estimate of preliminary interior noise, the building's noise reduction potential is limited to the STC of the windows.

4.5 Construction Noise Modeling

The construction noise analysis utilizes the Federal Highway Administration (FHWA) Roadway Construction Noise Model, together with several key construction parameters. Key inputs include distance to the sensitive receiver, equipment usage, and baseline parameters for the project site. This study evaluates the potential exterior noise impacts during each phase of construction. The nearest residential building is located approximately 120 feet away from the project site to the northeast. Noise levels were projected at an average distance of 150 feet from equipment operating over an 8-hour period from to the nearest sensitive receptor building façade.

- Construction phasing and equipment usage assumptions are referenced from the 414 & 440 Euclid Avenue Mixed Use Project AQ & GHG Impact Study, by RK Engineering, March 2022.

4.6 Construction Vibration Modeling

The construction vibration assessment is based on the methodology set-forth within the Caltrans Transportation and Construction Induced Vibration Guidance Manual. The vibration impacts from vibratory rollers and compactors, heavy truck loading and bulldozer activity is analyzed. All vibratory activity is analyzed as a continuous and/or frequent event and is required to comply with the applicable guidance thresholds criteria. It is expected

that vibration levels will be highest during paving phase. No impact pile driving is expected as part of this project.

Vibratory impacts were calculated from the site area property line to the closest sensitive receptors and structures using the reference vibration levels, soil conditions and the reference equation *PPV= PPV ref (25/D)^n (in/sec)* (from Caltrans Manual) where:

PPV = reference measurement at 25 feet from vibration source
D = distance from equipment to property line
n= vibration attenuation rate through ground (n=1.1 was utilized for this study)

5.0 Existing Noise Environment

The existing noise environment for the project site and surrounding area has been established based on noise measurement data collected by RK.

5.1 Long-Term (24-Hour) Noise Measurement Results

To determine the existing noise level environment, RK conducted two (2) 24-hour noise measurements at the project study area.

Noise levels were measured on March 15, 2022 using a Piccolo-II Type 2 integrating-averaging sound level meter. The information was utilized to establish the noise characteristics of the existing ambient environment.

The noise monitoring locations were selected based on the proximity and location to adjacent sensitive receptors. Exhibit C graphically illustrates the location of the long-term measurements.

- Long-term noise monitoring location one (LT-1) was taken along the northeast corner of the project site, approximately 36 feet from the centerline of Lemon Avenue and 30 feet from the centerline of E Street.

- Long-term noise monitoring location two (LT-2) was taken along the eastern property line of the project site, approximately 140 feet from the southern property line and approximately 32 feet from the centerline of Lemon Avenue.

Long term noise monitoring locations represent the existing noise levels near the adjacent noise sensitive land uses to the northeast of the project site. Long-term noise measurement results are summarized in Table 13, and Table 14. Appendix B includes photographs, field sheets and measured noise data.

Table 13
24 Noise Measurement Results LT-1[1]

Time	Leq (dBA)	Time	Leq (dBA)
12:00 AM	54.2	12:00 PM	61.6
1:00 AM	58.0	1:00 PM	61.7
2:00 AM	56.2	2:00 PM	65.3
3:00 AM	59.9	3:00 PM	61.0
4:00 AM	58.4	4:00 PM	62.6
5:00 AM	61.0	5:00 PM	62.4
6:00 AM	63.5	6:00 PM	62.5
7:00 AM	64.4	7:00 PM	60.0
8:00 AM	63.1	8:00 PM	59.5
9:00 AM	60.2	9:00 PM	58.0
10:00 AM	61.9	10:00 PM	53.4
11:00 AM	61.5	11:00 PM	55.3
24-Hour CNEL			**66.2**

[1] LT-1 was taken along the northeast corner of the project site, approximately 36 feet from the centerline of Lemon Avenue and 30 feet from the centerline of E Street. LT-1 was recorded on 03/15/2022.

Table 14
24 Noise Measurement Results, LT-2[1]

Time	Leq (dBA)	Time	Leq (dBA)
12:00 AM	57.4	12:00 PM	62.6
1:00 AM	57.6	1:00 PM	61.7
2:00 AM	56.9	2:00 PM	66.5
3:00 AM	58.6	3:00 PM	63.0
4:00 AM	57.5	4:00 PM	64.1
5:00 AM	61.0	5:00 PM	70.9
6:00 AM	65.2	6:00 PM	63.5
7:00 AM	68.4	7:00 PM	60.5
8:00 AM	64.2	8:00 PM	61.1
9:00 AM	62.8	9:00 PM	65.4
10:00 AM	60.8	10:00 PM	55.7
11:00 AM	62.1	11:00 PM	55.1
24-Hour CNEL			**67.7**

[1] LT-2 was taken along the eastern property line of the project site, approximately 140 feet from the southern property line and approximately 32 feet from the centerline of Lemon Avenue. LT-2 was recorded on 03/15/2022.

6.0 Operational Noise Impacts

This assessment analyzes the anticipated noise levels generated by the project. The main sources of noise generated by the project would include on-site circulation and parking lot noise, recreational noise from the outdoor pool and lawn area, and noise from rooftop mounted mechanical HVAC equipment. Noise level impacts are compared to the City of Ontario noise standards.

The project must demonstrate that noise levels generated by the project site would not result in a 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.

6.1 Stationary Source Noise Impacts

The project is not expected to consist of significant sources of stationary noise. The main sources of potential stationary noise impacts from the project would mainly include on-site circulation and parking lot noise, recreational noise from the outdoor pool and lawn area, and rooftop mounted HVAC equipment.

The nearest noise sensitive residential receptors are located approximately 90 feet from the northeastern property line and the nearest noise sensitive commercial uses are located at approximately 66 feet away from the eastern property line.

The types of on-site stationary noise generated by the project would typically be considered compatible with the surrounding commercial/residential land uses and would not typically be categorized as loud, unnecessary, or unusual noise that disturbs the peace or quiet of any neighborhood, or that causes discomfort or annoyance to any person of normal sensitiveness. In particular, social activities and vehicular related noise are generally substantially less during the noise sensitive nighttime hours. All rooftop mechanical HVAC equipment is expected to be located at the center of the proposed building and will be shielded from the line of sight of adjacent properties.

Parking lot noise would occur from vehicle engine idling and exhaust, doors slamming, tires screeching, people talking, and the occasional horn honking. Parking lot noise is expected to occur on the northern and eastern side of the project site and is conservatively assessed from the first parking space to northeastern residential properties and eastern commercial uses.

The proposed site plan shows that the ground floor commercial/retail uses will face Euclid Avenue and would be shielded from the line of sight from the adjacent sensitive residential receptor property lines. Therefore, the outdoor conversational noise from the commercial/retail uses would not substantially contribute noise impacts to adjacent properties and was not included as a part of this analysis.

Daytime Stationary Source Noise Impacts

The noise analysis considers all project noise sources operating simultaneously during daytime (7 a.m. to 10 p.m.). The result is worst case assessment of future noise levels, as not all noise sources would typically be in use at the same time.

The results of the daytime noise impact analysis are shown in the Tables 15 and are graphically illustrated on Exhibit E.

Table 15
Daytime Noise Impact Analysis (dBA)

Receptor	Location	Existing Ambient Measurement (Leq)[1]	Daytime Exterior Noise Level dBA		
			Project Noise Contribution (Leq)	City of Ontario General Plan Noise Level Criteria (Leq)	Noise Level Exceeds Standard (?)
Commercial	East	55.7	49.0	65	No
Commercial	East	53.4	50.3		No
Commercial	East	53.4	51.9		No
Commercial	North	55.7	45.3		No
Residential	Northeast	55.7	43.8		No

[1] Lowest measured daytime Leq.

Noise levels generated by the project are not expected to exceed the City's daytime noise standards at all receptor locations. The noise standard for all surrounding land uses is established to be 65 dBA Leq (for both commercial and residential uses) from 7:00 a.m. to 10:00 p.m.

Nighttime Stationary Source Noise Impacts

The noise analysis considers all project noise sources operating simultaneously during nighttime (10 p.m. to 7 a.m.), with the exception of outdoor pool deck and lawn activities, as these activities will cease to occur after 10 p.m.

The results of the nighttime noise impact analysis are shown in the Tables 16 and are graphically illustrated on Exhibit F.

Table 16
Nighttime Noise Impact Analysis (dBA)

Receptor	Location	Existing Ambient Measurement (Leq)[1]	Nighttime Exterior Noise Level dBA		
			Project Noise Contribution (Leq)	City of Ontario General Plan Noise Level Criteria (Leq)	Noise Level Exceeds Standard (?)
Commercial	East	55.1	45.6	60	No
Commercial	East	54.2	45.3		No
Commercial	East	54.2	41.2		No
Commercial	North	55.1	41.8		No
Residential	Northeast	55.1	39.9	50	No

[1] Lowest measured nighttime Leq.

Noise levels generated by the project are not expected to exceed the County's nighttime noise standards at all receptor locations. The noise standard for the commercial uses surrounding the project site is established to be 60 dBA Leq and for residential uses would be 50 dBA Leq from 10 p.m. to 7 a.m.

6.2 Future Exterior Noise Levels

Traffic noise along the adjacent roadways is expected to be the primary source of ambient noise impacting future residents at the project site. Traffic noise is analyzed to determine the project's noise/land use compatibility setting and to determine future noise levels to habitable exterior and interior areas on the project site. This section of the analysis does not necessarily apply to CEQA, as recent court rulings have indicated that CEQA is primarily

concerned with the project's impact of the environment, not the environment's impact on a project.

Future traffic noise impacts from Euclid Avenue are analyzed at the proposed project site and the results are compared to the City's Noise Standards. Future traffic noise from the adjacent subject roadways is conservatively estimated using the roadway capacity and is consistent with the Ontario Plan, Figure S-3a: Future Roadway Noise Contours.

Table 17 indicates the noise level projections to the exterior seating areas of the commercial/retail uses and outdoor patio areas of the residential units nearest the subject roadways. Based on the City of Ontario General Plan Noise/Land Use Compatibility Guidelines, the future exterior noise levels at the 1st floor commercial building façade / seating area are expected to fall within the clearly acceptable range.

Based on the City of Ontario General Plan Noise/Land Use Compatibility Guidelines, the future exterior noise levels at the residential outdoor patio areas are expected to fall within the clearly acceptable range. The residential outdoor recreational area/pool area are expected to be located within the residential buildings and are shielded from the line of sight from the subject roadways.

The roadway calculation sheets are provided in Appendix E.

Table 17
Future Exterior Roadway Noise Levels (dBA CNEL)[1]

Roadway	Exterior Façade Study Locations	Land Use	Noise Level at Facade	Noise/Land Use Compatibility
Euclid Avenue	1st Floor Façade/ Seating Areas	Commercial/Retail Uses Facing the Roadway	69.7	Clearly Acceptable
	2nd Floor Building Patio	Residential Uses Facing the Roadway[2]	61.1	Normally Acceptable
	3rd Floor Building Patio		60.2	Normally Acceptable
	4th Floor Building Patio		59.1	Clearly Acceptable

[1] Exterior noise levels calculated 5-feet above pad elevation, perpendicular to subject roadway.
[2] All residential exterior patios are required to be shielded with a 5-foot noise barrier wall.

In order to comply with the exterior residential noise standards, a 5-foot noise screening wall is recommended for all the residential outdoor patio areas facing Euclid Avenue.

With the installation of a 5-foot wall, noise levels at the residential exterior patio areas are expected to be below 65 dBA CNEL and would fall within the conditionally acceptable land use compatibility limits for the first row of houses along Euclid Avenue.

A five (5) foot noise barrier wall should be provided to shield all habitable backyard areas fronting along the Euclid Avenue. The designed noise screening will only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area without decorative cutouts or line-of-site openings between the shielded areas and the project site. All gaps (except for weep holes) should be filled with grout or caulking to avoid flanking.

Noise control barrier may be constructed using one, or any combination of the following materials:

- Masonry block;
- Stucco veneer over wood framing (or foam core), or 1-inch thick tongue and groove wood of sufficient weight per square foot;
- Transparent glass (1/2 inch thick), acrylic, polycarbonate, or other transparent material with sufficient weight per square foot.

6.3 Preliminary Interior Noise Analysis

A preliminary interior noise analysis has been prepared for the sensitive receptor locations using a typical "windows open" and "windows closed" condition. A "windows open" condition assumes 12 dBA of noise attenuation from the exterior noise level. A "windows closed" condition" assumes 20 dBA of noise attenuation from the exterior noise level.

Table 18 indicates the interior noise levels for the residential uses on the project site.

Table 18

Preliminary Future Interior Roadway Noise Levels (dBA CNEL)

Roadway	Receptor Location	Projected Exterior Noise Level at Facade	Interior Noise Reduction Required	Interior Noise Level w/Standard Windows (STC ~ 25)		STC Required to Meet Interior Noise Level
				"Windows Open" [1]	"Windows Closed" [2]	
Euclid Avenue	2nd Floor Building Façade	69.3	24.3	57.3	49.3	30
	3rd Floor Building Façade	69.2	24.2	57.2	49.2	30
	4th Floor Building Façade	69.0	24.0	57.0	49.0	30

The project is expected to require a "windows closed" condition and upgraded STC rated windows to meet the City/State interior noise standard of 45 dBA. To accommodate a windows closed conditions, all units shall be equipped with adequate fresh air ventilation, per the requirements of the California Building Code.

Prior to issuance of building permits, the project proponent should demonstrate to the City building department that the proposed building shell and window assemblies will achieve exterior to interior noise reduction necessary to meet the State of California and City of Ontario requirements.

Furthermore, the project shall comply with California Title 24 insulation building requirements for multi-family dwelling units for common separating assemblies (e.g. floor/ceiling assemblies and demising walls).

6.4 Los Angeles Ontario International Airport (LAONT)

The Los Angeles Ontario International Airport (LAONT) is located approximately one and a quarter (1.25) miles to the southeast of the project site. Traffic at the airport includes general aviation, commercial passenger aviation, and air cargo freight movement.

A noise/land use compatibility assessment has been performed based on the project's location to the LAONT Airport. The noise contour maps for the LAONT Airport are provided in Appendix A.

The project is located outside of the 65 dB Ldn noise contour limit; therefore, the exterior noise impact from the airport would be within the allowable limits for residential land uses

and the project is considered compatible with the surrounding land use and noise environment.

6.5 Recommended Operational Design Features

The following recommended project design features include standard rules and requirements, best practices and recognized design guidelines for reducing noise levels. Design features are assumed to be part of the conditions of the project and integrated into its design. Design features are not typically considered mitigation under CEQA.

DF-1 All exterior residential patios and balconies facing Euclid Avenue and D Street should be shielded by a five (5) foot noise screening wall. The designed noise screening will only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area without decorative cutouts or line-of-site openings between the shielded areas and the project site. All gaps (except for weep holes) should be filled with grout or caulking to avoid flanking.:

Noise control barrier may be constructed using one, or any combination of the following materials:

- Masonry block;
- Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue and groove wood of sufficient weight per square foot;
- Transparent glass (1/2 inch thick), acrylic, polycarbonate, or other transparent material with sufficient weight per square foot.

DF-2 The project shall comply with California Title 24 building insulation requirements for exterior walls, roofs and common separating assemblies (e.g. floor/ceiling assemblies and demising walls).

- Interior noise levels due to exterior sources must not exceed a community noise equivalent level (CNEL) or a day-night level (LDN) of 45 dBA, in any habitable room.
- Party wall and floor-ceiling assembly designs must provide a minimum STC of 50, based on lab tests. Field tested assemblies must provide a minimum noise isolation class (NIC) of 45.

- Floor-ceiling assembly designs must provide for a minimum impact insulation class (IIC) of 50, based on lab tests. Field tested assemblies must provide a minimum FIIC of 45.

- Entry doors from interior corridors must provide an STC of 26 or more.

- Penetrations or openings in sound rated assemblies must be treated to maintain required ratings.

DF-3 A "windows closed" condition is expected to be required for all residential units within the project site to meet the interior noise standard. To accommodate a windows closed conditions, all units will require upgraded windows with a minimum STC rating of 30 or higher and be equipped with adequate fresh air ventilation, per the requirements of the California Building Standards Code.

DF-4 The final building plans shall ensure that HVAC units are not located within an area of the project site that would contribute to a noise level exceedance at any adjacent property line, per the City of Ontario Municipal Code requirements. To meet the City's noise standards the following measures should be followed:

- All HVAC equipment shall be shielded or enclosed from the line of sight of adjacent residential uses.

DF-5 The outdoor pool, spa, and recreational areas should be closed from 10 p.m. to 7 a.m.

7.0 Construction Noise and Vibration Impacts

Temporary construction noise and vibration impacts have been assessed from the project site to the nearest sensitive residential use located approximately 90 feet to the northeast of the project site. The degree of construction noise will vary depending on the type of construction activity taking place and the location of the activity relative to the surrounding properties.

Chapter 29: Noise, Section 5-29.06 of the City's municipal code states that the following activities shall be exempted from the provisions of the noise code;

- Noise sources associated with construction, repair, remodeling, demolition or grading of any real property. Such activities shall instead be subject to the following provisions of § 5-29.09;

  i. No person, while engaged in construction, remodeling, digging, grading, demolition or any other related building activity, shall operate any tool, equipment or machine in a manner that produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a Police or Code Enforcement Officer, on any weekday except between the hours of 7:00 a.m. and 6:00 p.m. or on Saturday or Sunday between the hours of 9:00 a.m. and 6:00 p.m.

  ii. No landowner, construction company owner, contractor, subcontractor, or employer shall permit or allow any person or persons working under their direction and control to operate any tool, equipment or machine in violation of the provisions of this section.

To help further assess potential construction noise level impacts under CEQA, the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment (2006) criteria is used as a referenced threshold of significance in this report.

7.1 Typical Construction Noise Levels

Table 19 shows typical construction noise levels compiled by the Environmental Protection Agency (EPA) for common type construction equipment. Typical construction noise levels are used to estimate potential project construction noise levels at the adjacent sensitive receptors.

Table 19
Typical Construction Noise Levels[1]

Type	Noise Levels (dBA) at 50 Feet
Earth Moving	
Compactors (Rollers)	73 - 76
Front Loaders	73 - 84
Backhoes	73 - 92
Tractors	75 - 95
Scrapers, Graders	78 - 92
Pavers	85 - 87
Trucks	81 - 94
Materials Handling	
Concrete Mixers	72 - 87
Concrete Pumps	81 - 83
Cranes (Movable)	72 - 86
Cranes (Derrick)	85 - 87
Stationary	
Pumps	68 - 71
Generators	71 - 83
Compressors	75 - 86
Impact Equipment	
Pneumatic Wrenches	82 - 87
Jack Hammers, Rock Drills	80 - 99
Pile Drivers (Peak)	95-105
Other	
Vibrators	68 - 82
Saws	71 - 82

[1] Referenced Noise Levels from the Environmental Protection Agency (EPA)

7.2 Construction Noise Impact Analysis

This assessment analyzes potential noise impacts during all expected phases of construction, including; demolition, site preparation, grading, building construction, paving, and architectural coating. Construction phasing and equipment usage assumptions are referenced from:

- 414 & 440 Euclid Avenue Mixed Use Development AQ & GHG Impact Study, by RK Engineering Group, March 2022.

The project's estimated construction noise levels have been calculated using the Federal Highway Administration Roadway Construction Noise Model Version 1.1. Tables 20 show the noise level impacts to the nearest residential property lines to the northeast at 125 feet. Construction noise calculation worksheets are provided in Appendix E.

Table 20
Project Construction Noise Levels – Residential Use to the Northeast

Phase	Equipment	Quantity	Equipment Noise Level at 125ft (dBA Leq)	Combined Noise Level (dBA Leq)
Demolition	Concrete/Industrial Saws	1	74.6	79.4
	Rubber Tired Dozers	1	69.7	
	Tractors/Loaders/Backhoes	3	72.1	
Site Preparation	Graders	1	69.7	76.0
	Scrapers	1	71.6	
	Tractors/Loaders/Backhoes	1	72.1	
Grading	Graders	1	73.1	77.9
	Rubber Tired Dozers	1	69.7	
	Tractors/Loaders/Backhoes	2	72.1	
Building Construction	Cranes	1	64.6	75.7
	Forklifts	2	63.1	
	Generator Sets	1	69.7	
	Tractors/Loaders/Backhoes	1	72.1	
	Welders	3	62.1	
Paving	Cement and Mortar Mixers	1	66.9	75.4
	Pavers	1	66.3	
	Paving Equipment	1	65.1	
	Rollers	2	65.1	
	Tractors/Loaders/Backhoes	1	72.1	
Architectural Coating	Air Compressors	1	65.7	65.7
Worst Case Construction Phase Noise Level - Leq (dBA)				78.1

As shown in Table 20, project construction noise levels are expected to be approximately 79.4 dBA during demolition phase.

7.3 Construction Vibration

To determine the vibratory impacts during construction, reference construction equipment vibration levels were utilized and then extrapolated to the façade of the nearest adjacent structures. The nearest sensitive receptors are the commercial/retail structures located adjacent to the project site. All structures surrounding the project site are "new structures". No historical or fragile buildings are known to be located within the vicinity of the site.

The construction of the proposed project is not expected to require the use of substantial vibration inducing equipment or activities, such as pile drivers or blasting. The main sources of vibration impacts during construction of the project would be the operation of equipment such as bulldozer activity during demolition, loading trucks during grading and excavation, and vibratory rollers during paving.

The construction vibration assessment utilizes the referenced vibration levels and methodology set-forth within the Transit Noise and Vibration Impact Assessment Manual, Federal Transit Administration, September 2018. Table 21 shows the referenced vibration levels.

Table 21
Typical Construction Vibration Levels[1]

Equipment	Peak Particle Velocity (PPV) (inches/second) at 25 feet	Approximate Vibration Level (LV) at 25 feet
Piledriver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Piledriver (sonic)	0.734 upper range	105
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
(Slurry wall)	0.017 in rock	75
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

[1] Transit Noise and Vibration Impact Assessment Manual, Federal Transit Administration, September 2018

Table 22 shows the project's construction-related vibration analysis at the nearest structures to the project construction area. Construction impacts are assessed from the closest area on the project site to the nearest adjacent structure at approximately 25 feet.

Table 22
Construction Vibration Impact Analysis

Construction Activity	Distance to Nearest Structure (ft)	Duration	Calculated Vibration Level - PPV (in/sec)	Damage Potential Level	Annoyance Criteria Level
Large Bulldozer	25	Continuous/Frequent	0.089	Extremely Fragile Buildings, Ruins Ancient Monuments	Distinctly Perceptible
Vibratory Roller	25	Continuous/Frequent	0.210	Historic and Some Old Buildings	Strongly Perceptible
Loaded Trucks	25	Continuous/Frequent	0.076	No Impacts	Distinctly Perceptible

As shown in Table 22, project related construction activity is not expected to cause any potential damage to the nearest structures. The annoyance potential of vibration from construction activities would range from "distinctly perceptible" to "Barely perceptible". Construction vibration calculation worksheets are shown in Appendix E.

7.4 Recommended Construction Design Features

The following recommended project design features include standard rules and requirements, best practices and recognized design guidelines for reducing noise levels. Design features are assumed to be part of the conditions of the project and integrated into its design. Design features are not typically considered mitigation under CEQA

DF-6 Construction activities must only take place between the hours of 7:00 a.m. and 6:00 p.m. on weekdays or between the hours of 9:00 a.m. and 6:00 p.m. on Saturday or Sunday.

DF-7 All contractors should implement construction best management practices to reduce construction noise levels. Best management practices include the following:

- All construction equipment should be equipped with muffles and other suitable noise attenuation devices (e.g., engine shields).

- If feasible, electric hook-ups should be utilized on the site to avoid the use of generators. If electric service is determined to be infeasible for the site, only whisper-quiet generators shall be used (i.e., inverter generators capable of providing variable load).

- Use electric air compressors and similar power tools rather than diesel equipment, where feasible.

- Locate staging area, generators and stationary construction equipment as far from the adjacent residential homes as feasible.

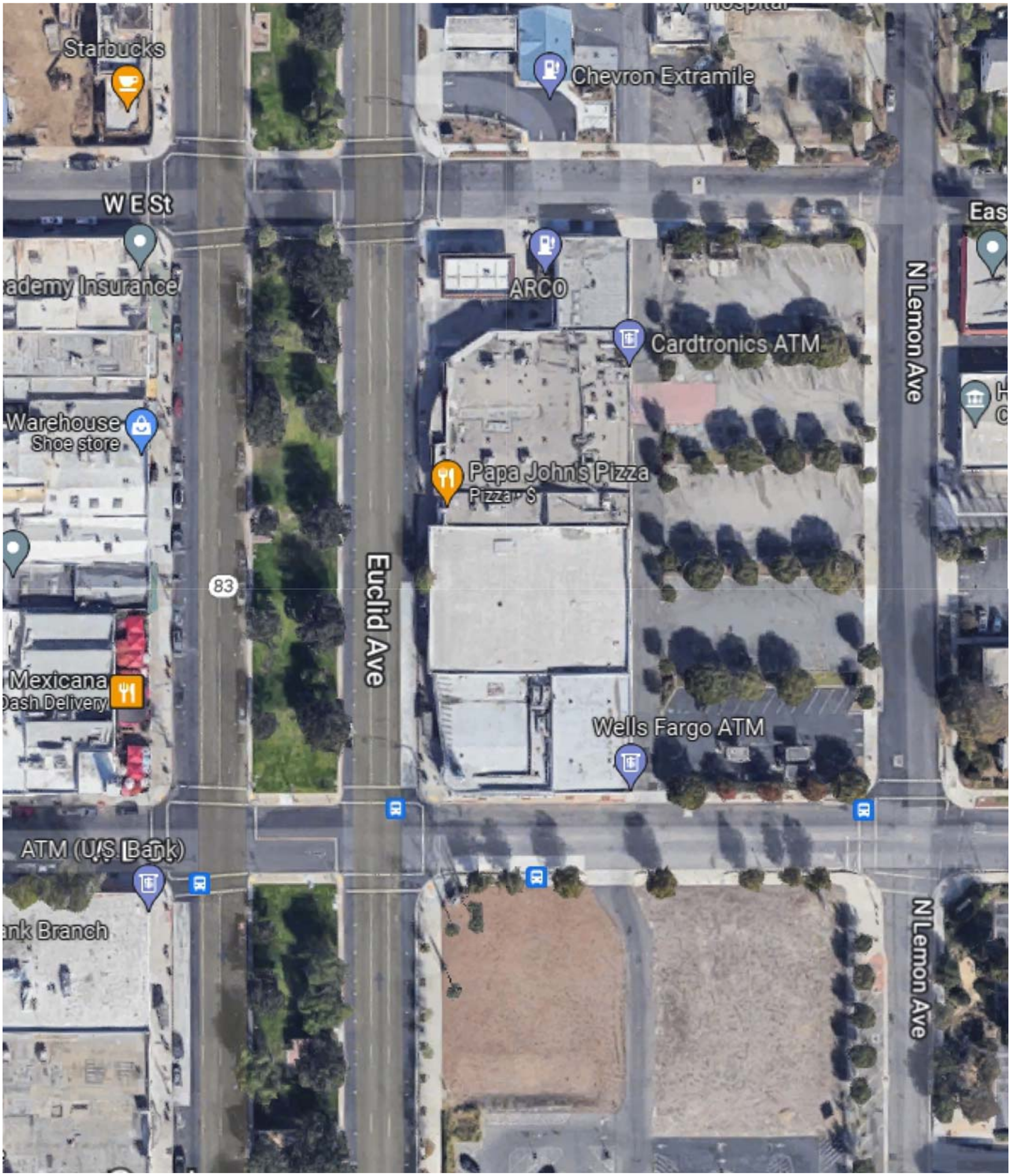
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.

- Provide notifications and signage in readily visible locations along the perimeter of construction sites that indicate the dates and duration of construction activities, as well as provide a telephone number where neighbors can enquire about the construction process and register complaints to a designated construction noise disturbance coordinator.

DF-8 No impact pile driving or blasting activities should be permitted on the project site during construction. If impact pile driving or blasting is required, a follow-up noise and vibration impact assessment shall be conducted prior to start of any activity.

Exhibits

Location Map



N

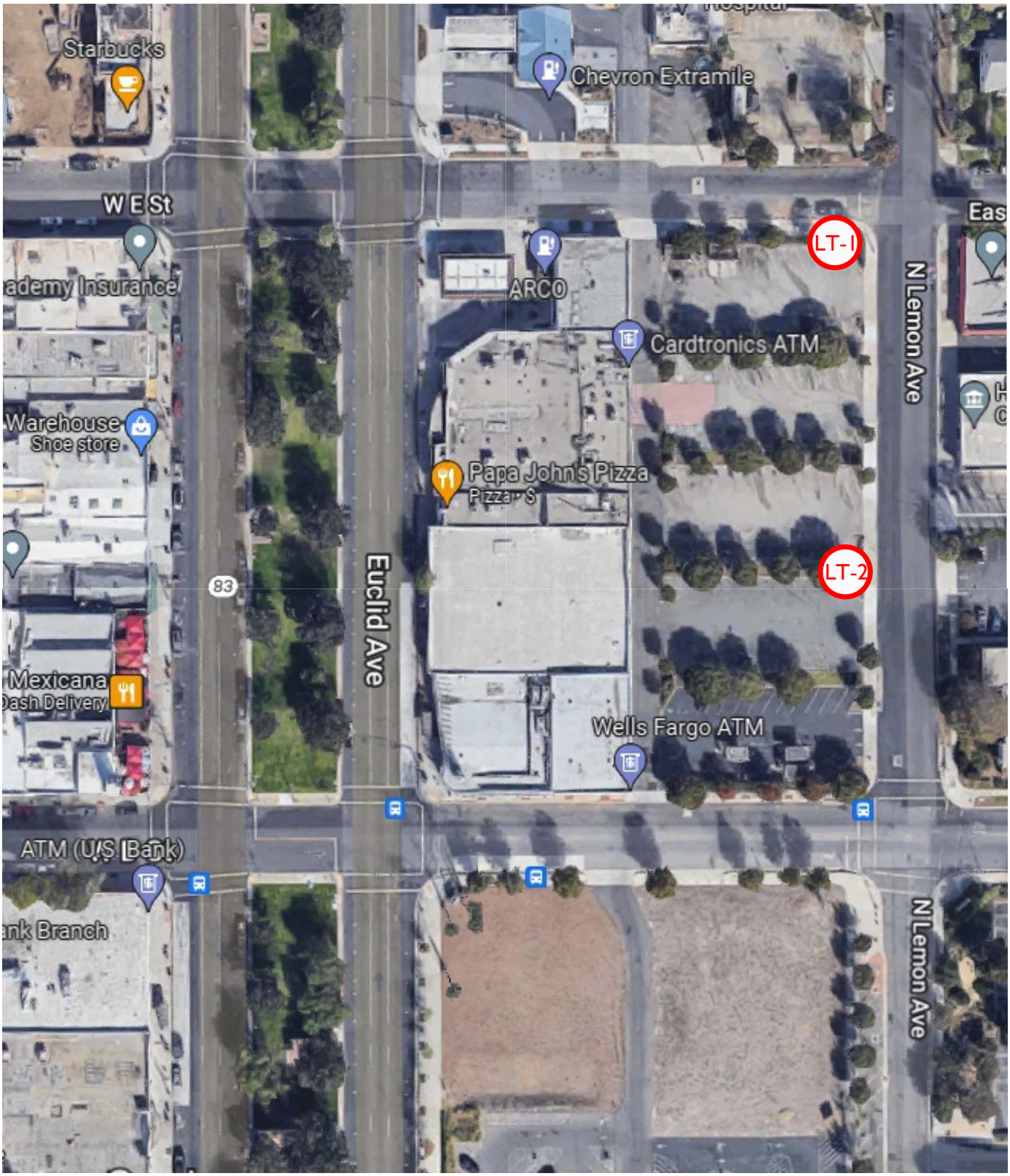
Exhibit B

Site Plan

N

Exhibit C

Noise Monitoring Locations

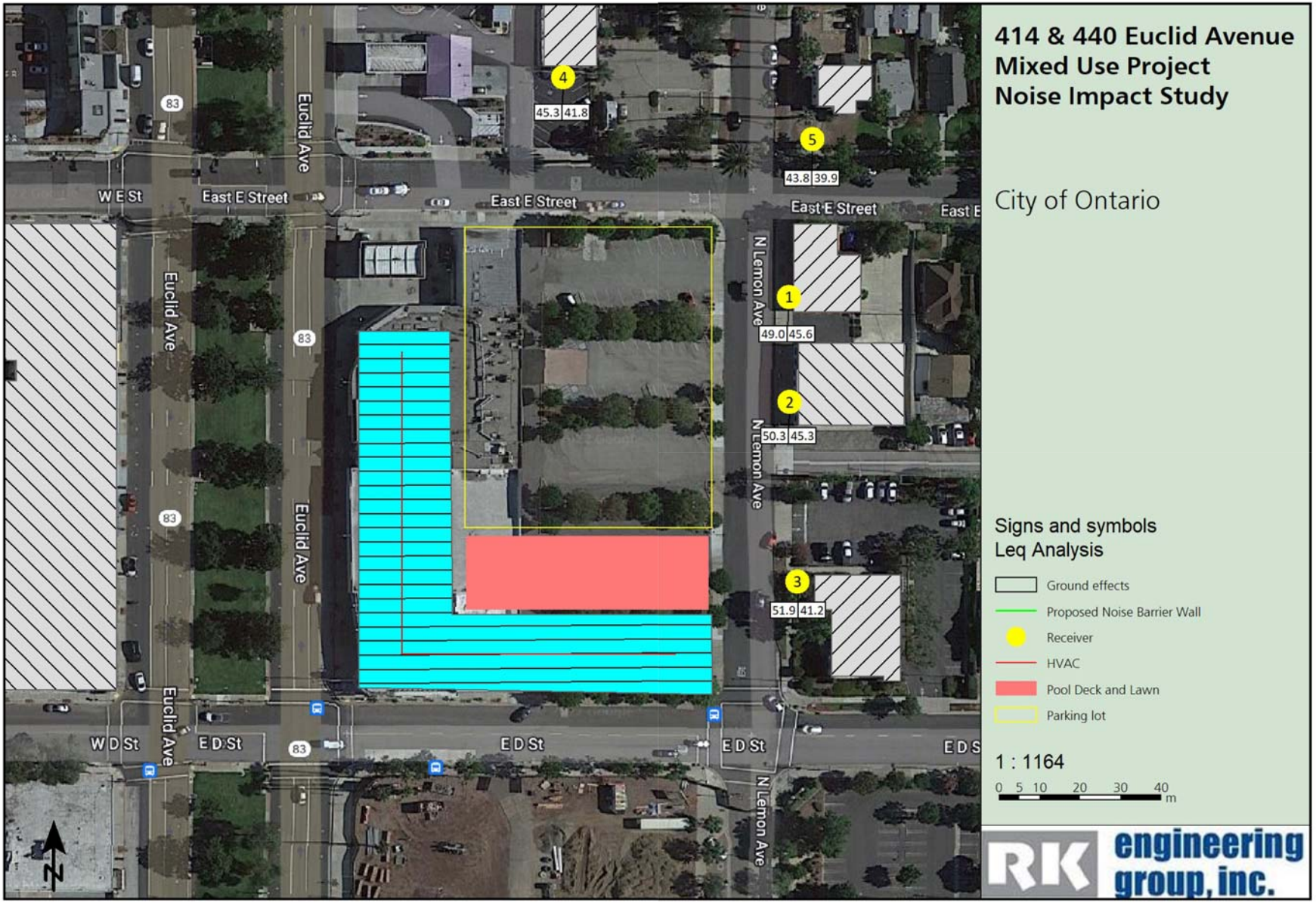


Legend:

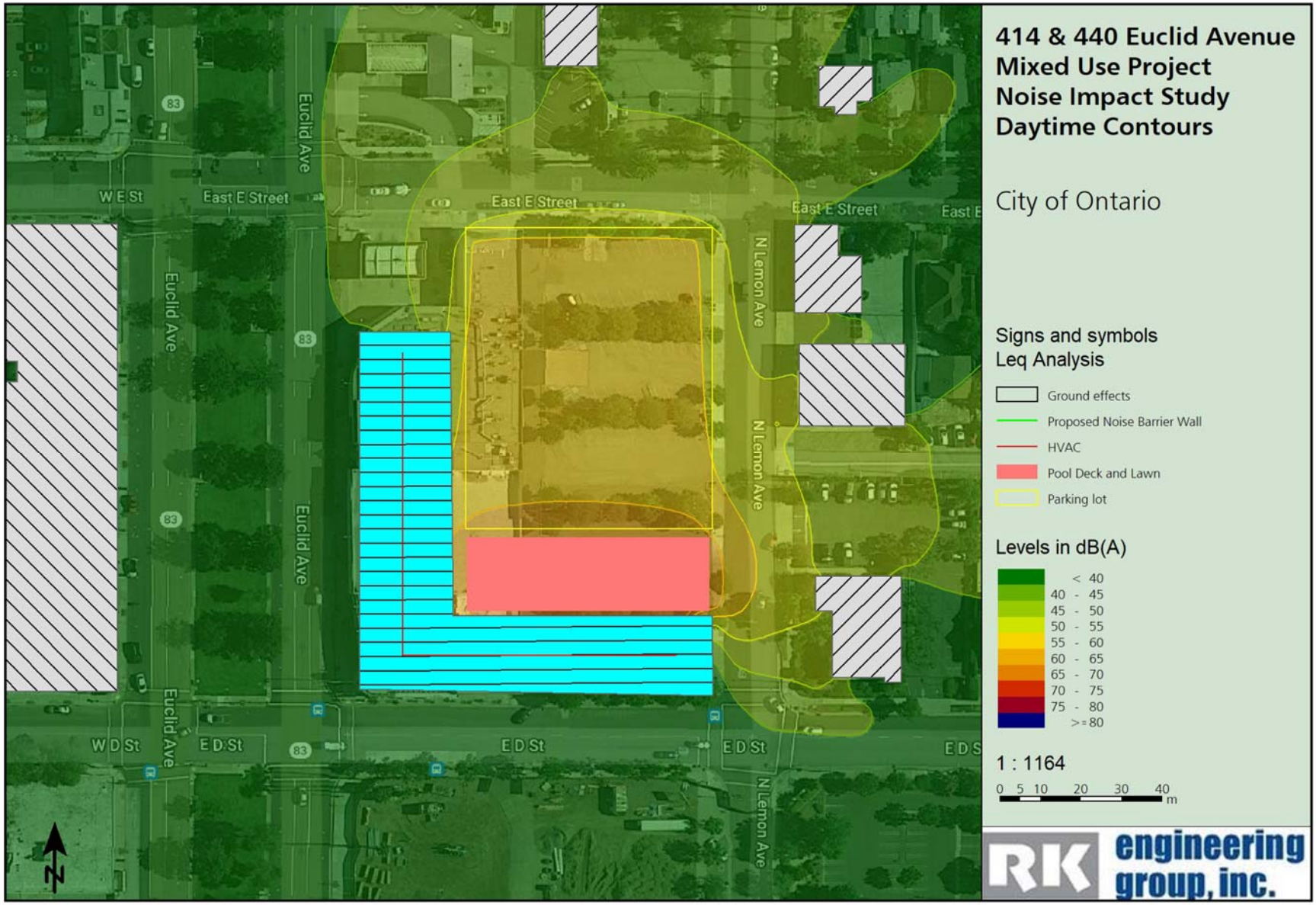
LT-1 = Long Term (24-Hr) Noise Monitoring Location

N

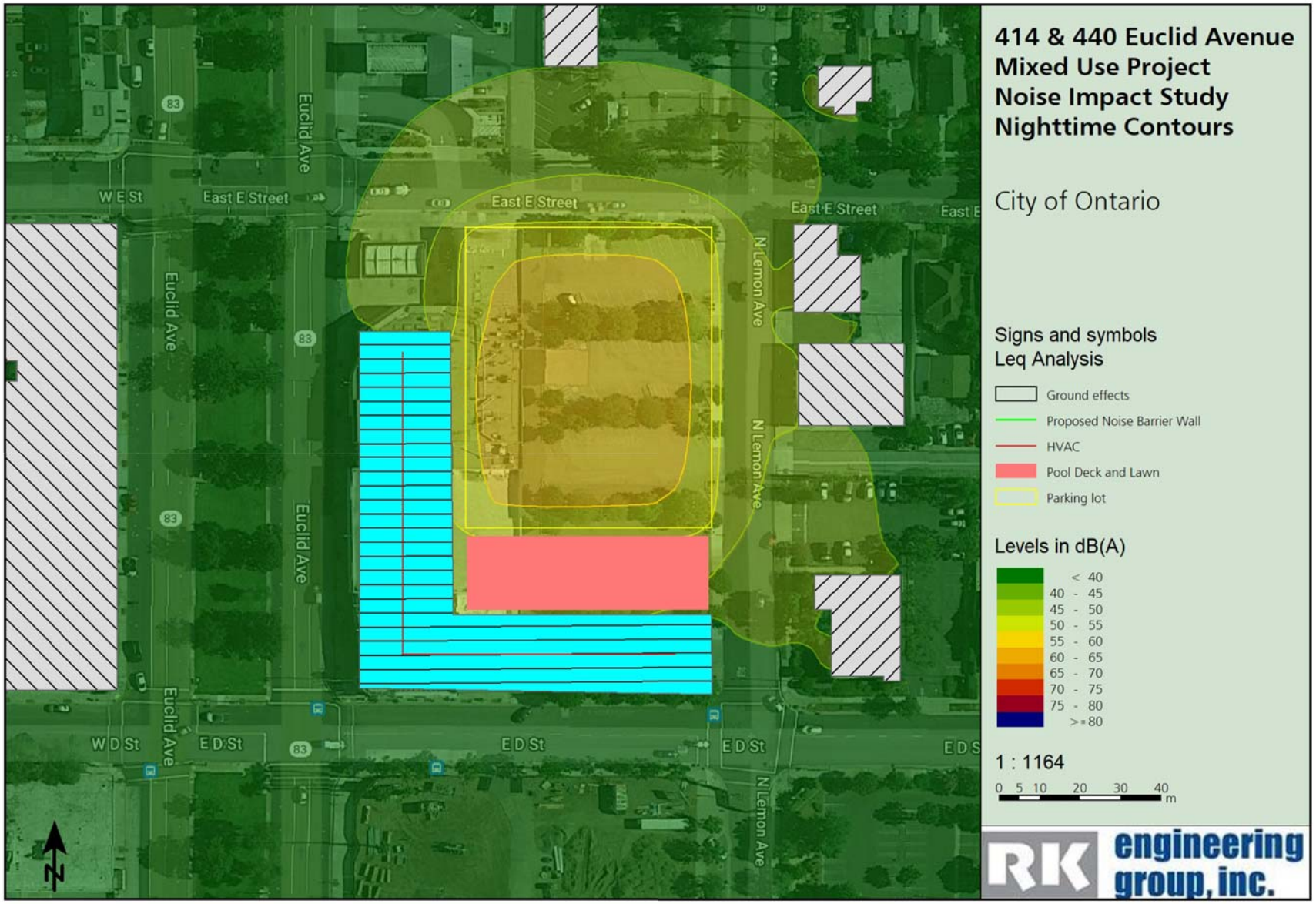
SoundPLAN Project Noise Level Results



Project Noise Level Contours - Daytime



Project Noise Level Contours - Nighttime



Appendices

Appendix A

City of Ontario
Noise Standards

CHAPTER 29: NOISE

5-29.01 Declaration of findings and policy

5-29.02 Definitions

5-29.03 Designated noise zones

5-29.04 Exterior noise standards

5-29.05 Interior noise standards

5-29.06 Exemptions

5-29.07 Loud and disturbing noise

5-29.08 Real property maintenance noise regulations

5-29.09 Construction activity noise regulations

5-29.10 Other public agency exceptions

5-29.11 Schools, day care centers, churches, libraries, museums, health care institutions; Special provisions

5-29.12 Sound amplifying equipment

5-29.13 Amplified sound

5-29.14 Motor vehicles

5-29.15 Noise level measurement

5-29.16 Prima facie violation

5-29.17 Penalty

5-29.18 Enforcement and administration

5-29.19 City Manager waiver

5-29.20 Noise abatement program

Sec. 5-29.01. Declaration of findings and policy.

It is hereby found and declared that:

(a) The making and creation of excessive, unnecessary or unusually loud noises within the limits of the City is a condition that has existed for some time, however, the extent and volume of such noises is increasing;

(b) The making, creation or maintenance of such excessive, unnecessary, unnatural or unusually loud noises that are prolonged, unusual and unnatural in their time, place and use affect and are a detriment to public health, comfort, convenience, safety, welfare and prosperity of the residents of the City; and

(c) The necessity in the public interest for the provisions and prohibitions hereinafter contained and enacted, is declared as a matter of legislative determination and public policy, and it is further declared

that the provisions and prohibitions hereinafter contained and enacted are in pursuance of and for the purpose of securing and promoting the public health, comfort, convenience, safety, welfare and prosperity and the peace and quiet of the residents of the City.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.02. Definitions.

As used in this chapter, specific words and phrases are defined as follows:

(a) "Ambient noise level" shall mean the all-encompassing noise level associated with a given environment and is a composite of sounds from all sources, excluding the alleged offensive noise or excessive sound, at the location and approximate time at which a comparison with the alleged offensive noise is to be made.

(b) "Applicable (noise) zone" shall mean the noise zone category based on the actual use of the property, provided that the actual use is a legal use in the City.

(c) "A-weighted sound level" shall mean the sound pressure level in decibels (dBAs) as measured with a sound level meter using the A-weighted filter network (scale) at slow response and at a pressure of twenty (20) micropascals. The A-weighted filter de-emphasizes the very low and a very high frequency component of sound in a manner similar to the response of the human ear, and is a numerical method of rating human judgment of loudness.

(d) "Decibel (dBA)" shall mean a unit for measuring the amplitude of a sound, equal to twenty (20) times the logarithm to the base ten (10) of the ratio of pressure of the sound measured to the reference pressure of twenty (20) micropascals.

(e) "Equivalent sound or noise level (Leq)" shall mean the International Electrotechnical Commission (IEC) 60804 Standard for measurement, or the most recent revision thereof, for the sound level corresponding to a steady state noise level over a given sample period with the same amount of acoustic energy as the actual time varying noise level or the energy average noise level during the sample period. The measurement period for the purposes of this chapter is fifteen (15) minutes.

(f) "Impulsive noise" shall mean a noise of short duration usually less than one (1) second and of high intensity, with an abrupt onset and rapid decay. Such objectionable noises may also be repetitive.

(g) "Intrusive noise" shall mean that noise that intrudes over and above the ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, time of occurrence and tonal information content, as well as the prevailing ambient noise level.

(h) "Maintenance" shall mean the upkeep, repair or preservation of existing property or structures.

(i) "Noise" shall mean any unwanted sound or sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing or is otherwise annoying.

(j) "Noise level (sound level)" shall mean the weighted sound pressure level obtained by use of a sound level meter having a standard frequency filter for attenuating part of the sound spectrum. For purposes of this chapter, all noise levels (sound levels) shall be A-weighted sound pressure level.

(k) "Noise (sound) level meter" shall mean an instrument, including a microphone, an amplifier, an output meter and frequency weighting networks for the measurement and determination of noise and sound levels. For the purposes of this chapter, the sound level meter must meet the International Electrotechnical Commission (IEC) 60651 and 60804 Standards, or the most recent revisions thereof, for Type 1 sound level meters or an instrument and the associated recording and analyzing equipment that will provide equivalent data.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.03. Designated noise zones.

The properties hereinafter described shall be assigned to the following noise zones:

Noise Zone I:	All single-family residential properties;
Noise Zone II:	All multi-family residential properties and mobile home parks;
Noise Zone III:	All commercial property;
Noise Zone IV:	The residential portion of mixed use properties;
Noise Zone V:	All manufacturing or industrial properties and all other uses.

The actual use of the property, and not necessarily its zoning designation, shall be the determining factor in establishing whether a property is in Noise Zone I, II, III, IV or V, provided that the actual use is a legal use within the applicable zone.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.04. Exterior noise standards.

(a) The following exterior noise standards, unless otherwise specifically indicated, shall apply to all properties within a designated noise zone.

Allowable Exterior Noise Level (1)		***Allowed Equivalent Noise Level, Leq. (2)***	
Noise Zone	***Type of Land Use***	***7 a.m. to 10 p.m.***	***10 p.m. to 7 a.m.***
I	Single-Family Residential	65 dBA	45 dBA
II	Multi-Family Residential, Mobile Home Parks	65 dBA	50 dBA
III	Commercial Property	65 dBA	60 dBA
IV	Residential Portion of Mixed Use	70 dBA	70 dBA
V	Manufacturing and Industrial, Other Uses	70 dBA	70 dBA

(1) If the ambient noise level exceeds the resulting standard, the ambient noise level shall be the standard.

(2) Measurements for compliance are made on the affected property pursuant to § 5-29.15.

(b) It is unlawful for any person at any location within the incorporated area of the City to create noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which noise causes the noise level, when measured at any location on any other property, to exceed either of the following:

(1) The noise standard for the applicable zone for any fifteen-minute (15) period; and

(2) A maximum instantaneous (single instance) noise level equal to the value of the noise standard plus twenty (20) dBA for any period of time (measured using A-weighted slow response).

(c) In the event the ambient noise level exceeds the noise standard, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.

(d) The Noise Zone IV standard shall apply to that portion of residential property falling within one hundred (100) feet of a commercial property or use, if the noise originates from that commercial property or use.

(e) If the measurement location is on a boundary between two (2) different noise zones, the lower noise level standard applicable to the noise zone shall apply.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.05. Interior noise standards.

(a) The following interior noise standards, unless otherwise specifically indicated, shall apply to all properties within a designated noise zone.

Allowable Interior Noise Level (1)		**Allowed Equivalent Noise Level, Leq.** (2)	
Noise Zone	***Type of Land Use***	***7 a.m. to 10 p.m.***	***10 p.m. to 7 a.m.***
I	Single-Family Residential	45 dBA	40 dBA
II	Multi-Family Residential, Mobile Home Parks	45 dBA	40 dBA
IV	Residential Portion of Mixed Use	45 dBA	40 dBA

(1) If the ambient noise level exceeds the resulting standard, the ambient noise level shall be the standard.

(2) Measurements for compliance are made on the affected property pursuant to § 5-29.15.

(b) It is unlawful for any person at any location within the incorporated area of the City to create noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which noise causes the noise level, when measured at any location on any other property, to exceed either of the following:

(1) The noise standard for the applicable zone for any fifteen-minute (15) period;

(2) A maximum instantaneous (single instance) noise level equal to the value of the noise standard plus twenty (20) dBA for any period of time (measured using A-weighted slow response).

(c) In the event the ambient noise level exceeds the noise standard, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.

(d) The Noise Zone IV standard shall apply to that portion of residential property falling within one hundred (100) feet of a commercial property or use, if the noise originates from that commercial property or use.

(e) If the measurement location is on a boundary between two (2) different noise zones, the lower noise level standard applicable to the noise zone shall apply.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.06. Exemptions.

The following activities shall be exempted from the provisions of this chapter:

(a) Any activity conducted on public property, or on private property with the consent of the owner, by any public entity or its officers, employees, representatives, agents, subcontractors, permittees, licensees or lessees that the public entity has authorized are exempt from the provisions of this chapter. This includes, without limitation, sporting and recreational activities that are sponsored, co-sponsored, permitted or allowed by the City or any school district within the City's jurisdictional boundaries. This also includes, without limitation, occasional outdoor gatherings, public dances, shows or sporting and entertainment events, provided such events are conducted pursuant to an approval, authorization, contract, lease, permit or sublease by the appropriate public entity, specifically the planning commission or City Council;

(b) Occasional outdoor gatherings, public dances, show, sporting and entertainment events, provided said events are conducted pursuant to a permit or license issued by the appropriate jurisdiction relative to the staging of said events;

(c) Any mechanical device, apparatus or equipment used, related to or connected with emergency machinery, vehicle, work or warning alarm or bell, provided the sounding of any bell or alarm on any building or motor vehicle shall terminate its operation within forty-five (45) minutes in any hour of its being activated;

(d) Noise sources associated with construction, repair, remodeling, demolition or grading of any real property. Such activities shall instead be subject to the provisions of § 5-29.09;

(e) Noise sources associated with construction, repair, remodeling, demolition or grading of public rights-of-way or during authorized seismic surveys;

(f) All mechanical devices, apparatus or equipment associated with agriculture operations provided that:

(1) Operations do not take place between 8:00 p.m. and 7:00 a.m.;

(2) Such operations and equipment are utilized for the protection or salvage of agricultural crops during periods of potential or actual frost damage or other adverse weather conditions; or

(3) Such operations and equipment are associated with agricultural pest control through pesticide application, provided the application is made in accordance with permits issued by or regulations enforced by the California Department of Agriculture;

(g) Noise sources associated with the maintenance of real property. Such activities shall instead be subject to the provisions of § 5-29.08;

(h) Any activity to the extent regulation thereof has been preempted by state or federal law;

(i) Any noise sources associated with people and/or music associated with a party at a residential property. Such noise shall be subject to the provisions of OMC § 5-29.07;

(j) Any noise source emanating from an ice cream truck within the City. Such noise shall be subject to the provisions of OMC § 4-18.04;

(k) Any noise sources associated with barking dogs or other intermittent noises made by animals on any properly within the City. Such noise shall be subject to the provisions of OMC Chapter 1, Title 6;

(l) Noise sources related to uses approved by a permit or development agreement adopted prior to the date of adoption of this chapter and that contains acoustic or noise standard conditions of approval. This exemption shall only be applicable during the effective period of the City-approved permit or development agreement.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.07. Loud and disturbing noise.

(a) It is unlawful for any person or property owner within the City to make, cause or allow to be made any loud, excessive, impulsive or intrusive noise, disturbance or commotion that disturbs the peace or quiet of any area or that causes discomfort or annoyance to any reasonable person of normal sensitivities in the area, after a Police or Code Enforcement Officer has first requested that the person or property owner cease and desist from making such noise. The types of loud, disturbing, excessive, impulsive or intrusive noise may include, but shall not be limited to, yelling, shouting, hooting, whistling, singing, playing a musical instrument, or emitting or transmitting any loud music or noise from any mechanical or electrical sound making or sound-amplifying device.

(b) The factors, standards, and conditions that may be considered in determining whether a violation of the provisions of this section has been committed, included, but not limited to, the following:

(1) The level of the noise;

(2) The level and intensity of the background (ambient) noise, if any;

(3) The proximity of the noise to residential or commercial sleeping areas;

(4) The nature and zoning of the area within which the noise emanates;

(5) The density of inhabitation of the area within which the noise emanates;

(6) The time of day and night the noise occurs;

(7) The duration of the noise;

(8) Whether the noise is constant, recurrent or intermittent;

(9) Whether the noise is produced by a commercial or noncommercial activity; and

(10) Whether the use is lawful under the provisions of Title 5 of this Code and whether the noise is one that could reasonably be expected from the activity or allowed use.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.08. Real property maintenance noise regulations.

(a) No person, while engaged in maintenance of real property, shall operate any tool, equipment or machine in a manner that produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a Police or Code Enforcement Officer, except between the hours of 8:00 a.m. and 6:00 p.m.

(b) Trimming or pruning that requires the use of chainsaws or mulching machines shall only be allowed between the hours of 8:00 a.m. and 6:00 p.m. on a weekday and between the hours of 9:00 a.m. and 5:00 p.m. on Saturday or Sunday.

(c) The use of electrical or gasoline powered blowers, such as commonly used by gardeners or other persons for cleaning lawns, yards, driveways, gutters and other property shall only be allowed between the hours of 8:00 a.m. and 6:00 p.m. on a weekday and between the hours of 9:00 a.m. and 5:00 p.m. on Saturday or Sunday.

(d) No landowner, gardener, property maintenance service, contractor, subcontractor or employer shall permit or allow any person or persons working under his or her direction or control to operate any tool, equipment or machine in violation of the provisions of this section.

(e) Exceptions. The provisions of this section shall not apply to the following:

(1) Emergency property maintenance required by the building official;

(2) The maintenance, repair or improvement of any public work or facility by public employees, by any person or persons acting pursuant to a public works contract, or by any person or persons performing such work or pursuant to the direction of, or on behalf of, any public agency; provided, however, this exception shall not apply to the City, or its employees, contractors or agents, unless:

(i) The City Manager or department head determines that the maintenance, repair or improvement is immediately necessary to maintain public service,

(ii) The maintenance, repair or improvement is of a nature that cannot feasibly be conducted during normal business hours, or

(iii) The City Council has approved project specifications, contract provisions, or an environmental document that specifically authorizes maintenance during hours of the day that would otherwise be prohibited pursuant to this section; and

(3) Any maintenance that complies with the noise limits specified in § 5-29.04.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.09. Construction activity noise regulations.

(a) No person, while engaged in construction, remodeling, digging, grading, demolition or any other related building activity, shall operate any tool, equipment or machine in a manner that produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a Police or Code Enforcement Officer, on any weekday except between the hours of 7:00 a.m. and 6:00 p.m. or on Saturday or Sunday between the hours of 9:00 a.m. and 6:00 p.m.

(b) No landowner, construction company owner, contractor, subcontractor, or employer shall permit or allow any person or persons working under their direction and control to operate any tool, equipment or machine in violation of the provisions of this section.

(c) Exceptions.

(1) The provisions of this section shall not apply to emergency construction work performed by a private party when authorized by the City Manager or his or her designee;

(2) The maintenance, repair or improvement of any public work or facility by public employees, by any person or persons acting pursuant to a public works contract, or by any person or persons performing such work or pursuant to the direction of, or on behalf of, any public agency; provided, however, this exception shall not apply to the City, or its employees, contractors or agents, unless:

(i) The City Manager or a department head determines that the maintenance, repair or improvement is immediately necessary to maintain public services,

(ii) The maintenance, repair or improvement is of a nature that cannot feasibly be conducted during normal business hours, or

(iii) The City Council has approved project specifications, contract provisions, or an environmental document that specifically authorizes construction during hours of the day that would otherwise be prohibited pursuant to this section; and

(3) Any construction that complies with the noise limits specified in §§ 5-29.04 or 5-29.05.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.10. Other public agency exceptions.

The provisions of this chapter shall not be construed to prohibit any work at different hours by or under the direction of any other public agency or public or private utility companies in cases of necessity or emergency.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.11. Schools, day care centers, churches, libraries, museums, health care institutions; Special provisions.

It is unlawful for any person to create any noise that causes the outdoor noise level at any school, day care center, hospital or similar health care institution, church, library or museum while the same is in use, to exceed the noise standards specified in § 5-29.04 prescribed for the assigned Noise Zone I.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.12. Sound amplifying equipment.

Loudspeakers, sound amplifiers, public address systems or similar devices used to amplify sounds shall be subject to the provisions of § 5-29.13. Such sound amplifying equipment shall not be construed to include electronic devices, including but not limited to, radios, tape players, tape recorders, compact disc players, MP3 players, electric keyboards, music synthesizers, record players or televisions, which are designed and operated for personal use, or used entirely within a building and are not designed or used to convey the human voice, music or any other sound to an audience outside such building, or which are used in vehicles and heard only by occupants of the vehicle in which installed.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.13. Amplified sound.

(a) The City Council enacts the following legislation for the sole purpose of securing and promoting the public health, comfort, safety and welfare for its citizenry. While recognizing that the use of sound amplifying equipment may be entitled to certain protection by the constitutional rights of freedom of speech and assembly, the City Council finds that in order to protect the public safety and the correlative rights of the citizens of this community to privacy and freedom from public nuisance of loud and unnecessary noise, reasonable regulation of the time, place and manner of the use of amplifying equipment is necessary. In no event shall approval or authorization required herein be withheld by reason of the constitutionally protected content of any material proposed to be broadcast through amplifying equipment.

(b) It is unlawful for any person, other than personnel of law enforcement or governmental agencies, to install, use or operate a loudspeaker or sound amplifying device in a fixed or movable position or mounted upon any vehicle within the City for the purpose of giving instructions, directions, talks, addresses or lectures to any persons or assemblages of persons in or upon any street, alley, sidewalk, park, place or public property without a permit to do so from the Police Chief or his or her designee. Notwithstanding any other provision of this chapter, the provisions of this section shall also apply to the use of sound amplifying equipment upon public or private property when used in connection with outdoor or indoor public or private events, whether or not admission is charged or food or beverages are sold, when such activity is to be attended by more than one hundred (100) persons and the noise emanating from the event will be audible at the property plane, or in the case of a street dance or concert on the nearest residential property. Those activities listed in § 5-29.06(a) are exempt from the requirements of this section.

(c) The Police Chief or his or her designee is authorized to approve and issue permits under this section.

(d) An application for a permit required by this section shall be filed with the Police Chief at least sixteen (16) days and no more than one hundred twenty (120) days prior to the date on which the sound amplifying equipment is intended to be used. Applications for events covered by the First Amendment of the United States Constitution are exempt from the time requirements of this section if it is shown that circumstances require a shorter filing period and the event will not constitute an unsafe condition. The application shall contain the following information:

(1) The name, address and telephone number of both the owner and the user of the sound amplifying equipment;

(2) The license number, if a sound truck is to be used;

(3) A general description of the sound amplifying equipment which is to be used;

(4) Whether sound amplifying equipment will be used for commercial or noncommercial purpose;

(5) The dates and times upon and within which, and the streets or property over or upon which, the equipment is proposed to be operated;

(6) The name or names of one (1) or more persons who will be present during the conduct of any activities for which registration is sought and who will have authority to reduce the volume of any sound amplifying equipment during the course of the activities if required pursuant to this chapter and, otherwise, to insure compliance with the provisions of this chapter;

(7) A statement by the applicant that he or she is willing and able to comply with the provisions of this chapter and the conditions of the permit; and

(8) A sketch of the area or facilities within which the activities are to be conducted, with approximate dimensions and illustration of the location and orientation of all sound-amplifying equipment.

(e) The Police Chief shall deny the permit application or revoke any permit if the chief finds any of the following:

(1) The application contains materially false or intentionally misleading information;

(2) The use of sound amplifying equipment at an event or activity proposed will be located in or upon a premises, building or structure that is hazardous to the health or safety of the employees or patrons of the premises, business, activity, or event, or the general public, under the standards established by the Uniform Building or Fire Codes, or other applicable codes, as set forth in OMC Titles 4 and 8;

(3) The use of sound amplifying equipment at an event or activity proposed in or upon a premises, building or structure that lacks adequate on-site parking for participants attending the proposed event or activity under the applicable standards set forth in OMC Title 9;

(4) The conditions of any motor vehicle movement are such that, in his or her opinion, the use of the equipment would constitute an unreasonable interference with traffic safety;

(5) The conditions of pedestrian movement are such that the use of the equipment would constitute a detriment to traffic safety;

(6) The application submitted by the applicant reveals that the applicant would violate the provisions of this section or any other provision of federal, state and/or local law;

(7) The applicant is unwilling or unable to comply with the provisions of this chapter or any conditions imposed upon any permit issued;

(8) There had already been a permitted event at the intended location, or within a two hundred (200) yard radius of the intended location and the prior permitted event was located on residentially zoned property or on a street, alley, public parking lot or neighborhood park within three (3) months prior to the intended event. Community parks are exempt from this subsection (8); or

(9) The applicant or location has had previous violations within the past calendar year, and in the judgment of the Police Chief, issuance would be contrary to the intent of this section.

(f) In determining whether the use of the equipment would constitute an unreasonable interference with or detriment to traffic safety, the Police Chief shall consider, but shall not necessarily be limited to:

(1) The volumes, patterns and speed of vehicular and pedestrian traffic in the proposed area of use;

(2) The relationship of the proposed use of equipment and potential impacts upon traffic patterns;

(3) Availability of sufficient room for the operation of the equipment without significantly interfering with the traffic patterns;

(4) Proximity to schools, playgrounds and similar facilities where use of such equipment might attract children into traffic patterns; or

(5) Proximity to busy intersections or other potentially hazardous conditions where use of such equipment might constitute a hazard by reason of its tendency to distract drivers of vehicles or pedestrians.

(g) Issuance or denial.

(1) If the application is approved, the Police Chief shall return an approved copy of the application to the applicant and shall issue a permit. The permit shall constitute permission for the use of the sound amplifying equipment as requested.

(2) Any application filed shall be either approved or disapproved within five (5) days of the filing thereof.

(3) If the application is disapproved, the Police Chief shall return a disapproved copy forthwith to the applicant with a written statement on the reason for disapproval.

(i) Any person aggrieved by a decision of the Police Chief or his or her designee may file an appeal to the City Manager. A complete and proper appeal shall be filed with the City Clerk within ten (10) calendar days of the action that is the subject of the appeal. If the applicant fails to file an appeal within the ten (10) day filing period provided herein, denial shall take effect immediately upon expiration of such filing period. All appeals shall be in writing and shall contain the following information: (a) name(s) of the person filing the appeal, (b) a brief statement in ordinary and concise language of the relief sought, and (c) the signatures of all parties named as appellants and their mailing addresses. After receiving the appeal, the City Clerk shall immediately forward the matter to the City Manager for handling.

(ii) The City Manager shall, upon receipt of the appeal, set the matter for hearing before the City Manager or a hearing officer. Any hearing officer shall be a licensed attorney or recognized mediator designated by the City Manager. The hearing shall be set for not more than ten (10) calendar days after the receipt of the appeal unless a longer time is requested or consented to by the appellant. Notice of such hearing shall be given in writing and mailed at least five (5) calendar days prior to the date of the hearing, by U.S. mail, with a proof of service attached, addressed to the address listed on the permit application, or the written appeal if different from the permit application. The notice shall state the grounds of the complaint or reason for the denial and shall state the time and place where such hearing will be held.

(iii) The City Manager or hearing officer shall, within ten (10) calendar days following the conclusion of the hearing, make a written finding and decision, which shall be delivered to the City and the appellant by first class mail. Notwithstanding any provision in this Code, the decision of the City Manager or hearing officer shall be the final administrative decision of the City. Any party dissatisfied with the decision of the City Manager or hearing officer may seek review of such decision under the provisions of Code Civil Procedure, §§ 1094.5 and 1094.8, as amended from time to time.

(h) In addition to any other provisions of this Code, the use of sound-amplifying equipment and sound trucks in the City shall be subject to the following regulations:

(1) The only sounds permitted are music and human speech;

(2) Sound shall not be emitted within one hundred (100) yards of hospitals, churches, schools and City Hall;

(3) The volume of sound shall be controlled so that it will not be audible for a distance in excess of one hundred (100) feet from the sound amplifying equipment or sound truck, and so that the volume is not unreasonably loud, raucous, jarring, disturbing or a nuisance to persons within the range of allowed audibility; or

(4) The sound amplifying equipment or sound truck shall not be used between the hours of 8:00 p.m. and 8:00 a.m.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.14. Motor vehicles.

The use of any motor vehicle in such a condition as to create excessive, impulsive or intrusive noises is prohibited. The discharge into the open air of the exhaust of any internal combustion engine, stationary or mounted on wheels, motorboat or motor vehicle, including motor cycle, whether or not discharged through a muffler or other similar device, which discharge creates excessive, unusual, impulsive or intrusive noise is prohibited. Motor vehicles shall comply with the noise regulations of the California Vehicle Code.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.15. Noise level measurement.

(a) The location selected for measuring exterior noise levels in a residential area shall be at any part of a private yard, patio, deck or balcony normally used for human activity and identified by the owner or, if occupied by someone other than the owner, the occupant of the affected property as suspected of exceeding the noise level standard. This location may be the closest point in the private yard or patio, or on the deck or balcony, to the noise source, but should not be located in nonhuman activity areas such as trash container storage areas, planter beds, above or contacting a property line fence, or other areas not normally used as part of the yard, patio, deck or balcony. The location selected for measuring exterior noise levels in a nonresidential area shall be at the closest point to the noise source. The measurement microphone height shall be five (5) feet above finish elevation or, in the case of a deck or balcony, the measurement microphone height shall be five (5) feet above the finished floor level.

(b) The location selected for measuring interior noise levels shall be made within the affected residential unit. The measurements shall be made at a point at least four (4) feet from the wall, ceiling or floor, or within the frame of a window opening, nearest the noise source. The measurements shall be made with windows in an open position.

(c) Any decibel measurement made pursuant to the provisions of this chapter shall be measured in decibels (dBAs) as measured with a sound level meter using the A-weighted sound pressure level.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.16. Prima facie violation.

Any noise exceeding the noise level standard as specified in §§ 5-29.04 and 5-29.05, shall be deemed to be prima facie evidence of a violation of the provisions of this chapter.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.17. Penalty.

(a) Any person who negligently or knowingly violates any provision of this chapter shall be guilty of an infraction and upon conviction shall be punishable by a fine specified in OMC § 1-2.01. Each day a violation occurs shall constitute a separate offense and shall be punishable as such.

(b) Any person who negligently or knowingly violates any provision of this chapter may also be subject to fine(s) specified in the administrative citation schedule of fines set forth in OMC § 1-5.04. The manner of issuing administrative citations shall comply with all the procedures specified in OMC Chapter 5, Title 1.

(c) As an additional remedy, the operation or maintenance of any device, instrument, vehicle or machinery in violation of any provisions of this chapter, which operation or maintenance causes or creates sound levels exceeding the allowable standards as specified in this chapter, shall be deemed and is declared to be a public nuisance and may be subject to abatement by a restraining order or injunction issued by a court of competent jurisdiction.

(d) Any violation of this chapter is declared to be a public nuisance and may be abated in accordance with law. The expense of enforcing this chapter is declared to be public nuisance and may be by resolution of the City Council declared to be a lien and special assessment against the property on which such nuisance is maintained, and any such charge shall also be a personal obligation of the property owner.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.18. Enforcement and administration.

(a) It shall be the responsibility of Police or Code Enforcement Officers to enforce the provisions of this chapter and to perform all other functions required by this chapter. Such duties shall include, but not be limited to investigating potential violations, issuing warning notices and citations, and providing evidence to the City prosecutor for legal action.

(b) For violations of § 5-29.07, Police or Code Enforcement Officers shall obtain a declaration under penalty of perjury from two (2) declarants living in separate households within a sixty (60) day period stating in detail all of the following:

(1) That the declarant is a resident of a residential neighborhood located within two hundred (200) yards of the noise source; and

(2) Within the past month declarant has heard noise for substantially long periods to the extreme annoyance of the declarant.

(3) Declarations from two (2) declarants are required to prove a violation of § 5-29.07, but are not required to prove that a person has violated any other provision of this chapter.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.19. City Manager waiver.

The City Manager is authorized to grant a temporary waiver to the provisions of this chapter for a period of time necessary to correct the violations of this chapter, if such temporary waiver would be in the public interest and there is no feasible and prudent alternative to the activity, or the method of conducting the activity, for which the temporary waiver is sought. This time period may include a commitment to a program that includes placing necessary orders and entering into necessary contracts within thirty (30) days for repair or installation.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.20. Noise abatement program.

(a) In circumstances where adopted community-wide noise standards and policies prove impractical in controlling noise generated from a specific source, the City Council may establish a noise abatement program that recognizes the characteristics of the noise source and affected property and that incorporates specialized mitigation measures.

(b) Noise abatement programs shall set forth in detail the approved terms, conditions and requirements for achieving maximum compliance with noise standards and policies. Said terms, conditions and requirements may include, but shall not be limited to, limitations, restrictions, or prohibitions on operating hours, location of operations, and the types of equipment.

(§ 2, Ord. 2888, eff. March 6, 2008)

NOISE LEVEL EXPOSURE AND LAND USE COMPATIBILITY GUIDELINES

Table LU-7

LAND USE CATEGORIES		COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)						
Category	Land Use	55	60	65	70	75	80	
Residential/ Lodging	Single Family / Duplex							
	Multi-Family							
	Mobile Homes							
	Hotel/Motels							
Public/Institutional	Schools/Hospitals							
	Churches/ Libraries							
	Auditoriums/Concert Halls							
Commercial	Offices							
	Retail							
Industrial	Manufacturing							
	Warehousing							
Recreational/ Open Space	Parks/Playgrounds							
	Golf Courses/ Riding Stables							
	Outdoor Spectator Sports							
	Outdoor Music Shells/ Amphitheaters							
	Livestock/Wildlife Preserves							
	Crop Agriculture							

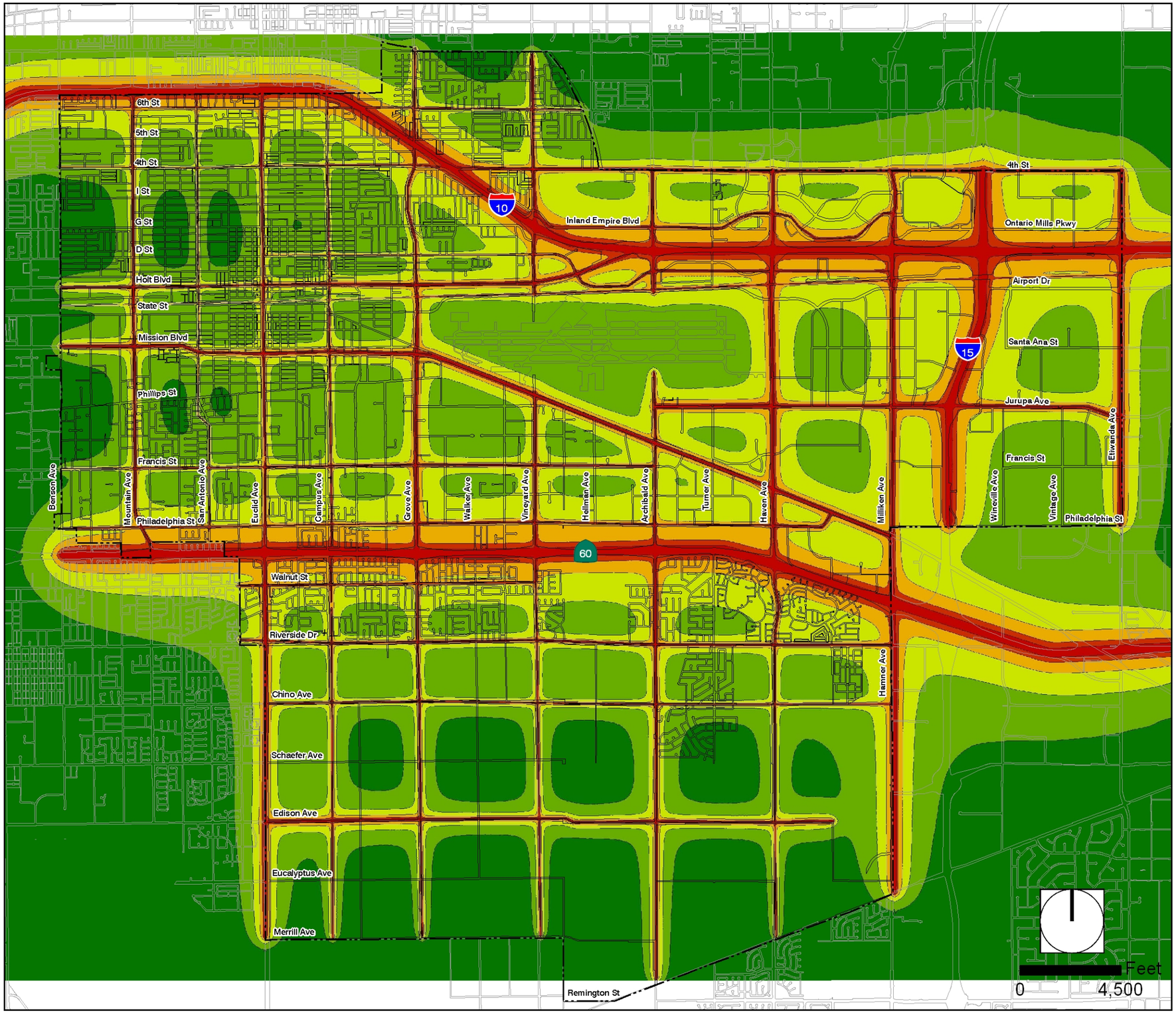
LEGEND

Clearly Acceptable:	No special noise insulation required, assuming buildings of normal conventional construction.
Normally Acceptable:	Acoustical reports will be required for major new residential construction. Conventional construction with closed windows and fresh air supply systems of air conditioning will normally suffice.
Normally Unacceptable:	New construction should be discouraged. Noise/aviation easements required for all new construction. If new construction does proceed, a detailed analysis of noise reduction requirements must be made and necessary noise insulation features included.
Clearly Unacceptable:	No new construction should be permitted.

Note: For noise compatibility criteria and contours for Ontario International Airport refer to the adopted ALUCP for ONT.

Figure S-3a

Future Roadway Noise Contours



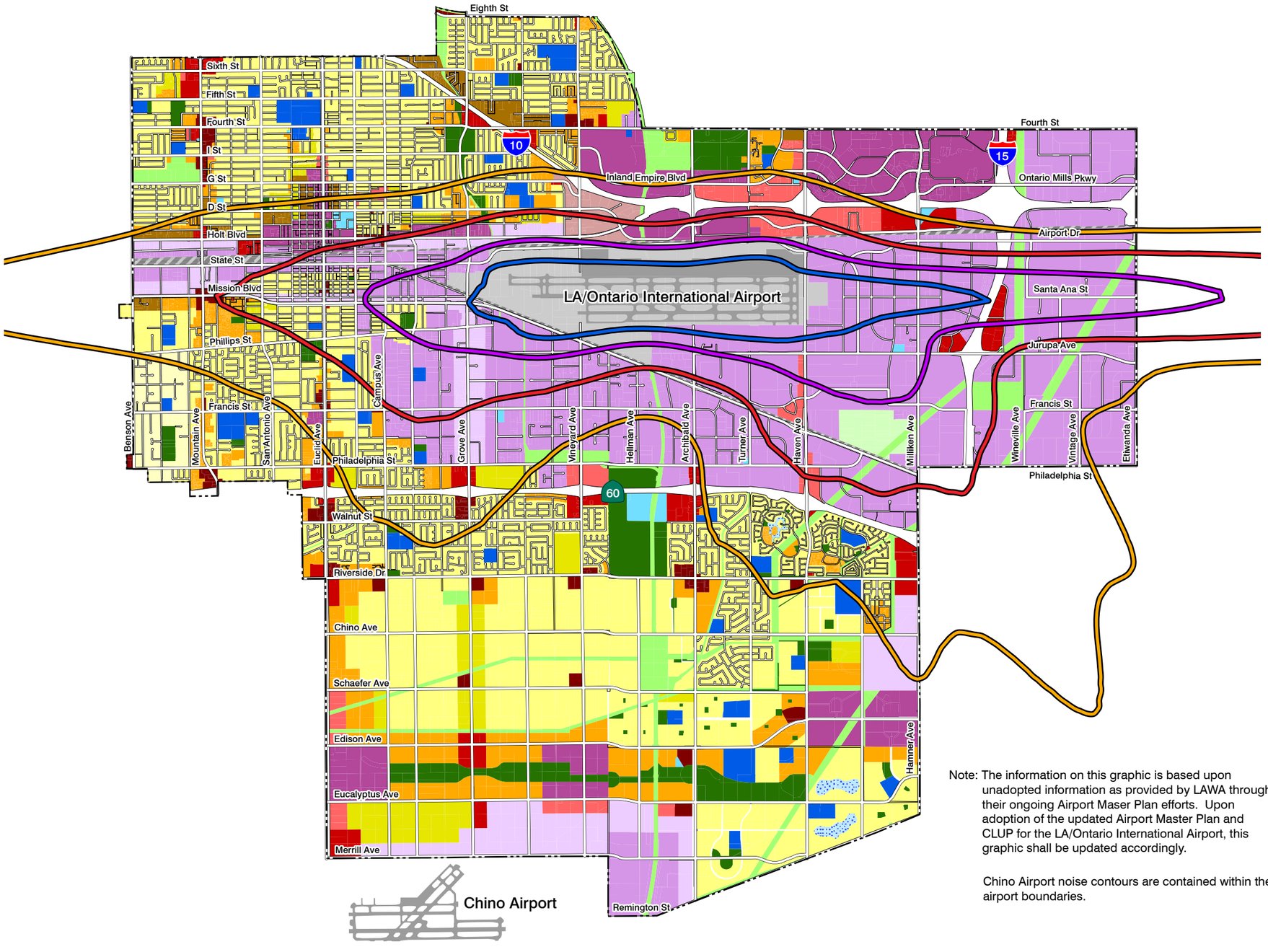
Noise Level Ldn in dBA CNEL

	<= 60
60 <	<= 65
65 <	<= 70
70 <	<= 75
75 <	<= 80
80 <	

Source: SoundPlan Noise Model, Braunstein and Berndt, GmbH, Version 6.5. Noise contours do not take into account attenuation provided by building structures or masonry walls or noise from the Los Angeles Ontario International Airport, Chino Airport, or Union Pacific Railroad.

THE ONTARIO PLAN
A FRAMEWORK FOR THE FUTURE

Airport Noise Contours



LA/Ontario International Airport (2030)

- 60 dB CNEL
- 65 dB CNEL
- 70 dB CNEL
- 75 dB CNEL

Residential
- Rural (0 - 2 du/ac)
- Low Density (2.1 - 5 du/ac)
- Low-Medium Density (5.1 - 11 du/ac)
- Medium Density (11.1 - 25 du/ac)
- High Density (25.1 - 45 du/ac)

Mixed Use
- Mixed Use

Retail/Service
- Neighborhood Commercial (.4 FAR)
- General Commercial (.4 FAR)
- Office/Commercial (1.0 FAR)
- Hospitality (1.0 FAR)

Employment
- Business Park (.6 FAR)
- Industrial (.55 FAR)

Other
- Open Space - Non-Recreation
- Open Space - Parkland
- Open Space - Water
- Public Facility
- Public School
- LA/Ontario International Airport
- Railroad
- Landfill

Note: The information on this graphic is based upon unadopted information as provided by LAWA through their ongoing Airport Maser Plan efforts. Upon adoption of the updated Airport Master Plan and CLUP for the LA/Ontario International Airport, this graphic shall be updated accordingly.

Chino Airport noise contours are contained within the airport boundaries.

0 Miles 1

Appendix B

Field Data and Photos

Field Sheet

Project:	414 & 440 Euclid Avenue Multi-Use Project Noise Impact Study	**Engineer:** D. Shivaiah	**Date:** 3/15/2022 **JN:** 3004-2021-02
Measurement Address: 33990 Rancho California Road		**City:** County of Riverside	**Site No.:** 1

Sound Level Meter:
Piccolo II
Serial # P0218042101
Serial # P0218092808
Serial # P0221010801
Serial # P0221010802

Calibrator:
CA114 Sound Calibrator
Serial # 500732

Calibration Record:

	Input, dB/	Cali. Date	Time
1	94.0	3/14/2022	1:43 PM
2	94.0	3/14/2022	1:40 PM
3	94.0		
4	94.0		

Notes:

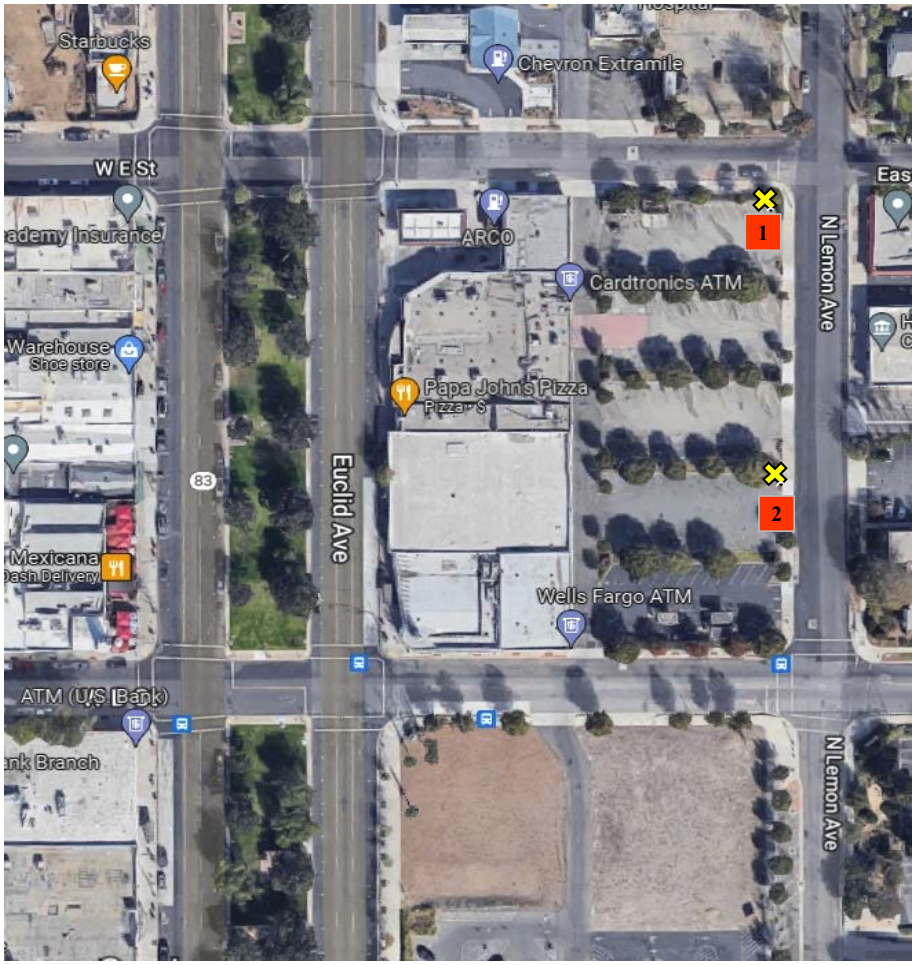
Temp:	78
Windspeed:	7 MPH
Direction:	SW
Skies:	Clear
Camera:	
Photo Nos.	

Meter Settings:

☒ A-WTD ☐ LINEAR ☒ SLOW ☐ 1/1 OCT ☒ INTERVALS ___60____- MINUTE
☐ C-WTD ☐ IMPULSE ☐ FAST ☐ 1/3 OCT ☒ L_N PERCENTILE VALUES

Notes:

Measurement Type:
Long-term X
Short-term



RK engineering group, inc.

Field Sheet - ST2 Location Photos

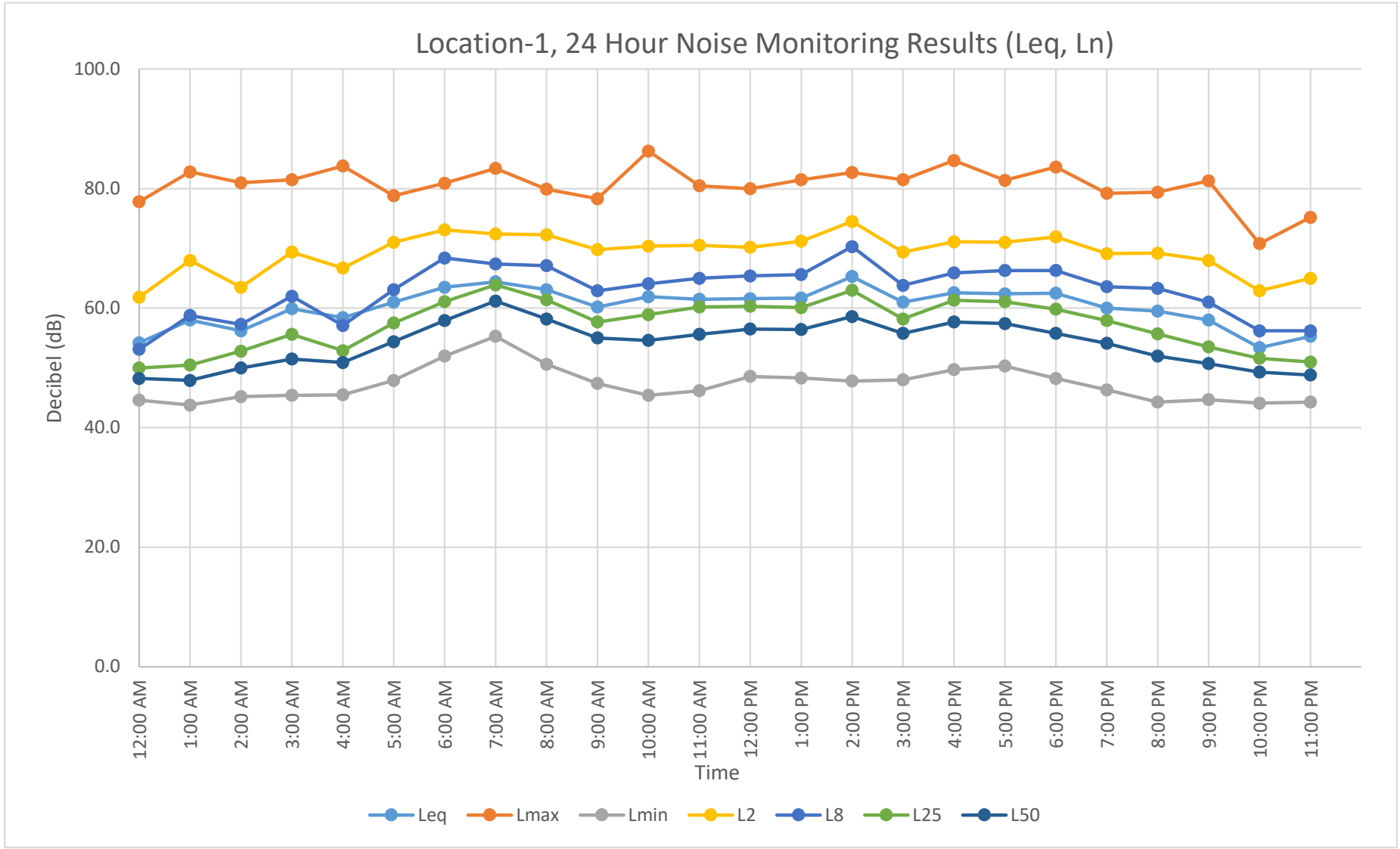
Project: 414 & 440 Euclid Avenue Multi-Use Project Noise Impact Study	**Engineer:** D. Shivaiah	**Date:**	3/15/2022
		JN:	3004-2021-02
Measurement Address:	**City:** County of Riverside	**Site No.:**	1

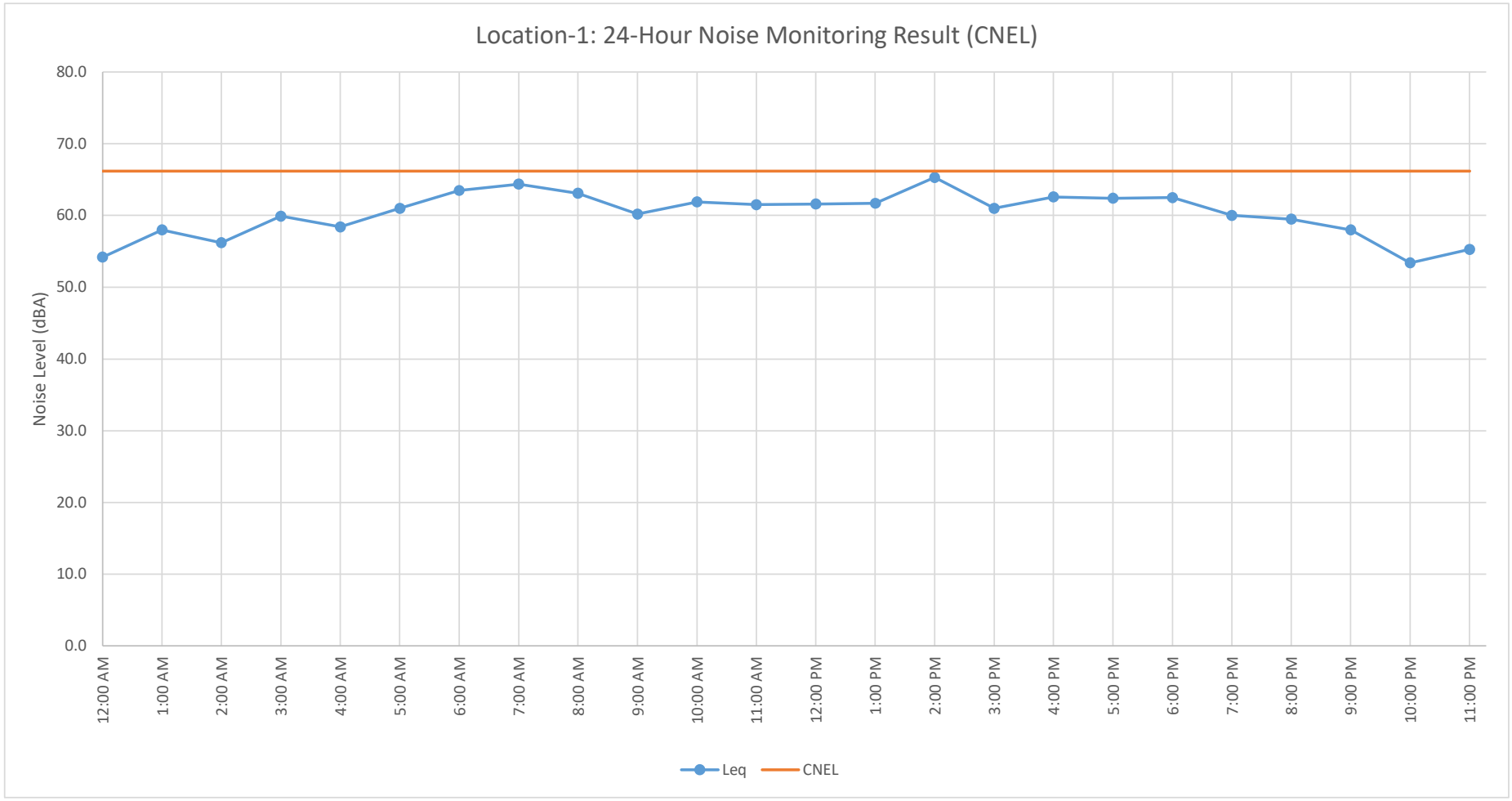
Measurement was taken approximately 30 feet from the eastern property line and approximately 315 feet from the northern property line.

RK engineering group, inc.

PROJECT:	414 & 440 Euclid Avenue Multi-Use Project Noise Impact Study					JOB #:	3004-2021-02
NOISE METER	Piccolo II SLM, 24-Hour Measurement					DATE:	15-Mar-22
LOCATION:	Measurement was taken along northeast corner of the project site approximately 36 feet from the centerline of the Lemon Avenue and 30 feet from the centerline of the E Street.					BY:	D. Shivaiah

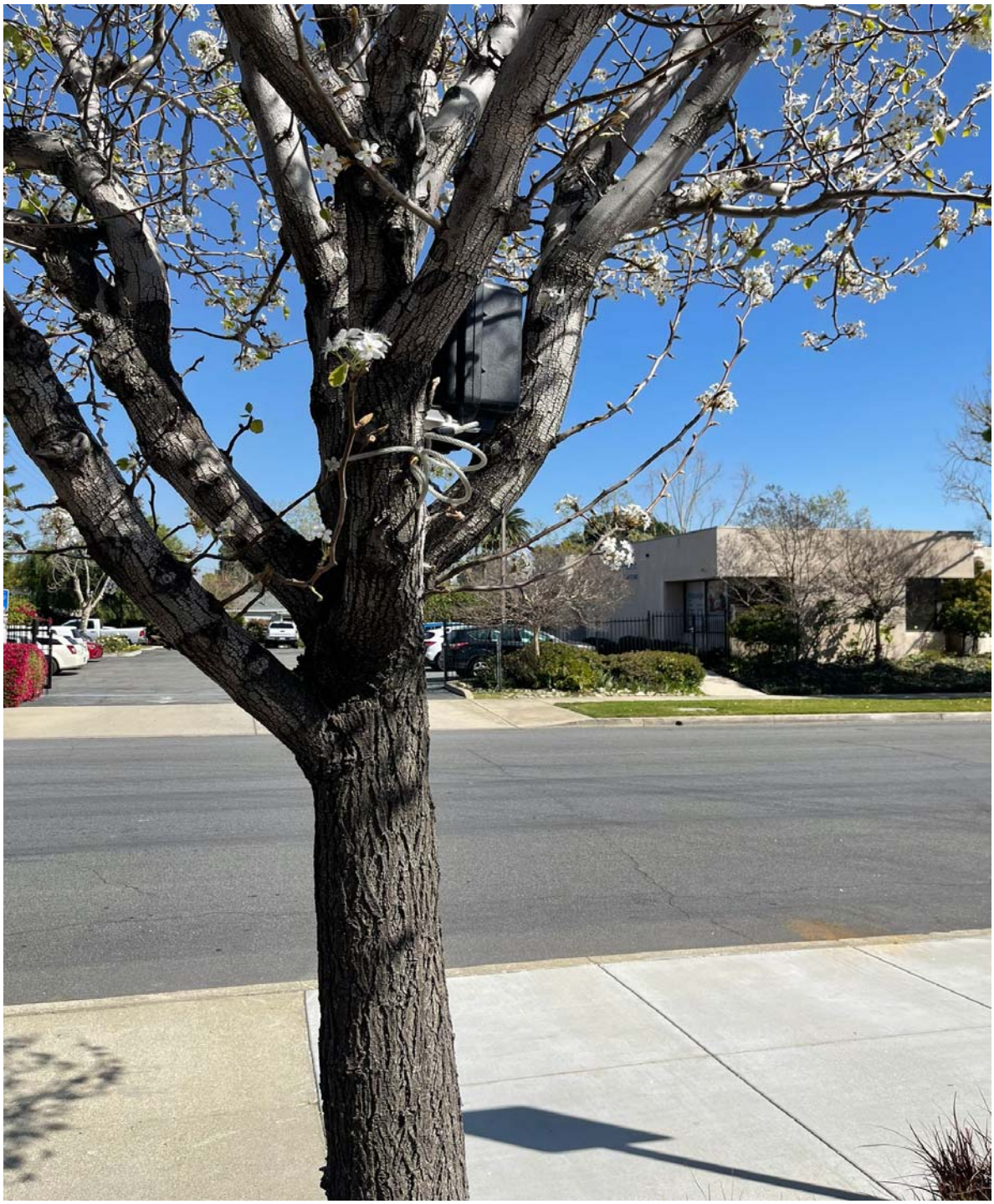
Time	Leq	Lmax	Lmin	L2	L8	L25	L50
12:00 AM	54.2	77.8	44.6	61.8	53.1	50.0	48.2
1:00 AM	58.0	82.8	43.8	68.0	58.8	50.5	47.9
2:00 AM	56.2	81.0	45.2	63.5	57.3	52.8	50.0
3:00 AM	59.9	81.5	45.4	69.4	62.0	55.6	51.5
4:00 AM	58.4	83.8	45.5	66.7	57.1	52.9	50.9
5:00 AM	61.0	78.8	47.9	71.0	63.1	57.5	54.4
6:00 AM	63.5	80.9	52.0	73.1	68.4	61.1	57.9
7:00 AM	64.4	83.4	55.3	72.4	67.4	63.9	61.2
8:00 AM	63.1	79.9	50.6	72.3	67.1	61.4	58.2
9:00 AM	60.2	78.3	47.4	69.8	62.9	57.7	55.0
10:00 AM	61.9	86.3	45.4	70.4	64.1	58.9	54.6
11:00 AM	61.5	80.5	46.2	70.5	65.0	60.2	55.6
12:00 PM	61.6	80.0	48.6	70.2	65.4	60.3	56.5
1:00 PM	61.7	81.5	48.3	71.2	65.6	60.1	56.4
2:00 PM	65.3	82.7	47.8	74.5	70.3	63.0	58.6
3:00 PM	61.0	81.5	48.0	69.4	63.8	58.2	55.8
4:00 PM	62.6	84.7	49.7	71.1	65.9	61.3	57.7
5:00 PM	62.4	81.4	50.3	71.0	66.3	61.1	57.4
6:00 PM	62.5	83.6	48.2	71.9	66.3	59.8	55.8
7:00 PM	60.0	79.2	46.3	69.1	63.6	57.9	54.1
8:00 PM	59.5	79.4	44.3	69.2	63.3	55.7	52.0
9:00 PM	58.0	81.3	44.7	68.0	61.0	53.5	50.7
10:00 PM	53.4	70.8	44.1	62.9	56.2	51.6	49.3
11:00 PM	55.3	75.2	44.3	65.0	56.2	51.0	48.8
Daytime	61.8	86.3	44.1	70.8	65.5	60.0	56.5
Nighttime	59.3	83.8	43.8	68.7	62.1	55.6	52.6


Location-1, 24 Hour Noise Monitoring Results (Leq, Ln)
Decibel (dB)
100.0
80.0
60.0
40.0
20.0
0.0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Time
Leq
Lmax
Lmin
L2
L8
L25
L50


Location-1: 24-Hour Noise Monitoring Result (CNEL)
Noise Level (dBA)
80.0
70.0
60.0
50.0
40.0
30.0
20.0
10.0
0.0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Leq
CNEL

Field Sheet - Photos

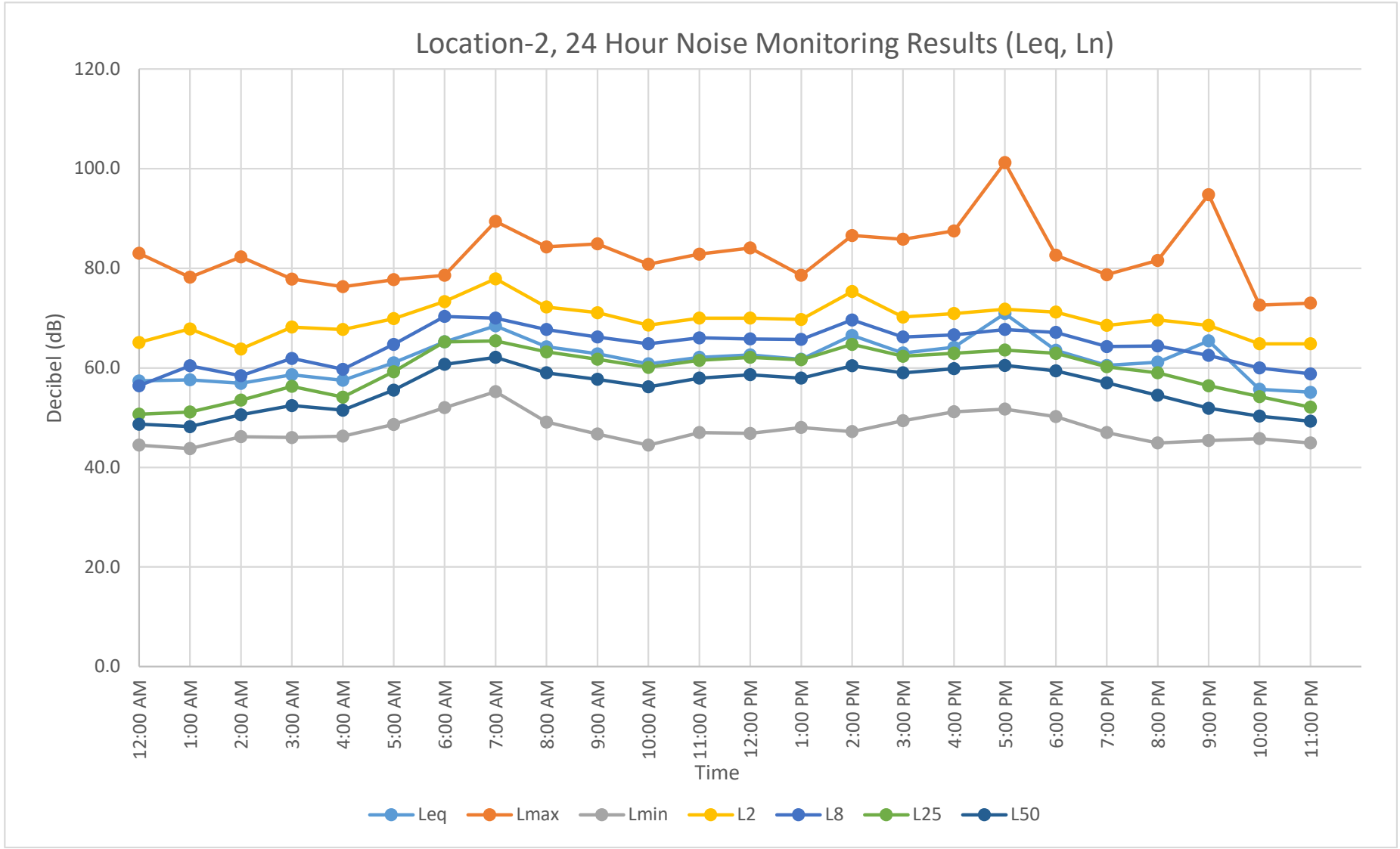
Project: 414 & 440 Euclid Avenue Multi-Use Project Noise Impact Study **Engineer:** D. Shivaiah	**Date:** 3/15/2022 **JN:** 3004-2021-02
Measurement Address: **City:** County of Riverside Measurement was taken along the eastern property line of the project site approximately 140 feet from the southern property line and approximately 32 feet from the centerline of the Lemon Avenue.	**Site No.:** 2



RK engineering group, inc.

PROJECT:	414 & 440 Euclid Avenue Multi-Use Project Noise Impact Study					JOB #:	2966-2021-02
NOISE METER	Piccolo II SLM, 24-Hour Measurement					DATE:	12-Jan-22
LOCATION:	Measurement was taken along the eastern property line of the project site approximately 140 feet from the southern property line and approximately 32 feet from the centerline of the Lemon Avenue.					BY:	D. Shivaiah

Time	Leq	Lmax	Lmin	L2	L8	L25	L50
12:00 AM	57.4	83.0	44.5	65.1	56.4	50.7	48.7
1:00 AM	57.6	78.2	43.8	67.8	60.4	51.1	48.2
2:00 AM	56.9	82.3	46.2	63.8	58.4	53.5	50.6
3:00 AM	58.6	77.8	46.0	68.2	61.9	56.3	52.4
4:00 AM	57.5	76.3	46.3	67.7	59.7	54.1	51.5
5:00 AM	61.0	77.7	48.6	69.9	64.7	59.2	55.5
6:00 AM	65.2	78.6	52.0	73.3	70.3	65.2	60.7
7:00 AM	68.4	89.4	55.2	77.9	70.0	65.4	62.1
8:00 AM	64.2	84.3	49.1	72.2	67.7	63.2	59.0
9:00 AM	62.8	84.9	46.7	71.1	66.2	61.7	57.7
10:00 AM	60.8	80.8	44.5	68.6	64.8	60.1	56.2
11:00 AM	62.1	82.8	47.0	70.0	66.0	61.5	57.9
12:00 PM	62.6	84.1	46.8	70.0	65.8	62.1	58.6
1:00 PM	61.7	78.6	48.0	69.7	65.7	61.6	57.9
2:00 PM	66.5	86.6	47.2	75.3	69.6	64.7	60.4
3:00 PM	63.0	85.8	49.4	70.2	66.2	62.3	59.0
4:00 PM	64.1	87.5	51.2	70.9	66.6	62.9	59.8
5:00 PM	70.9	101.2	51.7	71.8	67.7	63.6	60.5
6:00 PM	63.5	82.6	50.2	71.2	67.1	62.9	59.4
7:00 PM	60.5	78.7	47.0	68.5	64.3	60.2	57.0
8:00 PM	61.1	81.6	44.9	69.6	64.4	59.0	54.5
9:00 PM	65.4	94.8	45.4	68.5	62.5	56.4	51.9
10:00 PM	55.7	72.6	45.8	64.8	60.0	54.2	50.3
11:00 PM	55.1	73.0	44.9	64.8	58.8	52.1	49.3
Daytime	64.7	101.2	44.5	71.7	66.5	62.1	58.5
Nighttime	59.9	83.0	43.8	68.6	63.8	58.3	54.4


Location-2, 24 Hour Noise Monitoring Results (Leq, Ln)
Decibel (dB)
120.0
100.0
80.0
60.0
40.0
20.0
0.0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
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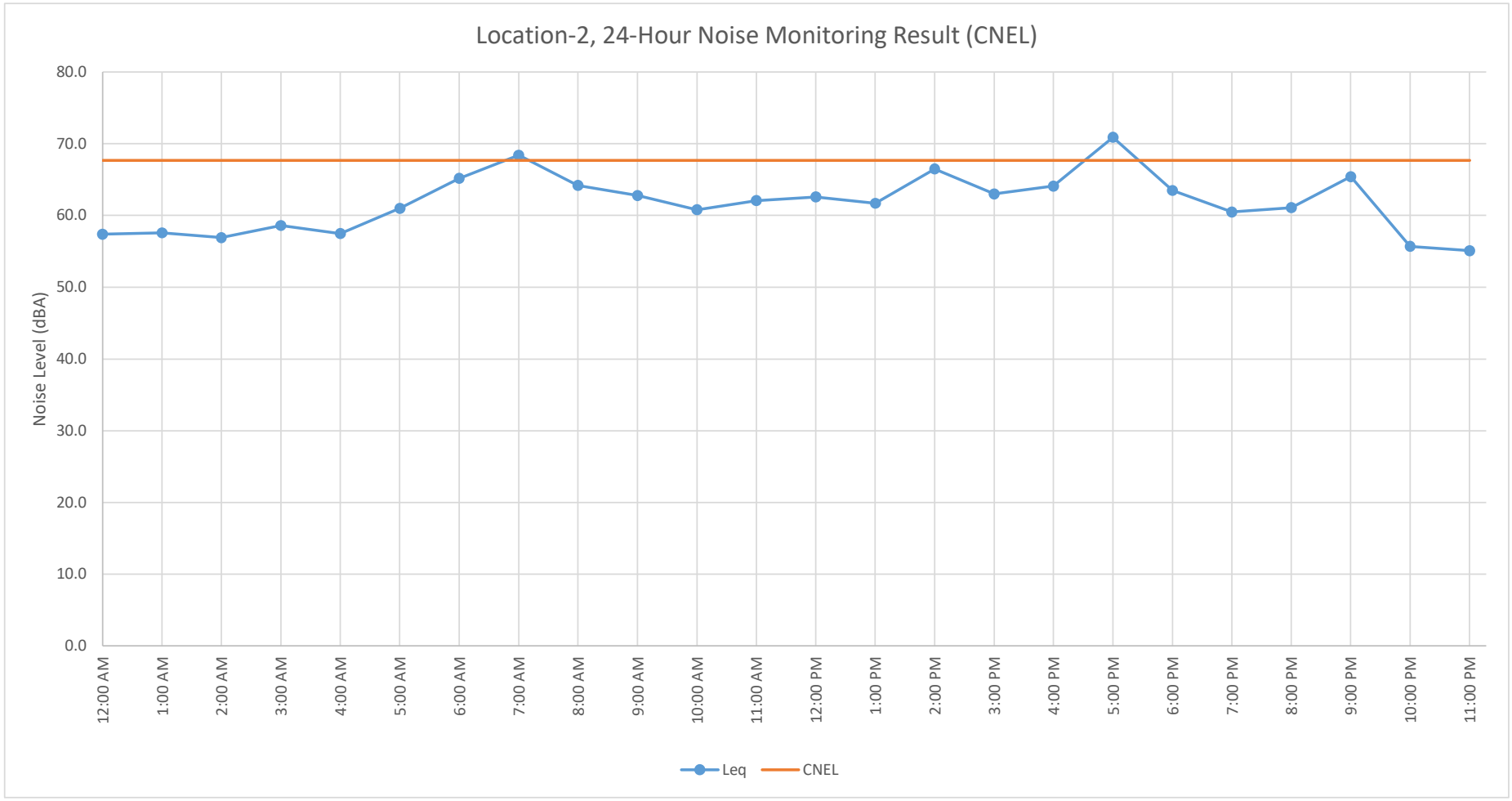
11:00 PM
Time
Leq
Lmax
Lmin
L2
L8
L25
L50


Location-2, 24-Hour Noise Monitoring Result (CNEL)
Noise Level (dBA)
80.0
70.0
60.0
50.0
40.0
30.0
20.0
10.0
0.0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Leq
CNEL

Appendix C

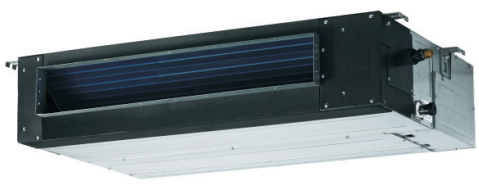
HVAC Specs Sheet

DUCT SYSTEMS

Premier Series

Single Zone Universal

Indoor Unit	MEHSU-36CSD2
Outdoor Unit	MCHSU-36CSH2
Indoor Unit	MEHSU-48CSD2
Outdoor Unit	MCHSU-48CSH2



Standard Features

- Sleep Mode
- Fresh Air
- Build-in Drain Pump
- Chassis Heating Belt
- Auto Restart Function
- Timer
- Wired Control
- Compressor Heating Belt
- Auto Defrosting
- 2-Way Draining
- Low Ambient Cooling

2 Way Draining Connection

The connective piping and drainage hose can be attached to either the left or right side of the indoor unit for easy installation.

Available for Premier Hyper and Premier Series

Optional Accessories

- Electronic Panel (Wireless Eye)
- Front Board
- Filter
- Installation Kit 1
- Installation Kit 2
- Installation Kit 3
- Piping Kit 1
- Piping Kit 2
- Piping Kit 3

c UL us LISTED

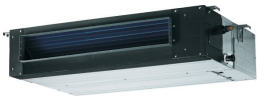
7 Year Compressor 5 Year Parts WARRANTY

AHRI CERTIFIED

DC Inverter

R-410A

Premier Series



Specification

		NEW for 2016	NEW for 2016
Outdoor model		MCHSU-36CSH2	MCHSU-48CSH2
Indoor model		MEHSU-36CSD2	MEHSU-48CSD2
Indoor type		Ducted	Ducted
AHRI #		8767358	8819868
Energy Star		No	No
Performance			
Nominal Cooling	BTU/H	36000 (14000-42100)	48000 (12000-54000)
Nominal Heating	BTU/H	38000 (14000-42100)	49500 (15000-57000)
Low Temp Heating @-5°F	BTU/H	16000	16000
SEER	BTU / KW	15.5	17.4
HSPF	BTU / KW	10.5	10.3
EER	BTU / KW	8.5	8.9
Cooling Operating Range	F ° Degrees	5-122	5-122
Heating Operating Range	F ° Degrees	5-86	5-86
Electrical			
Voltage / Phase / Frequency		208-230V~ 60Hz, 1Ph	208-230V~ 60Hz, 1Ph
Recommended In / Out Cable		16AWG/6 Stranded, Unshielded	16AWG/6 Stranded, Unshielded
Minimum Circuit Ampacity	Amps	30	35
Recommended Fuse Size	Amps	50	50
Specification			
Air Circulation Hi / Med / Low	CFM	1120/940/680	1470/1180/940
Static Pressure In	W.C.	0-0.40	0-0.40
Indoor Noise Level: Hi/Med/Low	DBa	53/51/47	52/49/46
Outdoor Noise Level Cooling	DBa	66	62.5
Outdoor Noise Level Heating	DBa	66	62.5
Air Direction Horizontal	Deg Angle	Automatic	Automatic
Air Filter	Type	Washable	Washable
Connection	Type	Flare	Flare
Combined Minimum Length	Feet	10	10
Maximum Line Length Each	Feet	213	213
Maximum Vertical Differential	Feet	98	98
Connection Pipe Size Suction	Inches	5/8	5/8
Connection Pipe Size Discharge	Inches	3/8	3/8
Condensation Line Size	Inches	1	1
Physical			
Net Weight (Indoor / Outdoor)	LBS	76.28/148.59	94.8/217.4
Height Condensing Unit	Inches	31.89	52.48
Depth Condensing Unit	Inches	16.14	16.34
Width Condensing Unit	Inches	37.24	37.48
Height Evaporator	Inches	10.63	11.81
Depth Evaporator	Inches	30.51	34.06
Width Evaporator	Inches	44.88	47.24
Refrigerant	Oz	R410A/108	R410A/148.2
Refrigerant piping - Liquid side/ Gas side	mm(inch)	Φ9.52/Φ15.9(3/8"/5/8")	Φ9.52/Φ15.9(3/8"/5/8")

Appendix D

Stationary Noise Analysis Results

Noise emissions of industry sources

Source name	Reference	Level		Frequency spectrum [dB(A)] 500 Hz	Corrections Cwall dB	Corrections CI dB	Corrections CT dB
			dB(A)				
Pool and Outdoor Creation	Lw/m²	Day	62.0	62.0	-	-	-
		Night	-	-	-	-	-
HVAC	Lw/m	Day	66.0		-	-	-
		Night	66.0		-	-	-

Noise emissions of parking lot traffic

Name	Parking lot type	Size	Movements per hour		Road surface	Separated method	Lw,ref
			Day	Night			dB(A)
Parking Lot	Visitors and staff	162 Parking bays	0.130	0.110	Asphaltic driving lanes	no	90.6

Receiver list

No.	Receiver name	Building side	Floor	Limit		Level w/o NP		Level w NP		Difference		Conflict	
				Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
				dB(A)		dB(A)		dB(A)		dB		dB	
1	Commercial to the East-1	-	GF	-	-	49.2	46.0	49.0	45.6	-0.2	-0.4	-	-
2	Commercial to the East-2	-	GF	-	-	50.5	45.8	50.3	45.3	-0.2	-0.5	-	-
3	Commercial to the East-3	-	GF	-	-	52.0	41.8	51.9	41.2	-0.1	-0.6	-	-
4	Commercial to the North	-	GF	-	-	45.5	42.3	45.3	41.8	-0.2	-0.5	-	-
5	Residential to the NE	-	GF	-	-	44.0	40.4	43.8	39.9	-0.2	-0.5	-	-

Contribution levels of the receivers

Source name		Traffic lane	Level w/o NP Day	Level w/o NP Night	Level w NP Day	Level w NP Night
			dB(A)		dB(A)	
Commercial to the East-1	GF		49.2	46.0	49.0	45.6
HVAC		-	36.2	36.2	29.6	29.6
Parking Lot		-	46.3	45.5	46.3	45.5
Pool and Outdoor Creation		-	45.7	-	45.7	-
Commercial to the East-2	GF		50.5	45.8	50.3	45.3
HVAC		-	36.8	36.8	28.7	28.7
Parking Lot		-	45.9	45.2	45.9	45.2
Pool and Outdoor Creation		-	48.3	-	48.3	-
Commercial to the East-3	GF		52.0	41.8	51.9	41.2
HVAC		-	34.3	34.3	28.4	28.4
Parking Lot		-	41.7	41.0	41.7	41.0
Pool and Outdoor Creation		-	51.4	-	51.4	-
Commercial to the North	GF		45.5	42.3	45.3	41.8
HVAC		-	33.9	33.9	27.4	27.4
Parking Lot		-	42.4	41.7	42.4	41.7
Pool and Outdoor Creation		-	42.0	-	42.0	-
Residential to the NE	GF		44.0	40.4	43.8	39.9
HVAC		-	32.5	32.5	27.1	27.1
Parking Lot		-	40.4	39.6	40.4	39.6
Pool and Outdoor Creation		-	41.1	-	41.1	-

Appendix E

Roadway Calculation Sheets

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO)

PROJECT:	414 & 440 Euclid Avenue Multi Use Noise Impact Study	JOB #:	3004-2021-02
ROADWAY:	Euclid Avenue	DATE:	31-Mar-22
LOCATION:	First Floor Building Façade	ENGINEER:	D. Shivaiah

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	49,000	
SPEED =	35	
PK HR % =	10	
NEAR LANE/FAR LANE DIST	140	
ROAD ELEVATION =	0.0	
GRADE =	0.0	%
PK HR VOL =	4,900	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		100
DIST C/L TO WALL =		100
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER =		0
PAD ELEVATION =		0.0
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	10	
MEDIUM TRUCKS =	10	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	10	

WALL INFORMATION

HTH WALL=	0.0	
AMBIENT=	0.0	
BARRIER =	1	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.695	0.129	0.096	0.9200
MEDIUM TRUCKS	0.014	0.001	0.015	0.0300
HEAVY TRUCKS	0.024	0.010	0.025	0.0500

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	71.48	- -
MEDIUM TRUCKS	4.0	71.42	- -
HEAVY TRUCKS	8.0	71.48	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	69.3	66.9	65.6	59.6	68.0	68.6
MEDIUM TRUCKS	64.1	44.9	37.1	46.4	52.5	52.5
HEAVY TRUCKS	71.6	54.6	56.8	56.0	62.3	62.6
NOISE LEVELS (dBA)	74.1	67.2	66.2	61.3	69.1	69.7

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	69.3	66.9	65.6	59.6	68.0	68.6
MEDIUM TRUCKS	64.1	44.9	37.1	46.4	52.5	52.5
HEAVY TRUCKS	71.6	54.6	56.8	56.0	62.3	62.6
NOISE LEVELS (dBA)	74.1	67.2	66.2	61.3	69.1	69.7

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	93	294	929	2939
LDN	82	259	818	2586

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO)

PROJECT:	414 & 440 Euclid Avenue Multi Use Noise Impact Study	JOB #:	3004-2021-02
ROADWAY:	Euclid Avenue	DATE:	31-Mar-22
LOCATION:	Second Floor Building Façade	ENGINEER:	D. Shivaiah

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	49,000	
SPEED =	35	
PK HR % =	10	
NEAR LANE/FAR LANE DIST	140	
ROAD ELEVATION =	0.0	
GRADE =	0.0	%
PK HR VOL =	4,900	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		105
DIST C/L TO WALL =		100
RECEIVER HEIGHT =		15.0
WALL DISTANCE FROM RECEIVER =		5
PAD ELEVATION =		0.0
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	10	
MEDIUM TRUCKS =	10	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	10	

WALL INFORMATION

HTH WALL=	15.0	
AMBIENT=	0.0	
BARRIER =	1	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.695	0.129	0.096	0.9200
MEDIUM TRUCKS	0.014	0.001	0.015	0.0300
HEAVY TRUCKS	0.024	0.010	0.025	0.0500

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	77.59	- -
MEDIUM TRUCKS	4.0	77.26	- -
HEAVY TRUCKS	8.0	76.76	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	68.9	66.6	65.3	59.2	67.6	68.3
MEDIUM TRUCKS	63.8	44.6	36.8	46.0	52.2	52.2
HEAVY TRUCKS	71.3	54.3	56.5	55.7	62.0	62.3
NOISE LEVELS (dBA)	73.7	66.8	65.8	60.9	68.8	69.3

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	60.6	58.2	57.0	50.9	59.3	60.0
MEDIUM TRUCKS	55.6	36.4	28.6	37.8	44.0	44.0
HEAVY TRUCKS	63.2	46.2	48.4	47.6	53.9	54.2
NOISE LEVELS (dBA)	65.5	58.6	57.5	52.7	60.5	61.1

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	90	285	901	2849
LDN	79	251	793	2508

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO)

PROJECT: 414 & 440 Euclid Avenue Multi Use Noise Impact Study
ROADWAY: Euclid Avenue
LOCATION: Third Floor Building Façade

JOB #: 3004-2021-02
DATE: 31-Mar-22
ENGINEER: D. Shivaiah

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	49,000
SPEED =	35
PK HR % =	10
NEAR LANE/FAR LANE DIST	140
ROAD ELEVATION =	0.0
GRADE =	0.0 %
PK HR VOL =	4,900

RECEIVER INPUT DATA

RECEIVER DISTANCE =		105
DIST C/L TO WALL =		100
RECEIVER HEIGHT =		25.0
WALL DISTANCE FROM RECEIVER =		5
PAD ELEVATION =		0.0
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	10	
MEDIUM TRUCKS =	10	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	10	

WALL INFORMATION

HTH WALL=	25.0	
AMBIENT=	0.0	
BARRIER =	1	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.695	0.129	0.096	0.9200
MEDIUM TRUCKS	0.014	0.001	0.015	0.0300
HEAVY TRUCKS	0.024	0.010	0.025	0.0500

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	80.03	- -
MEDIUM TRUCKS	4.0	79.44	- -
HEAVY TRUCKS	8.0	78.41	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	68.8	66.4	65.1	59.1	67.5	68.1
MEDIUM TRUCKS	63.7	44.5	36.7	45.9	52.0	52.1
HEAVY TRUCKS	71.2	54.2	56.4	55.6	61.9	62.2
NOISE LEVELS (dBA)	73.6	66.7	65.7	60.8	68.7	69.2

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	59.7	57.3	56.0	50.0	58.4	59.0
MEDIUM TRUCKS	54.8	35.6	27.8	37.0	43.1	43.2
HEAVY TRUCKS	62.6	45.6	47.8	47.0	53.3	53.6
NOISE LEVELS (dBA)	64.6	57.7	56.7	51.8	59.7	60.2

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	88	277	875	2768
LDN	77	244	770	2436

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO)

PROJECT: 414 & 440 Euclid Avenue Multi Use Noise Impact Study
ROADWAY: Euclid Avenue
LOCATION: Fourth Floor Building Façade

JOB #: 3004-2021-02
DATE: 31-Mar-22
ENGINEER: D. Shivaiah

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	49,000
SPEED =	35
PK HR % =	10
NEAR LANE/FAR LANE DIST	140
ROAD ELEVATION =	0.0
GRADE =	0.0 %
PK HR VOL =	4,900

RECEIVER INPUT DATA

RECEIVER DISTANCE =		105
DIST C/L TO WALL =		100
RECEIVER HEIGHT =		35.0
WALL DISTANCE FROM RECEIVER =		5
PAD ELEVATION =		0.0
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	10	
MEDIUM TRUCKS =	10	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	10	

WALL INFORMATION

HTH WALL=	35.0	
AMBIENT=	0.0	
BARRIER =	1	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.695	0.129	0.096	0.9200
MEDIUM TRUCKS	0.014	0.001	0.015	0.0300
HEAVY TRUCKS	0.024	0.010	0.025	0.0500

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	83.67	- -
MEDIUM TRUCKS	4.0	82.85	- -
HEAVY TRUCKS	8.0	81.35	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	68.6	66.2	64.9	58.9	67.3	67.9
MEDIUM TRUCKS	63.5	44.3	36.5	45.7	51.9	51.9
HEAVY TRUCKS	71.0	54.0	56.2	55.4	61.7	62.1
NOISE LEVELS (dBA)	73.4	66.5	65.5	60.6	68.5	69.0

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	58.6	56.2	54.9	48.9	57.3	57.9
MEDIUM TRUCKS	53.7	34.5	26.7	35.9	42.1	42.1
HEAVY TRUCKS	61.5	44.5	46.7	45.9	52.2	52.6
NOISE LEVELS (dBA)	63.6	56.6	55.6	50.8	58.6	59.1

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	84	265	839	2652
LDN	74	233	738	2334

Appendix F

Construction Noise and Vibration
Analysis Results

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 3/23/2022
Case Description: 414 & 440 Euclid Avenue Multi-Use Project

				---- Receptor #1 ----			
		Baselines (dBA)					
Description	Land Use	Daytime	Evening	Night			
Demolition	Residential	80	80	80			

			Equipment			
	Impact		Spec Lmax	Actual Lmax	Receptor Distance	Estimated Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Concrete Saw	No	20		89.6	125	0
Dozer	No	40		81.7	125	0
Tractor	No	40	84		125	0
Tractor	No	40	84		125	0
Tractor	No	40	84		125	0

	Results	
	Calculated (dBA)	
Equipment	*Lmax	Leq
Concrete Saw	81.6	74.6
Dozer	73.7	69.7
Tractor	76	72.1
Tractor	76	72.1
Tractor	76	72.1
Total	81.6	79.4

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 3/23/2022
Case Description: 414 & 440 Euclid Avenue Multi-Use Project

				---- Receptor #1 ----			
		Baselines (dBA)					
Description	Land Use	Daytime	Evening	Night			
Site Preparation	Residential	80	80	80			

			Equipment			
	Impact		Spec Lmax	Actual Lmax	Receptor Distance	Estimated Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Generator	No	50		80.6	125	0
Scraper	No	40		83.6	125	0
Tractor	No	40	84		125	0

		Results	
		Calculated (dBA)	
Equipment		*Lmax	Leq
Generator		72.7	69.7
Scraper		75.6	71.6
Tractor		76	72.1
	Total	76	76

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 3/23/2022
Case Description: 414 & 440 Euclid Avenue Multi-Use Project

				---- Receptor #1 ----			
		Baselines (dBA)					
Description	Land Use	Daytime	Evening	Night			
Grading	Residential	80	80	80			

			Equipment			
	Impact		Spec Lmax	Actual Lmax	Receptor Distance	Estimated Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Grader	No	40	85		125	0
Dozer	No	40		81.7	125	0
Tractor	No	40	84		125	0
Tractor	No	40	84		125	0

		Results	
		Calculated (dBA)	
Equipment		*Lmax	Leq
Grader		77	73.1
Dozer		73.7	69.7
Tractor		76	72.1
Tractor		76	72.1
	Total	77	77.9

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 3/23/2022
Case Description: 414 & 440 Euclid Avenue Multi-Use Project

		Baselines (dBA)		---- Receptor #1 ----
Description	Land Use	Daytime	Evening	Night
Building Construction	Residential	80	80	80

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	125	0
Pickup Truck	No	40		75	125	0
Generator	No	50		80.6	125	0
Tractor	No	40	84		125	0
Welder / Torch	No	40		74	125	0
Pickup Truck	No	40		75	125	0
Welder / Torch	No	40		74	125	0
Welder / Torch	No	40		74	125	0

Results

		Calculated (dBA)	
Equipment		*Lmax	Leq
Crane		72.6	64.6
Pickup Truck		67	63.1
Generator		72.7	69.7
Tractor		76	72.1
Welder / Torch		66	62.1
Pickup Truck		67	63.1
Welder / Torch		66	62.1
Welder / Torch		66	62.1
	Total	76	75.7

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 3/23/2022
Case Description: 414 & 440 Euclid Avenue Multi-Use Project

		Baselines (dBA)		---- Receptor #1 ----
Description	Land Use	Daytime	Evening	Night
Paving	Residential	80	80	80

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Mixer Truck	No	40		78.8	125	0
Paver	No	50		77.2	125	0
Roller	No	20		80	125	0
Roller	No	20		80	125	0
Roller	No	20		80	125	0
Tractor	No	40	84		125	0

		Calculated (dBA)	
Equipment		*Lmax	Leq
Concrete Mixer Truck		70.8	66.9
Paver		69.3	66.3
Roller		72	65.1
Roller		72	65.1
Roller		72	65.1
Tractor		76	72.1
	Total	76	75.4

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 3/23/2022
Case Description: 414 & 440 Euclid Avenue Multi Use Project

		Baselines (dBA)		---- Receptor #1 ----
Description	Land Use	Daytime	Evening	Night
Architectural Coating	Residential	80	80	80

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	125	0

Calculated (dBA)

Equipment		*Lmax	Leq
Compressor (air)		69.7	65.7
	Total	69.7	65.7

*Calculated Lmax is the Loudest value.

VIBRATION IMPACTS FROM CONSTRUCTION AND OPERATIONS

PROJECT:	414 & 440 Euclid Avenue Multi-Use Project	JOB #:	2957-2021-02
ACTIVITY:	Large Bulldozer	DATE:	23-Mar-22
LOCATION:	Nearest Structure at 25 Feet	ENGINEER:	D. Shivaiah

VIBRATION INPUT/OUTPUT DATA

OTHER CONSTRUCTION EQUIPMENT

$$PPV = PPV_{ref}(25/D)^{n} \text{ (in/sec)}$$

PPV =	**0.089 in/sec**

Equipment Type =	2	Large Bulldozer
PPV_{ref} =	0.089	Reference PPV at 25 ft.
D =	25.00	Distance from Equipment to receiver in ft.
n =	1.10	Vibration attenuation rate through the ground

EQUIPMENT PPV REFERENCE LEVELS

Type	Equipment	Reference PPV at 25 ft. (in/sec)
1	Vibratory Roller	0.210
2	Large Bulldozer	0.089
3	Caisson Drilling	0.089
4	Loaded Trucks	0.076
5	Jackhammer	0.035
6	Small Bulldozer	0.003
7	Crack and Seat	2.400

PROJECT:	414 & 440 Euclid Avenue Multi-Use Project	JOB #:	2957-2021-02
ACTIVITY:	Loaded Truck	DATE:	23-Mar-22
LOCATION:	Nearest Structure at 25 Feet	ENGINEER:	D. Shivaiah

VIBRATION INPUT/OUTPUT DATA

OTHER CONSTRUCTION EQUIPMENT

$$PPV = PPV_{ref}(25/D)^{n} \text{ (in/sec)}$$

PPV =	**0.076 in/sec**

Equipment Type =	4	Loaded Trucks
PPV_{ref} =	0.076	Reference PPV at 25 ft.
D =	25.00	Distance from Equipment to receiver in ft.
n =	1.10	Vibration attenuation rate through the ground

EQUIPMENT PPV REFERENCE LEVELS

Type	Equipment	Reference PPV at 25 ft. (in/sec)
1	Vibratory Roller	0.210
2	Large Bulldozer	0.089
3	Caisson Drilling	0.089
4	Loaded Trucks	0.076
5	Jackhammer	0.035
6	Small Bulldozer	0.003
7	Crack and Seat	2.400

PROJECT:	414 & 440 Euclid Avenue Multi-Use Project	JOB #:	2957-2021-02
ACTIVITY:	Vibratory Roller	DATE:	23-Mar-22
LOCATION:	Nearest Structure at 25 Feet	ENGINEER:	D. Shivaiah

VIBRATION INPUT/OUTPUT DATA

OTHER CONSTRUCTION EQUIPMENT

$$PPV = PPV_{ref}(25/D)^{n} \text{ (in/sec)}$$

PPV =	**0.210 in/sec**

Equipment Type =	1	Vibratory Roller
PPV_{ref} =	0.210	Reference PPV at 25 ft.
D =	25.00	Distance from Equipment to receiver in ft.
n =	1.10	Vibration attenuation rate through the ground

EQUIPMENT PPV REFERENCE LEVELS

Type	Equipment	Reference PPV at 25 ft. (in/sec)
1	Vibratory Roller	0.210
2	Large Bulldozer	0.089
3	Caisson Drilling	0.089
4	Loaded Trucks	0.076
5	Jackhammer	0.035
6	Small Bulldozer	0.003
7	Crack and Seat	2.400

414 & 440 EUCLID MIXED USE PROJECT
OBSERVED PARKING STUDY
City of Ontario, California

November 8, 2022

Mr. George Voight
ONTARIO PLACE D BLOCK, LLC
119 E St. Joseph Street
Arcadia, CA 91006

Subject: 414 & 440 Euclid Avenue Mixed Use Project Observed Parking Study, City of Ontario, CA

Dear Mr. Voight:

A. Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this observed parking study for the proposed 414 & 440 Euclid Avenue Mixed Use Project. The project site is approximately 2.3 acres and is located at 414 & 440 Euclid Avenue, in the City of Ontario, and is within a half mile walking distance to the Ontario Rail Station (served by Amtrak) located at 198 E. Emporia Street, Ontario, CA 91764.

The project site is located within the LUA-1 (Euclid Avenue Entertainment) district of the MU-1 (Downtown Mixed Use) zoning district, which requires City Council adoption of planned Unit Development (PUD). PUD-22-005 was submitted to establish the land use designations and development standards and guidelines governing the development of the proposed project. As such, this study utilizes PUD-22-005 to determine the parking requirements for the proposed project.

The project site is currently occupied with a mix of commercial land uses. The project consists of displacing the existing commercial land uses with 109 4-story multi-family residential dwelling units and 5,356 square feet of ground floor general commercial use. The site will provide a total of 162 parking spaces on-site. However, based on Section 11.0 of the *Land Development Division Project Review Comments*, dated August 1, 2022, the project has a parking deficiency of 38 parking spaces. The *Land Development Division Project Review Comments* is provided in Appendix A.

As such, the objective of the parking study is to determine the adequacy of parking for the proposed project within the study area assuming a full 100% tenant occupancy scenario by examining the availability of street parking to accommodate the parking deficiency. This will be accomplished by obtaining observed parking demand surveys at the study area and subtracting the total number of parking spaces deficient per PUD-22-005 (i.e. 38 parking spaces) from the minimum number of parking spaces provided.

Exhibit A shows the aerial of the parking study area. Exhibit B shows the proposed site plan.

B. Study Area

The study area was divided into eleven (11) parking zones. The parking zones identify the parking areas located within 300 feet of the proposed project site. The hourly parking demand was collected within each parking zone. Exhibit A identifies the eleven (11) parking zones and observed peak parking demand per zone area. Table 2 also identifies the parking zones and its respective location.

Please note that Parking Zones 2, 6, and 7 have restricted parking conditions. For Parking Zone 2, Vehicles are only allowed to parking for a duration of 2 hours from 9 AM to 5 PM, and are not allowed to park at any time from 2 AM to 6 PM. For Parking Zones 6 and 7, no parking is allowed from 2 AM to 6 PM.

It is also important to note that while the surface lot parking (i.e. Parking Zone 11) is a part of the study area, the 162 parking spaces from the surface lot are ***not*** included in the total parking inventory for the purposes of this study. These parking spaces are on-site parking spaces provided for resident use as part of the project, as shown in Exhibit B. Parking Zone 11 was considered only to account for the total parking demand due to vehicles found to be parking on the surface lot. Because the study assumes 100% tenant occupancy, these non-resident vehicles would be parking along local streets, which would thereby decrease the total available on-street parking spaces.

C. Parking Requirements

Per PUD-22-005, a parking rate of 1 parking space per bedroom for residents and an additional 0.20 parking space per dwelling unit for guests for multi-family residential use,

and 1 parking space per 250 square feet (SF) for commercial and retail use was applied to the project to quantify the parking requirement. The parking requirement is provided in Table 1.

As identified in Table 1, the proposed project requires a total of 200 parking spaces per PUD-22-05. Since the project only provides a total of 162 parking spaces, there is a parking deficiency of 38 parking spaces per PUD-22-05. These findings are consistent with Comment 11.0 of the *Land Development Division Project Review Comments*, dated August 1, 2022.

Due to the parking deficiency on site, observed parking surveys have been obtained to determine if an adequate number of street parking spaces are provided to serve the proposed project assuming a 100% tenant occupancy scenario.

D. Project Access Driveways

As illustrated in Exhibit B, project access is provided along East E Street (i.e. Parking Zone 4) and the existing driveways along Lemon Avenue (i.e. Parking Zone 5) will be removed.

The change in project access driveways would provide an increase of 7 parking spaces from the current parking inventory of 9 parking spaces to a total of 16 on-street parking spaces at Parking Zone 5 and a decrease of 5 parking spaces from the current parking inventory of 9 parking spaces to a total of 4 parking spaces. Thus, the total existing on-street parking inventory of 89 parking spaces would have a net increase of 2 parking spaces for a total proposed on-street parking inventory of 91 parking spaces.

The existing and proposed parking inventory are provided in Table 2.

E. Observed Parking Survey Results With Project Conditions

Due to the calculated deficiency of parking spaces per PUD-22-005, RK has been requested to prepare an observed parking analysis to determine whether adequate parking is available to accommodate the proposed use within the study area.

To more accurately determine the parking required for the existing site and land use mix, RK obtained parking surveys of the site on the following days at one-hour intervals:

- Thursday, September 8, 2022, 8:00 AM – 8:00 PM
- Friday, September 9, 2022, 8:00 AM – 8:00 PM
- Saturday, September 10, 2022, 8:00 AM – 8:00 PM

Hourly parking counts were collected onsite from 8:00 AM to 8:00 PM. As a result, a total of 36 hours of data was collected at the site. The survey hours cover the operating hours of the proposed commercial and retail use, which is expected to operate from 8:00 AM to 8:00 PM, and the operating hours of the local commercial uses nearby since the proposed project is expected to share street parking with the nearby stores. Hence, the observed time frame captures the study area's peak parking demand.

The parking survey was conducted during typical weekday and weekend business operations and during clear weather conditions. The parking counts were conducted by an independent third party (Counts Unlimited, Inc.). The number of parked cars within the study area was determined on an hourly basis.

Table 3, 4, and 5 provide the observed parking demand and the total remaining parking spaces available for the Thursday, Friday, and Saturday surveys, respectively.

As shown in Table 3, 4, and 5 based on actual observed parking demand counts at the site:

- **Table 3:** The observed peak parking demand on Thursday, September 8, 2022, occurred at 4:00 PM when a total of 43 vehicles were parked. Since the total on-street parking inventory is 91 parking spaces and the project requires 38 parking spaces per PUD-22-005, a total of 10 remaining parking spaces are available during the peak demand time on Thursday. This was the maximum observed parking demand for the site.

- **Table 4:** The observed peak parking demand on Friday, September 9, 2022, occurred at 4:00 PM when a total of 37 vehicles were parked. Since the total on-street parking inventory is 91 parking spaces and the project requires 38 parking spaces per PUD-22-005, a total of 16 remaining parking spaces are available during the peak demand time on Friday.

- **Table 5:** The observed peak parking demand on Saturday, September 10, 2022, occurred at 12:00 PM when a total of 33 vehicles were parked. Since the total on-street parking inventory is 91 parking spaces and the project requires 38 parking

spaces per PUD-22-005, a total of 20 parking spaces are available during the peak demand time on Friday.

Table 6 summarizes the peak observed parking demands with a 100% tenant occupancy and the total available parking spaces remaining with the project are considered.

Based on the results of the observed parking surveys and assuming a 100% full-tenant occupancy scenario, the project has enough parking spaces available to support the proposed project during weekday and weekend conditions.

F. Recommendations

Based on the parking evaluation and review of the proposed 414 & 440 Euclid Avenue Mixed Use Project, the following recommendations are provided to ensure adequate parking is continuously provided onsite:

1. The project should continue to monitor on-site parking activity as new tenants are introduced to ensure adequate parking is being provided for all users.

2. Because the project provides sufficient on-site parking for resident-use, no residents are expected to park along the frontage of the retail stores nearby, and therefore would not occupy these parking spaces from customers for long durations of time. Thus, no changes to existing parking restrictions at Parking Zones 2, 6, and 7 are required.

G. Conclusions

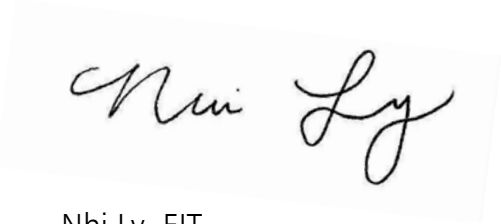
RK Engineering Group, Inc. has completed this observed parking demand study for the proposed 414 & 440 Euclid Avenue Mixed Use project. Because the project has a parking deficiency of 38 parking spaces per PUD-22-005, an observed parking analysis was completed to determine if the site has enough on-street parking spaces available to accommodate the proposed project under a 100% full-tenant occupancy scenario. This was accomplished by obtaining 36 hours of parking surveys at the site.

Based upon the three (3) observed parking surveys and assuming a 100% full-tenant occupancy scenario, the 91 on-street parking spaces are sufficient to accommodate the proposed project during peak parking demand times.

RK Engineering Group, Inc. appreciates this opportunity to assist with this project. If you have any questions regarding this study, please do not hesitate to contact us at (949) 474-0809.

Sincerely,

RK ENGINEERING GROUP, INC.



Rogier Goedecke
President

Nhi Ly, EIT
Engineer I

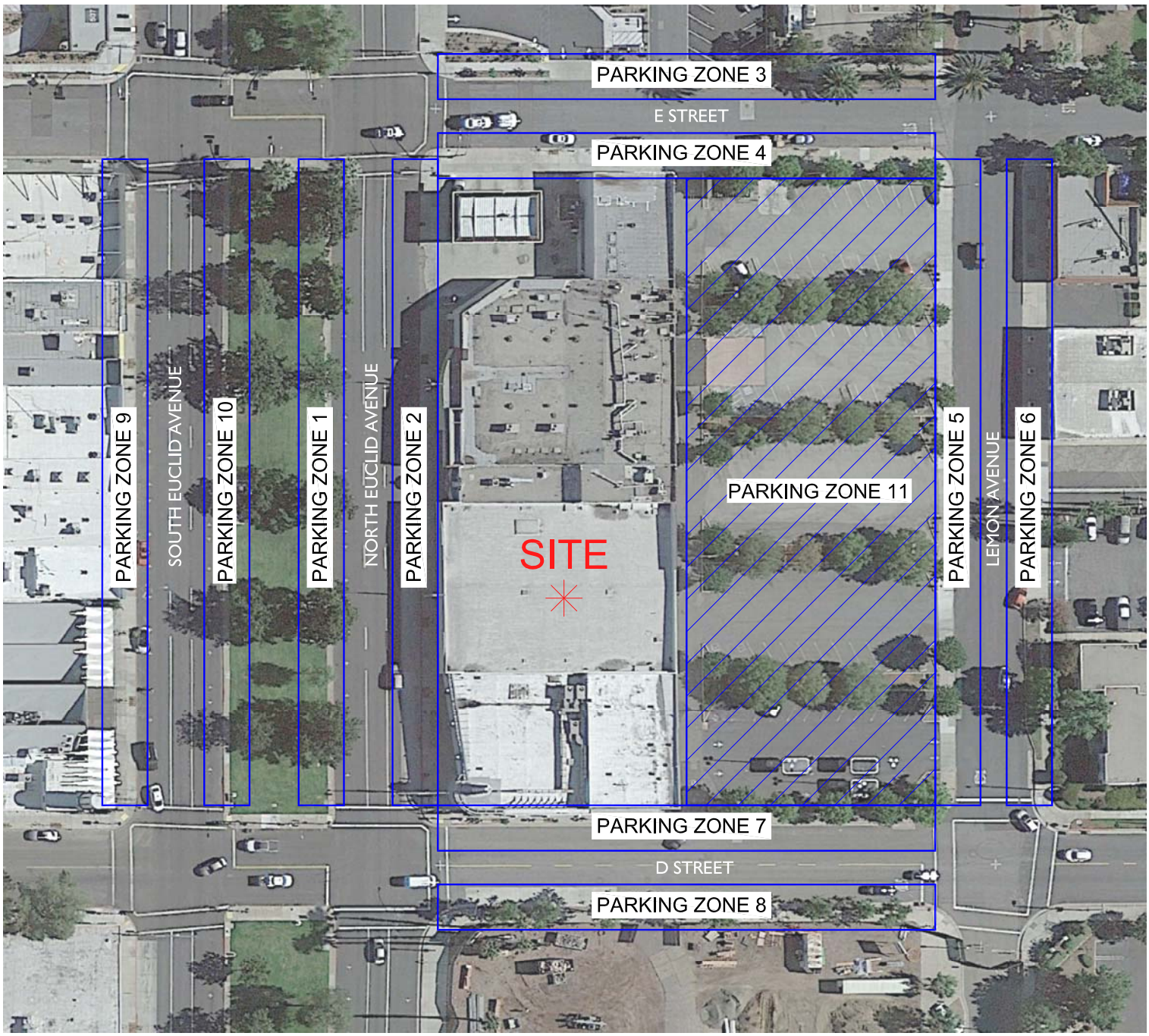
Attachments

RK17633.3
JN:3004-2022-02

Exhibits

Exhibit A

Study Area



Legend:

✳ = Project Site

▬ = Parking Zones

N

Exhibit B

Site Plan

N

Tables

Table 1
414 & 440 Euclid Avenue Mixed Use Residential Project
D-BLOCK PROJECT
PUD22-005,PMT22-019, PDEV22-031,and PHP22-010
Parking Requirements

Use	Size	Units	Parking Requirement	Number of Spaces Required
Multi-Family Residential	162	Bedrooms	1 space per bedroom	162
	108	Dwelling Units	0.20 parking spaces per dwelling unit	22
Commercial/Retail	4,040	Square Feet	1 space per 250 SF of GFA	16
			Number of Parking Spaces Required per Code	200
			Number of Parking Spaces Provided On-Site	162
			Number of Parking Spaces Deficient per Code[1]	-38

[1] The project has a total of 38 parking spaces deficient per PUD-22-05. Since the project provides a total of 162 on-site parking spaces, the residents will have exclusive access to the parking spaces provided on-site. The remaining 38 parking spaces are required for guest and retail parking. A parking management plan is provided for the guest and retail parking requirements.

Table 2
414 & 440 Euclid Avenue Mixed-Use Residential Project
Existing and Proposed Parking Inventory

Parking Zone	Location	Existing Parking Inventory	Proposed Parking Inventory[1]
1	North Euclid Ave. b/w E St. & D St. West Side	12	--
2	North Euclid Ave. b/w E St. & D St. East Side	6	--
3	E St. b/w Euclid Ave. & Lemon Ave. Along Westbound lanes	7	--
4	E St. b/w Euclid Ave. & Lemon Ave. Along Eastbound lanes	9	4
5	Lemon Ave. b/w E St. and D St. Along Southbound lanes	9	16
6	Euclid Ave. b/w E St. and D St. Along Northbound lanes	10	--
7	D St. b/w Euclid Ave. & Lemon Ave. Along Westbound lanes	6	--
8	D St. b/w Euclid Ave. & Lemon Ave. Along Eastbound lanes	2	--
9	South Euclid Ave. b/w E St. & D St. West Side	14	--
10	South Euclid Ave. b/w E St. & D St. East Side	14	--
11	Surface Parking Lot On Project Site	162	--
	Total Parking Inventory	**251**	**253**
	Total On-Street Parking Inventory	**89**	**91**

[1] -- = No changes in parking inventory from existing parking inventory.

Table 3
414 & 440 Euclid Avenue Mixed-Use Residential Project
OBSERVED PARKING DEMAND[1,2]
Thursday September 8, 2022

Parking Zone[3]	1		2[4,5]		3		4[6]			5[6]			6[4]		7[4]		8		9		10		11[7]	ALL OFF-SITE PARKING ZONES (1-10)		
TIME	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Proposed Spaces Available	Demand	Spaces Available	Proposed Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Total Observed Parking Demand	Total Existing Parking Spaces Available	Adjusted Total Parking Spaces Available by 2 Parking Spaces [8]
8:00 AM	0	12	0	6	1	6	1	8	3	1	8	15	0	10	0	6	0	2	0	14	0	14	1	**4**	**85**	**87**
9:00 AM	0	12	0	6	0	7	0	9	4	0	9	16	0	10	0	6	0	2	7	7	1	13	6	**14**	**75**	**77**
10:00 AM	0	12	3	3	1	6	0	9	4	0	9	16	0	10	0	6	0	2	11	3	8	6	7	**30**	**59**	**61**
11:00 AM	0	12	2	4	0	7	0	9	4	0	9	16	0	10	1	5	0	2	12	2	7	7	4	**26**	**63**	**65**
12:00 PM	0	12	0	6	0	7	0	9	4	0	9	16	0	10	0	6	0	2	7	7	5	9	5	**17**	**72**	**74**
1:00 PM	0	12	1	5	0	7	0	9	4	0	9	16	0	10	0	6	0	2	10	4	7	7	3	**21**	**68**	**70**
2:00 PM	0	12	2	4	1	6	0	9	4	0	9	16	0	10	0	6	0	2	8	6	5	9	4	**20**	**69**	**71**
3:00 PM	1	11	1	5	1	6	0	9	4	0	9	16	0	10	0	6	0	2	13	1	7	7	6	**29**	**60**	**62**
4:00 PM	2	10	1	5	1	6	0	9	4	0	9	16	0	10	0	6	0	2	13	1	9	5	17	**43**	**46**	**48**
5:00 PM	2	10	1	5	2	5	1	8	3	0	9	16	0	10	0	6	0	2	8	6	9	5	18	**41**	**48**	**50**
6:00 PM	2	10	3	3	2	5	0	9	4	0	9	16	0	10	0	6	0	2	8	6	5	9	2	**22**	**67**	**69**
7:00 PM	2	10	3	3	1	6	0	9	4	0	9	16	0	10	0	6	0	2	7	7	2	12	1	**16**	**73**	**75**
8:00 PM	1	11	2	4	1	6	0	9	4	0	9	16	0	10	0	6	0	2	6	8	2	12	2	**14**	**75**	**77**
																							Minimum Number of Parking Spaces Available			**48**
																							Total Number of Available Parking Spaces Needed per PUD-22-05 (See Table 1)			**38**
																							Number of Parking Spaces Available at Peak Parking Demand Time (Minimum Parking Spaces Available - 38 Parking Spaces)			**10**

[1] The parking counts were obtained by Counts Unlimited, Inc. a third party data collection company during typical weather conditions and operations.

[2] Peak parking demand is denoted in yellow.

[3] Please see Exhibit A for location of parking zones.

[4] Restricted Parking Zone Condition: Vehicles are only allowed to park for a duration of 2 hours from 9 AM to 5 PM.

[5] Restricted Parking Zone Condition: No parking is allowed from 2 AM to 6 PM.

[6] The proposed project plans to provide driveway access along East E Street (i.e. Parking Zone 4) and remove the existing driveway access along Lemon Avenue (i.e. Parking Zone 5). As such, the parking inventory would increase to 16 parking spaces at Parking Zone 5 and decrease to 4 parking spaces at Parking Zone 4 for a net increase of total parking inventory by 2 parking spaces.

[7] The 162 parking spaces from the surface lot parking (i.e. Parking Zone 11) is not included in the total supply inventory to accurately quantify total off-site parking; but because vehicles have been found to be currently parking on the surface lot, these vehicles have been taken account for in the total parking demand. Because the study assumes 100% tenant occupancy, these non-resident vehicles would park along local streets, which would thereby decrease the total available on-street parking spaces.

[8] 2 parking spaces were added in the Adjusted Total Parking Spaces Available due to the increase in parking supply in Parking Zone 5 from 9 parking spaces to 16 parking spaces and the decrease in parking supply in Parking Zone 4 from 9 parking spaces to 4 parking spaces.

Table 4
414 & 440 Euclid Avenue Mixed-Use Residential Project
OBSERVED PARKING DEMAND[1,2]
Friday September 9, 2022

Parking Zone[3]	1		2[4,5]		3		4[6]			5[6]			6[4]		7[4]		8		9		10		11[7]	ALL OFF-SITE PARKING ZONES (1-10)		
TIME	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Proposed Spaces Available	Demand	Spaces Available	Proposed Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Total Observed Parking Demand	Total Existing Parking Spaces Available	Adjusted Total Parking Spaces Available by 2 Parking Spaces [8]
8:00 AM	0	12	0	6	0	7	0	9	4	0	9	16	1	9	0	6	0	2	1	13	0	14	1	3	86	88
9:00 AM	0	12	0	6	0	7	0	9	4	1	8	15	4	6	0	6	0	2	3	11	0	14	6	14	75	77
10:00 AM	0	12	0	6	0	7	0	9	4	0	9	16	2	8	0	6	0	2	10	4	1	13	5	18	71	73
11:00 AM	0	12	0	6	0	7	0	9	4	2	7	14	3	7	0	6	1	1	10	4	9	5	6	31	58	60
12:00 PM	1	11	2	4	0	7	0	9	4	0	9	16	1	9	1	5	0	2	11	3	7	7	3	26	63	65
1:00 PM	0	12	3	3	0	7	0	9	4	0	9	16	0	10	0	6	0	2	10	4	6	8	6	25	64	66
2:00 PM	2	10	3	3	1	6	0	9	4	0	9	16	2	8	0	6	0	2	12	2	8	6	5	33	56	58
3:00 PM	1	11	5	1	1	6	1	8	3	0	9	16	1	9	0	6	0	2	8	6	7	7	8	32	57	59
4:00 PM	1	11	3	3	1	6	0	9	4	0	9	16	3	7	1	5	0	2	13	1	9	5	6	37	52	54
5:00 PM	1	11	2	4	1	6	0	9	4	0	9	16	3	7	1	5	0	2	11	3	10	4	3	32	57	59
6:00 PM	1	11	1	5	1	6	0	9	4	0	9	16	1	9	1	5	0	2	12	2	10	4	1	28	61	63
7:00 PM	3	9	3	3	1	6	0	9	4	0	9	16	1	9	1	5	0	2	14	0	10	4	2	35	54	56
8:00 PM	5	7	1	5	1	6	0	9	4	0	9	16	0	10	1	5	0	2	14	0	9	5	1	32	57	59

Minimum Number of Parking Spaces Available	54
Total Number of Available Parking Spaces Needed per PUD-22-05 (See Table 1)	38
Number of Parking Spaces Available at Peak Parking Demand Time (Minimum Parking Spaces Available - 38 Parking Spaces)	16

[1] The parking counts were obtained by Counts Unlimited, Inc. a third party data collection company during typical weather conditions and operations.

[2] Peak parking demand is denoted in yellow.

[3] Please see Exhibit A for location of parking zones.

[4] Restricted Parking Zone Condition: Vehicles are only allowed to park for a duration of 2 hours from 9 AM to 5 PM.

[5] Restricted Parking Zone Condition: No parking is allowed from 2 AM to 6 PM.

[6] The proposed project plans to provide driveway access along East E Street (i.e. Parking Zone 4) and remove the existing driveway access along Lemon Avenue (i.e. Parking Zone 5). As such, the parking inventory would increase to 16 parking spaces at Parking Zone 5 and decrease to 4 parking spaces at Parking Zone 4 for a net incr parking inventory by 2 parking spaces.

[7] The 162 parking spaces from the surface lot parking (i.e. Parking Zone 11) is not included in the total supply inventory to accurately quantify total off-site parking; but because vehicles have been found to be currently parking on the surface lot, these vehicles have been taken account for in the total parking demand. Because the study assumes 100% tenant occupancy, these non-resident vehicles would park along local streets, which would thereby decrease the total available on-street parking spaces.

[8] 2 parking spaces were added in the Adjusted Total Parking Spaces Available due to the increase in parking supply in Parking Zone 5 from 9 parking spaces to 16 parking spaces and the decrease in parking supply in Parking Zone 4 from 9 parking spaces to 4 parking spaces.

Table 5
414 & 440 Euclid Avenue Mixed-Use Residential Project
OBSERVED PARKING DEMAND[1,2]
Saturday September 10, 2022

Parking Zone[3]	1		2[4,5]		3		4[6]			5[6]			6[4]		7[4]		8		9		10		11[7]	ALL OFF-SITE PARKING ZONES (1-10)		
TIME	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Proposed Spaces Available	Demand	Spaces Available	Proposed Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Total Observed Parking Demand	Total Existing Parking Spaces Available	Adjusted Total Parking Spaces Available by 2 Parking Spaces [8]
8:00 AM	0	12	0	6	1	6	1	8	3	0	9	16	4	6	0	6	0	2	1	13	0	14	1	8	81	83
9:00 AM	1	11	0	6	1	6	1	8	3	2	7	14	1	9	0	6	0	2	8	6	1	13	3	18	71	73
10:00 AM	1	11	1	5	2	5	1	8	3	0	9	16	3	7	0	6	0	2	10	4	2	12	2	22	67	69
11:00 AM	1	11	3	3	1	6	2	7	2	1	8	15	2	8	0	6	0	2	9	5	6	8	6	31	58	60
12:00 PM	1	11	3	3	1	6	1	8	3	0	9	16	1	9	0	6	0	2	10	4	8	6	8	33	56	58
1:00 PM	2	10	3	3	1	6	1	8	3	0	9	16	2	8	0	6	0	2	12	2	6	8	5	32	57	59
2:00 PM	1	11	1	5	2	5	0	9	4	0	9	16	1	9	0	6	0	2	7	7	3	11	2	17	72	74
3:00 PM	2	10	4	2	2	5	0	9	4	0	9	16	1	9	0	6	0	2	12	2	5	9	4	30	59	61
4:00 PM	2	10	4	2	2	5	0	9	4	0	9	16	0	10	0	6	0	2	9	5	4	10	7	28	61	63
5:00 PM	2	10	4	2	2	5	0	9	4	0	9	16	0	10	0	6	0	2	10	4	5	9	2	25	64	66
6:00 PM	2	10	2	4	2	5	0	9	4	0	9	16	0	10	0	6	0	2	9	5	5	9	1	21	68	70
7:00 PM	2	10	4	2	2	5	0	9	4	0	9	16	0	10	0	6	0	2	11	3	6	8	1	26	63	65
8:00 PM	5	7	1	5	2	5	0	9	4	0	9	16	0	10	0	6	0	2	12	2	10	4	2	32	57	59
																								Minimum Number of Parking Spaces Available		58
																								Total Number of Available Parking Spaces Needed per PUD-22-05 (See Table 1)		38
																								Number of Parking Spaces Available at Peak Parking Demand Time (Minimum Parking Spaces Available - 38 Parking Spaces)		20

[1] The parking counts were obtained by Counts Unlimited, Inc. a third party data collection company during typical weather conditions and operations.

[2] Peak parking demand is denoted in yellow.

[3] Please see Exhibit A for location of parking zones.

[4] Restricted Parking Zone Condition: Vehicles are only allowed to park for a duration of 2 hours from 9 AM to 5 PM.

[5] Restricted Parking Zone Condition: No parking is allowed from 2 AM to 6 PM.

[6] The proposed project plans to provide driveway access along East E Street (i.e. Parking Zone 4) and remove the existing driveway access along Lemon Avenue (i.e. Parking Zone 5). As such, the parking inventory would increase to 16 parking spaces at Parking Zone 5 and decrease to 4 parking spaces at Parking Zone 4 for a net incr parking inventory by 2 parking spaces.

[7] The 162 parking spaces from the surface lot parking (i.e. Parking Zone 11) is not included in the total supply inventory to accurately quantify total off-site parking; but because vehicles have been found to be currently parking on the surface lot, these vehicles have been taken account for in the total parking demand. Because the study assumes 100% tenant occupancy, these non-resident vehicles would park along local streets, which would thereby decrease the total available on-street parking spaces.

[8] 2 parking spaces were added in the Adjusted Total Parking Spaces Available due to the increase in parking supply in Parking Zone 5 from 9 parking spaces to 16 parking spaces and the decrease in parking supply in Parking Zone 4 from 9 parking spaces to 4 parking spaces.

Table 6
414 & 440 Euclid Avenue Mixed-Use Residential Project
OBSERVED PARKING DEMAND SUMMARY

Date	Peak Parking Demand Time	Observed Peak Parking Demand	Minimum Number of Parking Spaces Provided (Parking Zones 1-10)	Total Number of Available Parking Spaces Needed per PUD-22-05 (See Table 1)	Number of Parking Spaces Available w/ Project (Minimum Parking Spaces Available - 38 Parking Spaces)	Are there a minimum of 38 parking spaces provided in study area at all times?
Thursday, September 8, 2022	4:00 PM	43	48	38	10	YES
Friday, September 9, 2022	4:00 PM	37	54		16	YES
Saturday, September 10, 2022	12:00 PM	33	58		20	YES

Appendices

Appendix A

Land Development Division Project Review

CITY OF ONTARIO PLANNING DEPARTMENT

LAND DEVELOPMENT DIVISION PROJECT REVIEW COMMENTS

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

Date: August 1, 2022

File Nos: PUD22-005, PMTT22-019, PDEV22-031, and PHP22-010

Project Description: A Planned Unit Development to establish development standards, a Tentative Tract Map to create one lot, and Development Plan in conjunction with a Certificate of Appropriateness to construct a 123,653 square foot mixed-use development consisting of 109 residential dwelling units and approximately 4,000 square feet of ground floor commercial, 4 stories in height on 2.37-acres of land within the LUA-1 (Euclid Avenue Entertainment District) of the MU-1 (Downtown Mixed Use) zoning district located at the (APN(s): 1048-363-02,1048-363-03, 1048-363-04, 1048-363-05); **submitted by Ontario Place D Block. LLC.**

Prepared By: Diane Ayala, Senior Planner
Phone: 909.395.2428 (direct)
Email: dayala@ontarioca.gov

DETERMINATION:

☐ No comment, as the proposed project adequately addresses the Planning Department's concerns. A Development Advisory Board Report, containing conditions of approval from the Planning Department, will be prepared.

☒ The proposed project does not adequately address the Planning Department's concerns and revised plans are required. Please respond to the comments listed below.

The Planning Department — Land Development Section — review comments applicable to the above-described Project, are listed below. The Project shall address each comment or necessary correction listed below:

1.0 Application Completeness.

1.1 The application has been found to be incomplete for processing. Non-conformities with the City's Development Code/Proposed PUD must be addressed and/or additional information must be submitted pursuant to items, below.

Further processing cannot begin until the non-conformities with the City's Development Code/Proposed PUD are corrected and/or additional information is submitted. Addressing identified design issues at this time is not requisite to finding your application complete; however, failure to fully address the identified concerns may result in delays in the processing of your application.

2.0 Zoning- Planned Unit Development (PUD).

2.1 MU-1 zoning district requires approval of a PUD, File No. PUD22-005, which is being reviewed and processed concurrently with the proposed map, development plan and certificate of appropriateness. Project will be contingent on City Council approval of the PUD. See attached redlined comments/corrections in attached document.

3.0 Parcelization.

3.1 The development of the proposed subdivision, File No. PMTT22-019, to consolidate four parcels of land into one lot requires Development Advisory Board and Planning Commission approval. Confirm that the map should be a tentative tract map rather than a parcel map since 4 parcels are being consolidated into a single lot. See Section 6.08.010, Maps, of the Ontario Development Code.

4.0 Building Intensities.

4.1 The project site is located within the MU-1 zoning district, which allows for a maximum Floor Area Ratio (FAR) of 2.0 and a density range of 25 to 75 DU/Ac. The Project FAR is 1.19 and density is 46 DU/Ac, which meets the maximum FAR and density allowed in the MU-1 zoning district.

5.0 Floor Plans.

5.1 Provide an exhibit for each residential floor plan (typical) proposed and include the number of bedrooms and bathrooms, and the patio or deck area.

6.0 Setback and Separations.

6.1 Label building setbacks at follows locations:

(a) All ground floor recessed areas, including entries, along D Street and Euclid Avenue.

(b) All projections into the ROW, including balconies.

6.2 Increase setback from D Street from 0 to 3 ft by reducing drive aisle from 27 ft to 24 ft. Pathways will require realignment. This will contribute to a more desirable walkable street while providing additional privacy for residential units.

6.3 Parking stall setbacks from building and street(s) need to be specified in the PUD. Consider reducing the E Street sidewalk to 4 FT in and increasing landscape area providing space for landscape screening of on-site utilities.

6.4 Along Euclid Avenue at the most northern area of the project site, there appears to be access to the side of the building from the existing gas station. The proposed wall may be placed 2 feet from property line.

7.0 Building Height.

6.1 Building height at top of roof range from 45 Ft to 46 ft 6 in, however building projections are not labeled. Label roof projections on the plans.

8.0 Gates, Walls and Fences.

8.1 Provide a wall plan. Indicate materials, colors, and height of proposed walls/fences and gates. Include a cross-section of walls/fences indicating adjacent grades. Walls shall be designed as an integral part of the architecture for the development. Decorative tubular steel fencing with decorative pilasters are encouraged at certain locations including the north and east property lines. The north fence shall be a decorative wall and may be used to provide a wall sign to mark the apartment complex. Art Deco inspired designs are encouraged. Stucco walls with no decorative elements shall be avoided.

8.2 Long expanses of fence or wall (50 or more FT in length) adjacent to a public right-of-way shall have offset areas (decorative pilasters or a jog in the wall) along its length and shall be architecturally designed to prevent monotony. Pilasters should be located at 90-degree corners and at pedestrian gate locations.

8.3 The height of a wall or fence shall be measured on the exterior side, at the highest point of the natural ground or finished grade at the base of the fence or wall to the top of the fence or wall above the same base point.

8.4 For gated sites, sufficient area shall be provided in front (exterior side) of vehicular access gates, to allow stacking of at least one tractor/trailer outside of the public street right-of-way. If the area cannot be provided, gates shall be removed.

9.0 Refuse Storage (Trash Enclosures).

9.1 All refuse shall be stored in an appropriate container. Furthermore, all refuse containers shall be stored within a City-approved enclosure, which shall be designed so as to be consistent with the building architecture on the project site.

9.2 The number of enclosures, and their precise locations, dimensions, and design shall be provided consistent with the *Solid Waste Department Refuse and Recycling Planning Manual* (the manual may be obtain online at http://www.ontarioca.gov/sites/default/files/Ontario-Files/Municipal-Utilities-Company/planning_manual-2016_update.pdf).

9.3 Within commercial and mixed-use zoning districts, trash enclosures and room shall meet minimum City standards, and be fully intergraded into the architectural design of building.

9.4 Signs clearly identifying all recycling and refuse collection areas, and the materials accepted for recycling shall be posted adjacent to all points of access to each trash enclosure.

9.5 Identify bin pick up staging area on site plan/SWHP. The proposed staging area appears to be located on the ADA parking stall which is not allowed.

9.6 Refer to Integrated Waste Correction/comment letter for specific requirements.

10.0 Landscape/Hardscape.

10.1 See Planning- Landscape Division comments (attached) and coordinate the following comments.

10.2 Ground floor recessed commercial entries and through the ADA pedestrian pathway shall be finished with decorative paving.

10.3 The entirety of the project site (excluding areas devoted to building area, paving, and/or outdoor loading and storage areas that are screened from public view), including street parkway and median areas that abut the project site, shall be fully landscaped, provided with an underground automatic irrigation system, and continuously maintained.

10.4 Above landscape planters as seen on architectural plans are not consistent with the proposed landscape groundcovers shown on the landscape plans. Building setback areas should landscaped to soften the building edge to sidewalk to create a more walkable and pedestrian friendly scale along D Street.

10.5 A landscape and irrigation construction documentation plan shall be submitted for review and approval by the Approving Authority prior to building permit issuance, pursuant to Development Code Section 6.05.015.B (Landscape and Irrigation Construction Documentation Plans).

10.6 Landscaping and irrigation plans shall be submitted to the Planning Department; Landscape Planning Section, in conjunction with construction plans. These plans shall be approved prior to issuance of building permits.

10.7 Throughout parking lots, tree wells, tree diamonds or center planter strips shall be provided to facilitate the planting of shade trees at the minimum rate of one tree for each 4 parking spaces. Tree wells shall be a minimum of 5 FT in width and 5 FT in length (exclusive of curbs).

10.8 Landscaped areas shall be delineated with a 6-inch wide concrete curb, except where a landscape area is parallel and adjacent to a parking stall, the curb shall be a minimum of 12-inches wide, to provide a step area for persons entering or exiting motor vehicles.

11.0 Off-Street Parking and Circulation.

11.1 The project shall maintain a minimum of 162 assigned off-street parking spaces for residential purposes (1 parking space per bedroom). A total of 162 parking spaces have been provided. However, the location of required residential visitor and commercial parking spaces have not been adequately shown on plans or explained. Proposed commercial/retail is 4,040 SF and requires 16 parking spaces (1 parking space per 250 SF) and guest parking space requirement is 22 parking spaces (0.20 parking spaces per dwelling unit) for a total of 38 off-site parking spaces. Submit a parking management/strategy plan for development explaining how required parking off and on site will be managed and maintained. Parking management/strategy plan shall demonstrate the following:

(a) Discuss how the parking for project will not result in adverse impacts to surrounding residential neighborhood, specifically the neighborhood to the east.

(b) Assignment of on-site parking for residential units, including assignment of tandem parking spaces.

(c) If street parking is expected to supply the demand, then provide exhibits and label plans demonstrating adequate off-street parking surrounding the project area. Identify

street parking limitations/restrictions, if any. On street, curb adjacent parking spaces (9 feet wide by 24 ft in length) should be labeled on plan/exhibit.

(d) If public parking structure or surface parking lot is expected to supply demand, then discuss/explain the number of spaces available, including peak hours of demand, and restrictions (no overnight) and how the project will utilize public parking through a use agreement. Coordinate agreement with Economic Development and the Planning departments.

11.2 Show EV parking stall and equipment locations on plans.

11.3 The minimum dimensions for unenclosed parking spaces is 9 FT wide by 18 FT long. The parking space length may be reduced by up to 2 FT, provide 2 additional feet is added to the adjacent sidewalk and/or landscape area containing the parking overhang area. Parking spaces that are located under a shade structure/carport is 10 FT wide by 20 FT long. Provide detail and explain how the proposed shade structure will be constructed to meet the minimum parking space dimension.

11.4 Striping of parking spaces, aisles, and driveways conforming to the provisions of Development Code Division 6.03 (Off-Street Parking and Loading), and directional signs conforming to the provisions of Development Code Division 8.01 (Sign Regulations), shall be provided.

11.5 Within commercial zoning districts, all parking spaces shall be clearly outlined with double lines on the parking surface.

11.6 Reduce drive aisle from 27 Ft to 24 Ft. This will allow up to 3 Ft for a building setback from D Street. See comment 6.2, above.

11.7 Driveway entries shall have decorative paving form the back of the sidewalk to, at least, the end of the third parking space.

12.0 Open Space/Amenities

12.1 Private ground level open spaces located on the street side of a shall be screened from street public view by a decorative wall or fence, and densely planted landscaping.

12.2 21,440 square feet of common open space and amenities (outdoor and indoor) is proposed providing an average of 196 square feet per residential unit. Revise plan and provide a minimum of 21,800 square feet of common open/amenity.

13.0 Outdoor Storage.

13.1 Outdoor storage of materials and equipment is not permitted.

14.0 Loading Areas.

14.1 The location of loading space(s) and loading space dimensions for commercial use shall be shown on the plans. Commercial loading should not occur within the residential area of the mixed-use development, but rather on street on D or E Streets. Coordinate location, minimum dimension, and signing with Engineering Dept.

15.0 Site Lighting.

15.1 Off-street parking facilities shall be provided with nighttime security lighting pursuant to Ontario Municipal Code Section 4-11.08 (Special Residential 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.

15.2 Site lighting shall be reviewed and approved by the Planning and Police Departments prior to the issuance of building permits.

15.3 Along pedestrian movement corridors, the use of low mounted bollard light standards, which reinforce pedestrian scale, shall be used. Steps, ramps and seatwalls should be illuminated wherever possible, with built-in light fixtures.

15.4 The design of light fixtures and their structural supports should be architecturally compatible with the main structures on the site. Light fixtures should be architecturally integrated into the design of a structure.

15.5 The maximum height of luminaires shall be as follows:

(a) When a light source or luminaire has no cutoff (the point at which all light rays are completely shielded), the maximum permitted height of the luminaire shall be 14 FT.
(b) When a luminaire has a total cutoff of light at an angle of 90 degrees or greater, the maximum permitted height of the luminaire shall be 24 FT.
(c) When a luminaire has a total cutoff of light at an angle of less than 90 degrees, the maximum permitted height of the luminaire shall be 30 FT.

15.6 The location of light fixtures should correspond to anticipated use. Lighting of pedestrian movement paths should illuminate changes in grade, path intersections, seating areas and any other uses along the movement path that, if left unlighted, would create an unsafe situation.

15.7 All lighting fixtures must be shielded to confine light spread on-site.

15.8 Night lighting of buildings is encouraged, but should be accomplished in a selective manner, avoiding overall building illumination that produces an undesirable look. Night lighting of buildings may be used to highlight special building features, emphasize repeated or decorative features, and use the juxtaposition of light and shadow to articulate the building facade.
15.9 To maintain the continuity of the existing streetscape design that can be seen Holt Blvd to D Street and Lemon Avenue to Euclid Avenue within the public right-of-way, King Street lamps and brick veneer tapered column bus stops, if needed, shall be considered for installation.

16.0 Rooftop and Ground Mounted Equipment.

16.1 On development plans and construction drawings, all exterior roof-top mechanical, heating and air conditioning equipment shall be shown to be completely screened and treated with a neutral color (to blend with the building and roofing materials) when visible

from a street or from adjoining properties. The plans shall include a cross-section drawing showing how the equipment is to be screened from view (include dimensions, materials, colors, etc.).

16.2 All ground mounted utility structures such as transformers, HVAC equipment and back flow prevention valves shall be located out of view from a public street or adequately screened through the use of landscaping and/or masonry walls.

16.3 Rooftop equipment and ground-mounted screening shall be verified at occupancy. Additional screening will be required if determined necessary.

17.0 Architectural Treatment and Detail.

17.1 Use the Downtown Design Guidelines Section 2A, Design Guidelines for Context Buildings in the 1920s-1940s Subdistrict, pages 42-51, as a reference for infill.

17.2 Exterior building wall materials, roof types and colors shall be shown on development construction drawings.

17.3 The use of manufactured materials, such as synthetic, cast, and cultured materials is allowed, provided the materials are identical in appearance and of equal or greater durability to the natural materials they are intended to emulate.

17.4 Concrete block, brick, stone, and other types of structural masonry or masonry veneer shall be detailed as masonry bearing walls, especially at openings. Proper masonry detailing allows the building to be more pleasing to the eye, as the openings appear to be structurally supported.

(a) Stone and brick used on exterior walls shall not terminate at exterior corners, except were such termination would be consistent with the architectural style being represented.

(b) Openings in a block, brick, or stone façade, including all windows and doors, shall have a lintel, arch, or soldier course at the top of the opening, which appears to structurally support the area of masonry above the opening.

(c) A horizontal change in material from masonry to another material shall include a decorative cap or sill that projects from the face of the building. Provide a detail showing the transition of materials.

17.5 Roof access ladders shall be located on the inside of the building.

17.6 All building drainage gutters, down spouts, vents, etc., shall be completely concealed from public view or shall be architecturally compatible (decorative) with the exterior building design and color.

17.7 All tower elements on the building(s) shall be fully walled and finished on all sides and include detailing appropriate to the architectural style proposed, so as to be a fully three-dimensional, four-sided element of the building, to the satisfaction of the Planning Director. The term "tower elements" means architectural elements of the building that are that are substantially taller than the adjacent parapet wall or roof, as determined by the Planning Director.

17.8 At locations where changes in parapet wall height meet, the taller parapet must return into the building for a minimum distance of 6 FT, so that the actual thickness of the parapet wall cannot be observed or readily discerned.

17.9 At building corners, where conditions exist that would allow the public to view the back (interior) side of parapet walls resulting from changes in parapet heights, the raised parapet area shall be constructed so as to be a fully three-dimensional, four-sided element of the building, to the satisfaction of the Planning Director.

17.10 All residential windows and windows on panels shall have a substantial recess from the main building wall face no less than 4-in to provide a shadow line and relief. Prominent elevations on Euclid Avenue, D Street, Lemon avenue and E Street and at the intersections, shall receive a higher degree of articulation through a combination of recessing windows and architectural vertical projections.

17.11 Storefront walls and bulkhead shall be finished with smooth stucco, plaster, or brick matching veneer.

17.12 Submit manufacture cut sheets for building material finishes, exterior doors, windows and storefronts. Material sample boards may also be submitted.

(a) The brick veneer is proposed in 2 colors. Revise to offer more variety of shapes, sizes, texture and colors of the brick veneer material.

(c) Replace wood siding with a metal finish or another masonry, ceramic, or stone material that is more in keeping with the Art Deco period of architecture.

(d) Window awnings should be a durable material. Fabric material should be avoided due to high wind area.

(e) Smooth stucco or plaster finish shall be applied. Sand, dash, lace or similar finishes shall be avoided.

(f) All metal finishes should be factory powder coated or anodized. Painted of metal should be avoided.

(g) Upper floor windows shall be recessed, and windowsill, lintel or surround may be made of stone or plaster.

(h) Windows on residential units shall avoid large and bulky frames with little to no reveal on the window profile. Aluminum or fiberglass frame windows with adequate profile reveals in a medium to dark color shall be used. Vinyl framed windows, which are typically bulky, have little to no reveal on window profile and give a flat appearance

17.13 Colored elevations incorporating required exterior elevation changes shall be provided.

17.14 Provide additional architectural treatment as follows:

(a) Provide cross section of vertical projections and column on the Art Deco portions of the building at the corners from the roof to the ground. Include the storefront. Column projections should be no less than 6-in.

(b) Revise Detail A and B on Sheet 17, and E on Sheet 18 to address comment 17.10, above.

(c) Provide cross section and detail with labeled dimensions of "typical" storefront. Storefront design should include 15" to 24" bulkhead (base) and shall be finished with a solid decorative material such as tile, stucco, or veneer to match building and shall be topped

with a bullnose to delineate the change of material to the storefront, transom windows, ranging in height from 2 FT to 3 FT, above display windows and entry door, and display windows that provide a clear view into the interior. Divided lights may be used but the greater portion of the glass should remain clear.

(d) Storefront entrance doors should be kept simple and be aluminum framed with clear glass and may have a kickplate. Sidelights and transom windows above doors are encouraged. Reflective or "black out" window tinting is prohibited.

(e) Spaces such as lobbies, common amenity spaces, leasing offices, or similar spaces shall have transparent window storefronts. These spaces should have direct access to the adjacent street, patio, or open space.

18.0 Environmental Review.

18.1 Based on the studies provided, it appears likely that 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 the CEQA Guidelines. Provide written statement of findings that support the exemption.

19.0 Indemnification.

19.1 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.

20.0 Sound Attenuation.

20.1 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).

21.0 Trip Reduction Measures. The Project shall comply with the following trip reduction measures, as applicable:

21.1 Bicycle Parking and Shower/Changing Rooms. Safe and convenient access to bicycle racks shall be provided from public streets. Bicycle racks or other secure bicycle parking, and shower/changing rooms, shall be provided pursuant to current regulations contained in CALGreen (CAC Title 24, Part 11).

21.2 On-Site Pedestrian Walkways. On-site pedestrian walkways shall be provided, which connect each building in a development to bicycle parking facilities (if required) and public streets.

21.3 Passenger Loading Areas. Passenger loading areas shall be provided pursuant to current regulations contained in CALGreen (CAC Title 24, Part 11).

21.4 Carpool/Vanpool Parking Spaces. Parking spaces reserved for use by carpool/vanpool vehicles shall be provided pursuant to current regulations contained in CALGreen (CAC Title 24, Part 11).

21.5 Transit Facilities. Transit facilities, such as bus shelters, bus pullouts, and bus pads, shall be provided if the Planning Director, in consultation with local transit providers, determines they are needed to serve the development.

21.6 On-Site Video Conferencing Facilities. On-site video conferencing facilities shall be provided for office buildings with a capacity of 1,000 employees or greater.

22.0 Additional Requirements.

22.1 The applicant shall contact the Ontario Post Office to determine the quantity, size, and location of mailboxes for this project.

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

22.3 Provide elevations without callouts for report and Planning Commission exhibits

22.4 Upon submittal of revised plans, please provide the following pursuant to the application submittal requirements:

(a) Provide a response to comments document.

(b) Provide 10 complete sets of revised plans. Each set shall be collated and stapled together as a single package, and folded to 8 ½"X 11".

(c) One complete set of the revised plans reduced to 11" X 17".

(d) One USB flash drive containing the revised plans, colored elevations, updated project description, and all other revised information and materials.

22.5 All corrections and/or recommendations from all other commenting City agencies and departments shall be addressed.

CITY OF ONTARIO
MEMORANDUM

DEVELOPMENT PLAN REVIEW COMMENTS
Engineering Department/Land Development Section

DATE:	**August 2, 2022**
PROJECT:	**PM-20556, A Tentative Parcel Map and Development Plan to subdivide 2.4 acres of land into one lot for mixed-use and residential land use purposes located within the MU-1 zoning district.**
LOCATION:	**NEC Euclid Avenue and D Street**
PROJECT ENGINEER:	**Miguel Sotomayor, Senior Associate Engineer**
PROJECT PLANNER:	**Diane Ayala, Senior Planner**

A. General Comments:

The applicant/developer shall respond to these comments as well as the comments provided by the Transportation Division, the Ontario Municipal Utilities Company (OMUC), Broadband Operations and Environmental section and address all of them prior to next submittal.

B. The following items must be addressed on the tentative parcel map, conceptual grading and drainage plan prior to next submittal:

1. The applicant/developer shall revise the tentative map to show all easements shown on the title report.

2. The applicant/developer shall revise the tentative map to show alleys needing to be vacated.

3. The applicant/developer shall revise tentative map to show corner cut-back dedication on the NWC Lemon Avenue/D Street and SWC Lemon Avenue/E Street.

4. The applicant/developer shall revise plans to include a cross section for each side of the project site. Cross section shall show property line, proposed onsite grades and existing grades beyond the property line boundaries.

5. The applicant/developer shall revise plans to remove proposed overflow storm drain under sidewalk going south on Lemon Avenue connecting to catch basin. Pipe shall be re-routed on-site.

6. The applicant/developer shall revise plans to label proposed drive approaches and existing drive approaches being removed.

C. The following items will be incorporated in the Conditions of Approval Report prior to the Development Advisory Board and/or Zoning Administrator Hearing:

1. Record Tract Map 20556 pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.

2. Then applicant/developer shall dedicate to the City of Ontario the right of way for the corner cut-back required at the intersection of Lemon Avenue/D Street and Lemon Avenue/E Street.

3. The applicant/developer shall vacate the two public alleys located on the proposed project site.

4. The applicant/developer shall pay a storm drain In-Lieu Fee in the amount of $123,884 for the future construction of the 39" storm drain along Euclid Avenue.

5. The applicant/developer shall prepare and submit a final Water Quality Management Plan for this project. Final WQMP shall be submitted after entitlement and concurrently with the grading plans.

6. 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.

7. The applicant/developer shall pay all Development Impact Fees (DIF) to the Building Department.

8. 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. This applies to the westerly half of the proposed project. Please refer to the Master Plan of Drainage for drainage limits.

9. The applicant/developer shall remove and replace sidewalk, curb & gutter, access ramps along the entire project frontages on E Street and Lemon Avenue. (Notate on plans)

10. The applicant/developer shall construct a 2" grind and overlay on E Street from curb face to center line.

11. The applicant/developer shall remove the exiting drive approaches not being used and replace with sidewalk, curb and gutter.

12. Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole, generally located on D Street along the project frontage.

13. The applicant/developer shall be responsible to design and construct street improvements along property frontage in accordance with conditions issued by City's Land Development Division. These, and all other street improvements required herein, shall include, but not be limited to, concrete curb and gutter, sidewalk, LED street lights, signing and striping, and parkway landscaping.

14. The applicant/developer shall be responsible to design and construct street bus pad and decorative brick bus shelter to serve existing bus stop on northside of D Street east of Euclid Avenue. The decorative brick bus shelter shall match the existing bus shelters in the downtown area. The bus pad shall be designed in accordance with Omnitrans requirements and to the satisfaction of the City Engineer.

15. The applicant/developer shall be responsible to replace any existing street light fixtures along all project frontage streets with the current City approved LED equivalent fixture per the Traffic and Transportation Design Guidelines.

16. The applicant/developer shall be responsible to design and construct in-fill public street lights and a potential new service along its project frontage on Laurel Avenue, E Street, Euclid Avenue and D Street. New street lights on all project frontage streets shall be the King street light standard per City of Ontario Standard Drawing No. 5103. Street lighting shall be LED-type and in accordance with City's Traffic and Transportation Design Guidelines.

17. All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.

18. The applicant/developer's engineer-of-record shall meet with City Engineering staff prior to designing and submitting for plan check the signing/striping and street lighting design plans to define limits of improvements.

19. The applicant/developer shall abandon all existing unused sewer laterals and/or water services back to the existing main.

20. The applicant/developer shall construct a 12-inch water main in Lemon Avenue from D Street to E Street.

21. New Fire Hydrant: Construct a new fire hydrant along the frontage of Lemon Avenue, south of E Street. The new fire hydrant shall be connected to the proposed water main in Lemon Avenue.

22. Upgrade Fire Hydrant: Upgrade the existing fire hydrant located along the frontage of Lemon Avenue to current City of Ontario Standards.

23. Design 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 in the near future.

24. The applicant/developer shall design and construct an 8" sewer main along E Street and Lemon Avenue.

C: Raymond Lee, P.E., Assistant City Engineer

CITY OF ONTARIO
MEMORANDUM

Development Plan Review
Engineering Department:
Transportation Section

Project: PDEV22-031 (PMTT22-019, PUD-22-005) Date: July 25, 2022

Location: NEC Euclid Avenue and D Street By: Jaime Maciel-Carrera

The following comments on the subject project are provided for the benefit of City Engineering and Planning staff and the applicant. These are not the conditions of approval which will be submitted under separate cover. All on-street parking and parking lot related comments must be coordinated with the Planning Department.

PDEV22-031 (PMTT22-019) VMT and Trip Generation Analysis:

1. No comments for the provided VMT and Trip Generation analysis prepared by RK Engineering Group Inc. dated 3/2/22. Staff concurs with the findings.

PDEV22-031 (PMTT22-019) Comments:

1. Clarify the operation for each gated access and whether ingress/egress is allowed at each gate. Specify whether gates will be open during business hours or the intended operation (i.e., guard shack, transmitter controlled). The concern is that passenger cars will be queuing onto the public streets. Please provide how the development will mitigate potential queuing.

2. Clarify on-site parking lot circulation. As currently proposed all vehicles attempting to find parking will need to exit onto E Street since there is no parking lot drive aisle parallel to E Street.

3. Clarify the intended use of existing on-street parking along Euclid Avenue and D Street. Euclid Avenue and D Street currently have 2-Hour parking restrictions.

4. Clarify the intended use of tandem parking along the east side of the parking lot area. Will the tandem parking be managed by the assigned residents?

5. Update site plans to clearly show new driveway locations relative to the parking lot drive aisles. Proposed driveways are not clearly shown on all site plans.

6. The Applicant/Developer shall be responsible to design and construct driveways onto E Street in accordance with City of Ontario Standard Drawing No. 1204 for Commercial Driveway.

7. The Applicant/Developer shall be responsible to construct curb, gutter, and sidewalk where existing driveways are being removed along project frontage streets.

8. The Applicant/Developer shall be responsible to design and construct street improvements along property frontage in accordance with conditions issued by City's Land Development Division. These, and all other street improvements required herein, shall include, but not be limited to, concrete curb and gutter, sidewalk, LED street lights, signing and striping, and parkway landscaping.

9. The Applicant/Developer shall be responsible to design and construct street bus pad and decorative brick bus shelter to serve existing bus stop on northside of D Street east of Euclid Avenue. The decorative brick bus shelter shall match the existing bus shelters in the downtown area. The bus pad shall be designed in accordance with Omnitrans requirements and to the satisfaction of the City Engineer.

10. The Applicant/Developer shall be responsible to replace any existing street light fixtures along all project frontage streets with the current City approved LED equivalent fixture per the Traffic and Transportation Design Guidelines.

11. The Applicant/Developer shall be responsible to design and construct in-fill public street lights and a potential new service along its project frontage on Laurel Avenue, E Street, Euclid Avenue and D Street. New street lights on all project frontage streets shall be the King street light standard per City of Ontario Standard Drawing No. 5103. Street lighting shall be LED-type and in accordance with City's Traffic and Transportation Design Guidelines.

12. All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.

13. The Applicant/Developer's engineer-of-record shall meet with City Engineering staff prior to designing and submitting for plan check the signing/striping and street lighting design plans to define limits of improvements.

PUD-22-005 Comments:

1. The Applicant/Developer shall update PUD document to include a summary of findings based on the provided VMT and Trip Generation analysis prepared by RK Engineering Group Inc. dated 3/2/22.

2. Page 15, Section 3.1.2, Vehicular Access and Parking Facilities:

   a. Clarify how parking for the retail component is being provided. Via on-street parking?
   b. Clarify the intended use of existing on-street parking along Euclid Avenue and D Street. Euclid Avenue and D Street currently have 2-Hour parking restrictions.
   c. Remove reference to proposed driveways onto Holt Boulevard.

3. Page 26, Parking Table:

   a. Clarify how many parking spaces are required and how many parking spaces are being provided.
   b. Clarify how parking for the retail component is being provided. Via on-street parking?

jmc;

CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
Rudy Zeledon, Planning Director (Copy of memo only)
Diane Ayala, Advanced Planning Division (Copy of memo only)
Charity Hernandez, Economic Development
James Caro, Building Department
Raymond Lee, Engineering Department
Jamie Richardson, Landscape Planning Division
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Jeremy Phillips, Police Department
Paul Erhman, Deputy Fire Chief/Fire Marshal
Jay Bautista, Traffic/Transportation Manager
Lorena Mejia, Airport Planning
Tricia Espinoza, Engineering/NPDES
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 17, 2022

SUBJECT: FILE #: PDEV22-031 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 approval to construct 109 multiple-family dwellings on approximately 2.4 acres of land located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PMTT22-019, PHP22-010, PUD22-005

☐ The plan does adequately address the departmental concerns at this time.
- ☐ No comments
- ☐ Report attached (1 copy and email 1 copy)
- ☐ Standard Conditions of Approval apply

☒ The plan does not adequately address the departmental concerns.
- ☒ The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.

Department	Signature	Title	Date
ENGINEERING/ TRANSPORTATION SECTION	Jain M-Conn	SENIOR ASSOCIATE ENGINEER	7/25/22

CITY OF ONTARIO

MEMORANDUM

TO:
Scott Murphy, Community Development Director (Copy of memo only)
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Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 17, 2022

SUBJECT: FILE #: PMTT22-019 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 Tentative Tract Map (PMTT20556) to subdivide 2.4 acres of land into one lot for mixed-use and residential land use purposes located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PDEV22-031, PHP22-010, PUD22-005

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ENGINEERING/ TRANSPORTATION SECTION	[signature]	SENIOR ASSOCIATE ENGINEER	7/25/22
Department	Signature	Title	Date

CITY OF ONTARIO

MEMORANDUM

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Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 16, 2022

SUBJECT: FILE #: PUD-22-005 Finance Acct#: PU007

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 Planned Unit Development establishing the land use designations and development standards and guidelines, which will govern the development of 2.4 acres of land located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PDEV22-031, PMTT22-019, PHP22-010.

☐ 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.
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Department	Signature	Title	Date
ENGINEERING/ TRANSPORTATION SECTION		SENIOR ASSOCIATE ENGINEER	7/25/22

CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
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Tricia Espinoza, Engineering/NPDES
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 17, 2022

SUBJECT: FILE #: PHP-22-010 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 Certificate of Appropriateness request to subdivide 2.4 acres of land into one lot to facilitate a mixed-use and residential land use development located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PDEV22-031, PMTT22-019, PUD22-005

☐ The plan does adequately address the departmental concerns at this time.
- ☐ No comments
- ☐ Report attached (1 copy and email 1 copy)
- ☐ Standard Conditions of Approval apply

☒ The plan does not adequately address the departmental concerns.
- ☒ The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.

Department	Signature	Title	Date
ENGINEERING/ TRANSPORTATION SECTION	Jamie Mc Cann	SENIOR ASSOCIATE ENGINEER	7/25/22

CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
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Lorena Mejia, Airport Planning
Tricia Espinoza, Engineering/NPDES
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 17, 2022

SUBJECT: FILE #: PMTT22-019 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 Tentative Tract Map (PMTT20556) to subdivide 2.4 acres of land into one lot for mixed-use and residential land use purposes located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PDEV22-031, PHP22-010, PUD22-005

- ☒ 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.

env.eng	Cli Cal	eng asst	7/28/22
Department	Signature	Title	Date

CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
Rudy Zeledon, Planning Director (Copy of memo only)
Diane Ayala, Advanced Planning Division (Copy of memo only)
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Tricia Espinoza, Engineering/NPDES
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 17, 2022

SUBJECT: FILE #: PDEV22-031 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 approval to construct 109 multiple-family dwellings on approximately 2.4 acres of land located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PMTT22-019, PHP22-010, PUD22-005

- ☒ 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.
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env eng		eng asst	7/27/22
Department	Signature	Title	Date

CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
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Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 16, 2022

SUBJECT: FILE #: PUD-22-005 Finance Acct#: PU007

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 Planned Unit Development establishing the land use designations and development standards and guidelines, which will govern the development of 2.4 acres of land located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PDEV22-031, PMTT22-019, PHP22-010.

☒ 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.

env.eng	[signature]	eng.asst	7/27/22
Department	Signature	Title	Date

CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
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Tricia Espinoza, Engineering/NPDES
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 17, 2022

SUBJECT: FILE #: PHP-22-010 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 Certificate of Appropriateness request to subdivide 2.4 acres of land into one lot to facilitate a mixed-use and residential land use development located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PDEV22-031, PMTT22-019, PUD22-005

- ☒ 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.

env.eng	[signature]	eng asst.	7/27/22
Department	Signature	Title	Date

CITY OF ONTARIO
MEMORANDUM

TO: Miguel Sotomayor, ENGINEERING DEPARTMENT
FROM: Celia Corral
DATE: July 27th 2022
SUBJECT: File No. PMTT22-019 PDEV22-031 PUD-22-005

[X] The Site Plan for this project is approved for DAB based on the following comments:

This project will be conditioned in the Engineering DAB Report to prepare a WQMP based on the approved PWQMP. The WQMP template is available at: http://www.sbcounty.gov/dpw/land/npdes.asp or on the City's website under Engineering/Environmental Services.

Activities resulting in land disturbance of one acre or more is required to obtain coverage under the Construction General Permit (CGP). The owner is the legally responsible person (LRP) of the site and shall have a Stormwater Pollution Prevention Plan (SWPPP) developed and submitted through the SMARTS website at https://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.xhtml

All Priority Land Use (PLU): Land use consisting of high-density residential, defined as a land use with at least ten (10) dwelling units per acre, industrial, commercial, mixed urban, and public transportation station land uses shall comply with the statewide Trash Provisions adopted by the State Water Resources Control Board (SWRCB).

CITY OF ONTARIO
MEMORANDUM

DATE: July 12, 2022
TO: Miguel Sotomayor, Engineering Department
CC: Diane Ayala, Planning Department
FROM: Eric Woosley, Utilities Engineering

SUBJECT: DPR #1 - Utilties Comments (**#8505, #8490, #8507, & #8506**)
PROJECT NO.: TM-20556 (PMTT22-019)/PDEV22-031/PUD22-005/PHP22-010

BRIEF DESCRIPTION

A Development Plan approval to construct 109 multiple-family dwellings and a Tentative Tract Map (TTM 20556) to subdivide 2.4 acres of land into one lot for mixed-use and residential land use purposes, and A Planned Unit Development establishing the land use designations and development standards and guidelines, which will govern the development, located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district. APNs: 1048-363-02, 03, 04, and 05.

THIS SUBMITTAL IS INCOMPLETE.

CORRECTION ITEMS: *In order to be considered for approval by the Ontario Municipal Utilities Company (OMUC) the applicant shall address all the correction items below and resubmit the application for further review. Please note that all Utility design shall meet the City's Design Development Guidelines, Specifications Design Criteria, and City Standards.*

General Comments:

1. Conceptual Utilities Systems Map (USM): The Conceptual Utilities Systems Map shall show all existing and proposed Utilities (Potable Water, Recycled Water, Sewer, Storm Drain, and other utilities) including each of the City's public utilities' points of connection to the existing systems. Show and label all existing and proposed utilities (including all appurtenances such as backflow devices, DCDAs, etc.), sizes, and points of connection. Use appropriate colors for each Utility type: blue for Potable Water; purple for Recycled Water; green for Sanitary Sewer; yellow-brown for Storm Drain. Print out in color and submit on the next submittal. See attached "*Utilities Systems Map Requirements*" document for details and requirements.

2. Existing Sewer Laterals and Water Services: Abandon all existing unused sewer laterals and/or water services back to the existing main.

Water Comments:

3. Water Infrastructure: Show a new 12-inch water main in Lemon Avenue from D Street to E Street.

4. Fire Water Flow Test: Submit an application with the Fire Prevention Bureau requesting a Fire Water Flow Test in order to verify the size and alignment of the proposed water system improvements for this project. The project is responsible for installing all water system improvements which may be necessary in order to meet Fire Flow requirements and to mitigate any potential deficiencies.

5. Water Services: Show the proposed water services connected to the existing 16-inch water main in E Street.

6. Separate Water Services: Show a separate water service for the commercial/retail (non-residential) development, and a separate water service for the residential development, each with its own master meter and backflow prevention device.

7. Fire Services: Show a second fire service with a Double Check Detector Assembly (DCDA) as required by the Fire Department. The second fire service can be connected to either the existing water main in D Street or to the new water main in Lemon Avenue.

8. New Fire Hydrant: Construct a new fire hydrant along the frontage of Lemon Avenue, south of E Street. The new fire hydrant shall be connected to the proposed water main in Lemon Avenue.

9. Upgrade Fire Hydrant: Upgrade the existing fire hydrant located along the frontage of Lemon Avenue to current City of Ontario Standards.

Sewer Comments:

10. Sewer Infrastructure: The existing 8-inch sewer main in the alley between D Street and E Street, connected to the manhole in Lemon Avenue, shall remain connected to the proposed manhole at the intersection of the alley and Lemon Avenue; and shall act as an overflow for the proposed sewer main in Lemon Avenue, if feasible, based on the invert elevations.

11. Separate Sewer Laterals: Show a separate sewer lateral for the commercial/retail (non-residential) development and a separate sewer lateral for the residential development.

12. Monitoring Manhole: Show a monitoring manhole located on-site behind the property line for the commercial/retail (non-residential) development sewer lateral.

13. On-Site Sewer System: The Onsite sewer system and building plumbing shall be designed in such a way that the wastewater flows for residential uses leave the building separately from wastewater flows for non-residential uses.

14. Grease Interceptor: Show a Grease Interceptor (GI) downstream of the commercial/retail (non- residential) development on-site sewer, designed in such a way to have all non-residential sewer flows covey through the interceptor prior to entering the public sewer lateral.

15. Wastewater Discharge: For Non-Residential Uses: each Occupant of the building, or units, as applicable, shall apply for a Wastewater Discharge Permit for their Establishment, and shall comply with all the requirements of their Wastewater Discharge Permit. Requirements of Wastewater Discharge Permit may include, but not limited to include installing a monitoring manhole, clarifier, interceptor, or other wastewater pretreatment equipment.

Recycled Water Comments:

16. Ordinance 2689: Comply with Ordinance 2689 and make use of recycled water for all approved uses.

17. On-Site Recycled Water Irrigation System: Design 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 in the near future.

Planned Unit Development Comments:

18. Infrastructure: Include a section for infrastructure and state all public improvements required and describe how water service and sanitary sewer connections will be made for the Planned Unit Development (PUD).

UTILITIES SYSTEMS MAP (USM) REQUIREMENTS:

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

1. USM Content and Format: The Utilities Systems Maps shall show all existing and proposed Utilities (Potable Water, Recycled Water, Sewer, Storm Drain, and other utilities) including each of the City's public utilities' points of connection to the existing systems. This plan should include::

    a. Format: The Utilities Systems plan at a minimum 1:100 scale (or large engineering scale as appropriate to show needed details) that clearly shows each existing and proposed utility and its relative location. This includes property lines, right-of-way, public utility easements, but should not include underlying existing topography, just proposed general grades. Use appropriate colors for each Utility type: blue for Potable Water; purple for Recycled Water; green for Sanitary Sewer; yellow-brown for storm Drain.

    b. Services and Laterals: All Proposed Utility Service laterals for each parcel (potable water domestic, recycled water irrigation, potable/recycled water for process water, and sewer) and any associated appurtenances.

        i. Meter and Backflow Device Locations: Show all proposed meters and required backflow devices located per City Standards (Water Services and Meters; Backflow Devices). Meters should be located in public rights-of-way or PUEs; either at the R/W (or PUE) line for curb adjacent sidewalks or at back of curb for all other cases. All water connections that serve more than one residential unit are required to have a backflow device installed behind the meter.

    c. Cross Sections **(if applicable, for project construction new public mains)**: Scaled cross sections showing the utility layout on the Utility Systems Map (Utility Plan) for each public street, private street and Public Utility Easement (PUE). The cross sections shall show the location and size of each utility and annotate the property/ROW lines, the type of finished surface material, the distance of each utility from centerline, the depth from finished surface to top of pipe, and the distance between utilities (outside wall to outside wall).

    d. Points of Connections: The locations of the points of connections to the existing utility systems, which can include breaks between the map area and the connection points with descriptions of the pipe size, type, use (pressure zone for water), and distance. An inset map can be used in addition to this to help provide clarity.

    e. Water Demand Table **(if applicable, for projects within Ontario Ranch/NMC)**: Add a Water Demand Table to the Utility Systems Map (Utility Plan) that calculates the project's domestic water use based on land use category (residential, commercial, and OS-R/Parks) and the number of units. The table shall state demand in terms of Average Daily Demand (ADD from Table 4-8 of the Water Master Plan) and Water Demand Equivalents (WDE / Net MDD from Exhibit C-2R of the NMC Construction Agreement; WDEs only if NMC). It should also identify the quantity of units in each category and the specific lots that are included in that category. Please Note that master planned lines are designed using gross acreage densities for all projected water use from residential categories.

        i. See Attached Sheet for WDT Example.

    f. Phasing Plan (***if applicable***): As separate exhibits, provide a proposed phasing plan showing the phasing of the infrastructure and the number and type (TOP land use category) of units in each phase.

        i. All phases must have: a connection to public sewer; a two separate looped connections to the potable water system, where no one closing of a main segment results in any part of any of any phase being without potable water.

ii. For public water mains in all phases, dead-end water lines (temporary or permanent) are limited to serving 28 dwelling units or a maximum of 600 linear feet, whichever comes first. Otherwise a looped water system with at least two (2) points of connection to the primary public system is required.

g. Private Onsite Systems versus Public Systems within PUEs for Residential Tract Map Project(***if applicable***): the following requirements apply when to delineating between Private and Public Systems:

i. Current Standard Drawing No. 1304 remains applicable and minimum health separation must be met.

ii. Public water mains will be accepted in longer alleys when it serves more than 6 meters.

iii. Public sewer mains will be accepted in alleys where the water is public.

iv. Public dead-end water mains will require a blow-off at the end and the alley should be designed to accommodate runoff from required water main flushing operations.

v. Public sewer mains in alleys will require a manhole at both ends of the main.

vi. Public meters serving more than one single family residential unit are considered as multifamily service with master meter and require: a backflow device after the meter, private HOA sub-metering for each unit, and a separate Fire Service with DCDA to provide private onsite fire service.

CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
Rudy Zeledon, Planning Director (Copy of memo only)
Diane Ayala, Advanced Planning Division (Copy of memo only)
Charity Hernandez, Economic Development
James Caro, Building Department
Raymond Lee, Engineering Department
Jamie Richardson, Landscape Planning Division
Dennis Mejia, Municipal Utility Company
Jeremy Phillips, Police Department
Paul Erhman, Deputy Fire Chief/Fire Marshal
Jay Bautista, Traffic/Transportation Manager
Lorena Mejia, Airport Planning
Tricia Espinoza, Engineering/NPDES
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 17, 2022

SUBJECT: FILE #: PDEV22-031 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 approval to construct 109 multiple-family dwellings on approximately 2.4 acres of land located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PMTT22-019, PHP22-010, PUD22-005

☐ 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	Cameron Chadwick		07/28/2022
Department	Signature	Title	Date

CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
Rudy Zeledon, Planning Director (Copy of memo only)
Diane Ayala, Advanced Planning Division (Copy of memo only)
Charity Hernandez, Economic Development
James Caro, Building Department
Raymond Lee, Engineering Department
Jamie Richardson, Landscape Planning Division
Dennis Mejia, Municipal Utility Company
Jeremy Phillips, Police Department
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Jay Bautista, Traffic/Transportation Manager
Lorena Mejia, Airport Planning
Tricia Espinoza, Engineering/NPDES
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 16, 2022

SUBJECT: FILE #: PUD-22-005 Finance Acct#: PU007

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 Planned Unit Development establishing the land use designations and development standards and guidelines, which will govern the development of 2.4 acres of land located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PDEV22-031, PMTT22-019, PHP22-010.

☒ 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	Cameron Chadwick		07/28/2022
Department	Signature	Title	Date

CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
Rudy Zeledon, Planning Director (Copy of memo only)
Diane Ayala, Advanced Planning Division (Copy of memo only)
Charity Hernandez, Economic Development
James Caro, Building Department
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Lorena Mejia, Airport Planning
Tricia Espinoza, Engineering/NPDES
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 17, 2022

SUBJECT: FILE #: PMTT22-019 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 Tentative Tract Map (PMTT20556) to subdivide 2.4 acres of land into one lot for mixed-use and residential land use purposes located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PDEV22-031, PHP22-010, PUD22-005

- ☒ 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	Cameron Chadwick		07/28/2022
Department	Signature	Title	Date

CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
Rudy Zeledon, Planning Director (Copy of memo only)
Diane Ayala, Advanced Planning Division (Copy of memo only)
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Lorena Mejia, Airport Planning
Tricia Espinoza, Engineering/NPDES
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 17, 2022

SUBJECT: FILE #: PHP-22-010 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 Certificate of Appropriateness request to subdivide 2.4 acres of land into one lot to facilitate a mixed-use and residential land use development located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PDEV22-031, PMTT22-019, PUD22-005

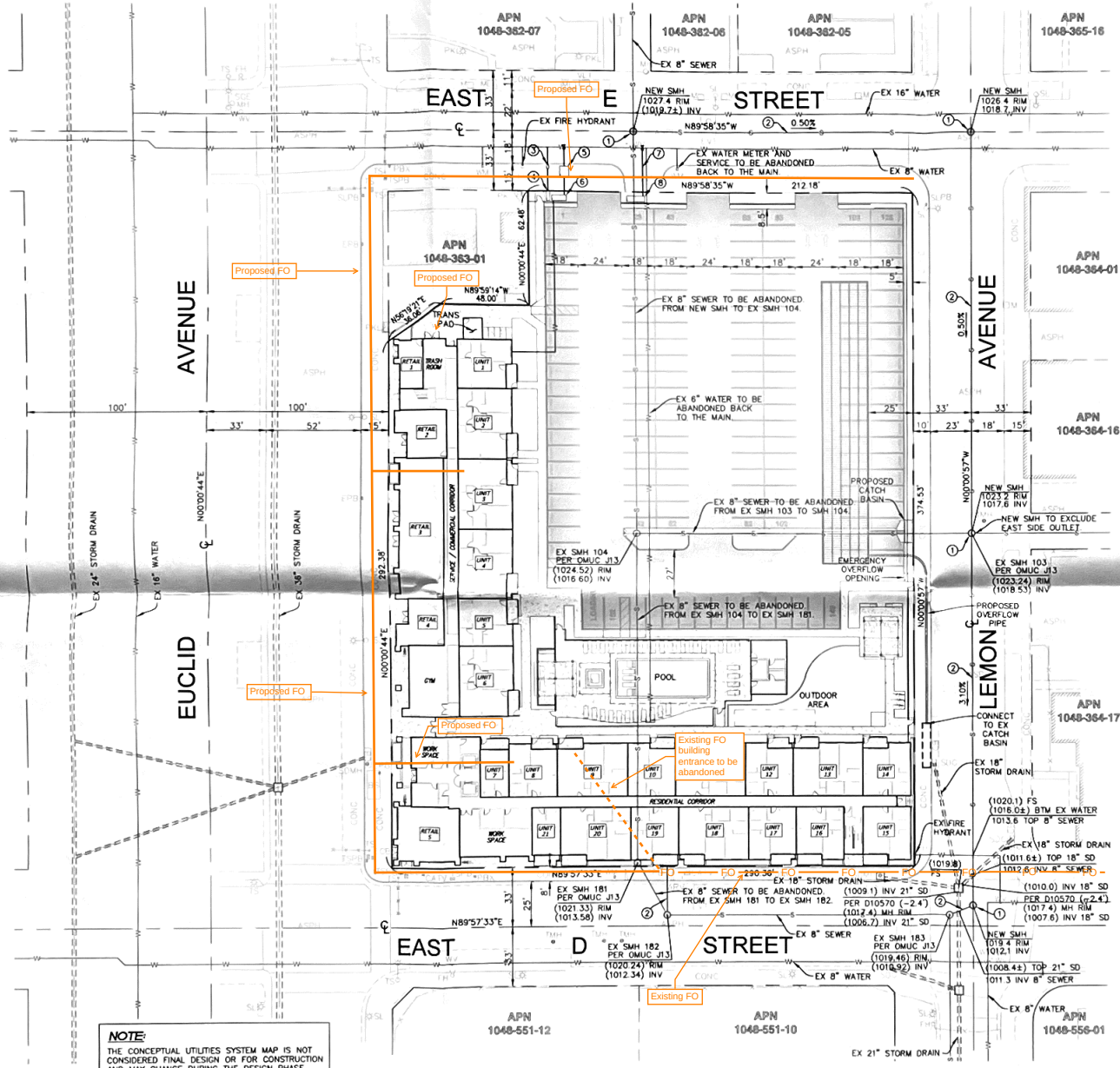
- ☒ The plan does adequately address the departmental concerns at this time.
  - ☐ No comments
  - ☐ Report attached (1 copy and email 1 copy)
  - ☒ Standard Conditions of Approval apply
- ☐ The plan does not adequately address the departmental concerns.
  - ☐ The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.

Broadband Operations	Cameron Chadwick		07/28/2022
Department	Signature	Title	Date

CONCEPTUAL UTILITY SYSTEM MAP

TENTATIVE TRACT NO. 20556
COMMERICAL / RESIDENTIAL MIXED-USE DEVELOPMENT
(1 LOT)

404 & 414 EUCLID AVENUE
APNs: 1048-363-02, -03, -04 & -05
IN THE CITY OF ONTARIO
COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA



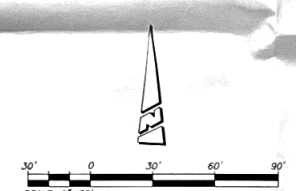
NOTE:
THE CONCEPTUAL UTILITIES SYSTEM MAP IS NOT CONSIDERED FINAL DESIGN OR FOR CONSTRUCTION AND MAY CHANGE DURING THE DESIGN PHASE.

UTILITY NOTES:

1. CONSTRUCT 48" SEWER MANHOLE PER CITY STD #2001.
2. INSTALL 8" VCP SEWER MAIN (MIN. SLOPE=0.5%) PER CITY STD #2104 & #2105.
3. INSTALL 1" IRRIGATION WATER SERVICE & METER PER CITY STD #4201.
4. INSTALL 1" RPBD PER CITY STD #4206.
5. INSTALL 6" DOMESTIC WATER SERVICE & MASTER METER PER CITY STD #4204.
6. INSTALL 6" RPBD PER CITY STD #4207.
7. INSTALL 6" CML&C STEEL FIRE WATER LINE.
8. INSTALL 6" DCDA PER CITY STD #4208.

PROPOSED UTILITIES:

- PROPOSED SEWER
- PROPOSED WATER
- PROPOSED STORM DRAIN
- PROPOSED INFILTRATION CHAMBER



VICINITY MAP
(NO SCALE)

PROJECT SUMMARY:

ZONE: MU-1 DOWNTOWN MIXED USE
SITE AREA: 2.38 ACRES / 103,587 S.F.
LOT COVERAGE: 30,384 S.F./103,587 S.F. = 29.3%
NUMBER OF STORIES: 4 (HEIGHT = 46'-6")
COMMERCIAL UNITS: 5 (4,040 S.F.)
RESIDENTIAL UNITS: 109 DU
DENSITY: 109 DU/2.38 ACRES = 45.8 DU/AC

DEVELOPER / SUBDIVIDER:

ONTARIO PLACE D BLOCK LLC
119 E ST JOSEPH ST
ARCADIA, CA 91006
(562) 400-4473

ENGINEER:

LAND DEVELOPMENT CONSULTANTS
1520 BROOKHOLLOW DRIVE, SUITE 33
SANTA ANA, CA 92705
(714) 557-7700

ARCHITECT:

ADEPT ARCHITECTURE
388 CORDOVA STREET
PASADENA, CA 91101
(626) 304-0800

PROJECT LOCATION:

404 & 414 EUCLID AVENUE
ONTARIO, CA 91762

ASSESSOR PARCEL NUMBERS:

APN: 1048-363-02, -03, -04 & -05

EXISTING EASEMENTS:

THE FOLLOWING INFORMATION WAS DERIVED FROM PRELIMINARY REPORT ORDER NO. 00155647-997-LT1-JC4 DATED JULY 20, 2021 AS PREPARED BY FIDELITY NATIONAL TITLE COMPANY

EASEMENT(S) GRANTED TO SAN ANTONIO WATER COMPANY FOR WATER PIPE PURPOSES AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT RECORDED IN BOOK 282, PAGE 138 OF DEEDS. (EASEMENT IS BLANKET IN NATURE. LOCATION(S) OF EASEMENT(S) ARE NOT DISCLOSED IN DOCUMENT)

UTILITY SERVICES:

WATER	– CITY OF ONTARIO UTILITIES DEPARTMENT
SEWER	– CITY OF ONTARIO UTILITIES DEPARTMENT
GAS	– SOUTHERN CALIFORNIA GAS COMPANY
ELECTRICAL	– SOUTHERN CALIFORNIA EDISON COMPANY
SCHOOL	– ONTARIO-MONTCLAIR SCHOOL DISTRICT
FIRE	– CITY OF ONTARIO FIRE DEPARTMENT
POLICE	– ONTARIO POLICE DEPARTMENT

LEGEND:

ARV	AIR RELEASE VALVE	SDMH	SD MANHOLE
ASPH	ASPHALT	SDG	STORM DRAIN GRATE
CATV	CABLE TV PULLBOX	SL	STREET LIGHT
CONC	CONCRETE	SLPB	STREET LIGHT PULL BOX
ECB	ELECTRIC CONTROL BOX	SMH	SEWER MANHOLE
EPB	ELECTRIC PULL BOX	TMH	TEL MANHOLE
EVT	ELECTRIC VAULT	TS	TRAFFIC SIGNAL
EX	EXISTING	TSPB	TRAFFIC SIGNAL PULL BOX
FH	FIRE HYDRANT	VLT	VAULT
PBX	PULL BOX	WM	WATER METER
PKL	PARKING LIGHT POLE	WV	WATER VALVE

- PROPOSED ASPHALT
- PROPOSED CONCRETE

BENCHMARK:
ELEVATIONS BASED ON THE CITY OF ONTARIO BENCHMARK NO. 1102 BEING A HILTI AND WASHER STAMPED "C OF O" SET ON THE TOP OF CURB APPROXIMATELY 1.00 FOOT SOUTH OF THE ECR AT THE SOUTHWEST RETURN OF EUCLID AVENUE AND G STREET.

ELEVATION = 1044.567

BASIS OF BEARINGS:
BEARINGS ARE BASED ON THE CENTERLINE OF D STREET BEING N89°57'33"E AS SHOWN ON PARCEL MAP NO. 18381, PMB 234/01-02.

REVISIONS

NO.	DESCRIPTION	BY	DATE	APPROVED

PREPARED FOR:
ONTARIO PLACE D BLOCK LLC
119 E ST JOSEPH ST
ARCADIA, CA 91006
(562) 400-4473

REGISTERED PROFESSIONAL ENGINEER — No. 44560 — Exp. 3-31-2024 — CIVIL — STATE OF CALIFORNIA

LDC LAND DEVELOPMENT CONSULTANTS
LAND PLANNERS
SURVEYORS
CIVIL ENGINEERS
1520 BROOKHOLLOW DRIVE, SUITE 33
SANTA ANA, CALIFORNIA 92705
(714) 557-7700 (714) 557-7707 FAX

DATE: 5-25-22
DESIGNED:
DRAFTED: SZ
CHECKED:

CONCEPTUAL UTILITY SYSTEM MAP
TENTATIVE TRACT NO. 20556
COMMERCIAL / RESIDENTIAL
(1 LOT)

SHEET 1 of 1
JOB NO. 615

PDEV21-031
PMTT22-019 / PHP22-010
Received 6/8/2022

CITY OF ONTARIO
MEMORANDUM

DEVELOPMENT PLAN REVIEW COMMENTS
Broadband Operations Section

DATE: 07-28-22

PROJECT: PDEV22-031, PUD-22-005, PMTT22-019, PHP-22-010

LOCATION: Euclid and D st

PROJECT ENGINEER: Miguel

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

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A. General Comments:

1. The applicant/developer shall respond to these comments as well as the comments provided by the Environmental Section, Traffic & Transportation Division, Ontario Municipal Utilities Company and Broadband Operations and address all of them prior to the next submittal.

2. The applicant/developer shall address all additional redlined comments on the plans attached.

3. Provide plans in digital format (PDF) for future submittals.

4. Refer to the In-tract Fiber Network Design guideline on the City's website for additional in-tract conduit guidelines

B. The following items will be incorporated in the Conditions of Approval Report prior to the Development Advisory Board and/or Zoning Administrator Hearing upon all departments' comments being satisfactorily addressed:

1. Project shall be designed and constructed to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole in the Right-of-Way (ROW) and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole.
2. Contractor is responsible for locating and connecting conduit to existing OntarioNet hand holes on adjacent properties within a reasonable distance. There should be no "Gaps" in conduit between the contractor's development and the adjacent property. OntarioNet hand holes are typically located in the ROW at the extreme edge of a property.
3. Where a joint telecom or street light street crossing is required, include (2) 2" HDPE SDR-11 conduits or (1) 4" schedule 80 conduit sleeve. Terminate the street crossing conduit(s) in a new HH-3/22 OntarioNet hand hole in the right of way
4. The City requires a public utility easement for fiber optics on all private aisles/alley ways.
5. Hand holes - Design and install OntarioNet fiber optic hand hole HH-FP (10x00x10), HH-1 (13x24x18), HH-2 (17x30x24), HH-2A (24x36x30), HH-3 (30x48x36) and/or HH-4 (36x60x36) as needed. Respectively, Newbasis Part # PLA100010T-00002, PCA132418-00006, PCA-173024-90116, PCA-243630-90064, PCA-304836-90244 and PCA-366036-90146 or equivalent as specified per City Standard 1316. Conduits sweeping into hand holes shall enter in flush with the cut-out mouse holes aligned parallel to the bottom of

the box and come in perpendicular to the wall of the box. Conduits shall not enter at any angle other than parallel. Provide 5-foot minimum clearance from existing/proposed utilities. All hand holes will have ¼-inch galvanized wire between the hand holes and the gravel it is placed on.

6. ROW Conduit – Design and install fiber optic conduit at a minimum depth of 36-inch. Trenching shall be per City Standard 1306. Install (1) 2-inch HDPE SDR-11 (Smoothwall) roll pipe (Orange) duct and (1) 2-inch HDPE SDR-11 (Smoothwall) roll pipe (Orange with Black Stripe) duct. Conduit(s) between ROW hand holes and hand holes on private property shall be 2-inch HDPE SDR-11 (Smoothwall) roll pipe (Orange) duct.
7. Building Entrance (Single Family) – Design and install 0.75-inch HDPE SDR-11 (Smoothwall) roll pipe (Orange) duct from hand holes on property or hand holes in the ROW. Consult City's Fiber Team for design assistance.
8. Building Entrance (Multi-family and Commercial) - From the nearest handhole to the building entrance, design and install fiber optic conduit at a minimum depth of 36-inches. Trenching shall be per City Standard for Commercial Buildings. (1) 2-inch HDPE SDR-11 (Smoothwall) roll pipe (Orange) duct. Install locate/tracer wires minimum 12AWG within conduit bank and fiber warning tape 18-inch above the uppermost duct
9. Multi-family and commercial properties shall terminate conduit in an electrical room adjacent to the wall no less than five inches above the finished floor. A 20" width X length 36" space shall be reserved on the plywood wall for OntarioNet equipment. This space shall be labeled "OntarioNet Only". Ontario Conduit shall be labeled "OntarioNet"
10. A minimum 1.5-inch joint use telecommunications conduit with pull-rope from the single-family, multi-family or commercial building communal telecom/electrical room/closet to each multi-family or commercial building unit shall be installed. See Structured Wiring Checklist on City's website for additional details.
11. Warning Tape - Contractor shall supply and install an approved non-detectable warning tape 18-inch above the uppermost conduit when backfilling trenches, pits or excavations greater than 10' in length. Warning Tape shall be non-detectable, Orange in color, 4-inch minimum width, 4 mil, 500% minimum elongation, with bold printed black letters "CAUTION - BURIED FIBER OPTIC CABLE BELOW" printed in bold black lettering no less than 2-inch high.
12. All hand holes, conduits, conduit banks, materials and installations are per the City's Fiber Optic Master Plan and City Fiber Optic Cable and Duct Standards. All hand holes, conduits and ducts shall be placed in the public right of way.
13. All unused conduits/ducts/microducts shall be protected with duct plugs that provide a positive seal. Ducts that are occupied shall be protected with industry accepted duct seal compound.
14. Locate/Tracer Wire - Conduit bank requires (1) 12AWG high strength (minimum break load 452#) copper-clad steel with 30mil HDPE orange insulation for locate/tracer wire. Contact City's Fiber Team for tracer wire specifications and see note 8.
15. Multi-family dwellings are considered commercial property.
16. Refer to the In-tract Fiber Network Design guideline on the City's website for additional in-tract conduit guidelines.

CITY OF ONTARIO
MEMORANDUM

DATE: July 22, 2022
TO: Diane Ayala, Planning Department

FROM: Blaine Ishii, Integrated Waste Department
SUBJECT: DPR – Integrated Waste Comments
PROJECT NO.: PDEV22-031
ATTACHMENTS: Solid Waste Handling Plan (SWHP) Requirements

BRIEF DESCRIPTION

MIXED USE WITH HIGH DENSITY

THIS SUBMITTAL IS INCOMPLETE.

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

Integrated Waste Comments:

1. Solid Waste Handling Plan (SWHP): Provide a Solid Waste Handling Plan (SWHP) sheet that complies with the "Solid Waste Handling Plan Requirements" attached.
   a. 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.
      i. Include on SWHP how Organics separation and collections shall be handled in addition to refuse collections.
   b. Recycling Separation and Collection: This site shall comply with the Requirements of State Assembly Bill AB341, which requires organic waste to be diverted and collected separately from recycling and other refuse wastes.
      i. Include on SWHP how Recycling separation and collections shall be handled in addition to refuse collections.

2. For High Density Residential, assumptions for volume of waste generation shall not be less than 0.375 cubic yard per dwelling unit or one 96 gallon can for Refuse, 0.375 cubic yard per dwelling unitor one 96 gallon can for Recycling, and 0.375 cubic yard per dwelling unit or one 64 gallon can for Organics ('Green waste'). **Provide a calculation on the plans that indicates the prescribed volume of waste, the number of bins required for each type of waste, and the number of pickup days required.**

3. For retail shopping centers, big box retail stores, and multi-tenant retail/shopping, 4 cubic yards per four units for Refuse, 4 cubic yards per four units for Recycling, and 1.5 cubic yards per 10,000 SF for Organics ('Green waste'). **Provide a calculation on the plans that indicates the prescribed volume of waste, the number of bins required for each type of waste, and the number of pickup days required.**

4. For restaurants and convenience/mini-markets, 4 cubic yards per unit for Refuse, 4 cubic yards per unit for Recycling, and 1.5 cubic yards per 10,000 SF for Organics ('Green waste'). **Provide a calculation on the plans that indicates the prescribed volume of waste, the number of bins required for each type of waste, and the number of pickup days required.**

5. Where residential waste is placed in bins, there shall be a minimum of three bins (one for refuse, one

for recycling, and one for organics and green waste). **EXCEPTION**: Where a private landscaping service removes the green waste without relying on City containers, the bin for organics and green waste may be omitted.

6. All Waste Bin areas shall be located on major drive aisles within developments to achieve adequate circulation of solid waste collection vehicles.

7. Provide the staging area of where the bins will be located when servicing.

8. Waste Bin area for service of commercial food preparation (i.e. restaurants and commercial kitchens) shall include a drain with a connection to the onsite sewer system directly upstream of a clarifier and/or grease interceptor. Area shall also be sized adequately for a grease container.

9. Customers who have grease traps in the area are required to have the area cleaned and pressure washed quarterly.

CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
Rudy Zeledon, Planning Director (Copy of memo only)
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James Caro, Building Department
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Lorena Mejia, Airport Planning
Tricia Espinoza, Engineering/NPDES
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 17, 2022

SUBJECT: FILE #: PDEV22-031 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 approval to construct 109 multiple-family dwellings on approximately 2.4 acres of land located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PMTT22-019, PHP22-010, PUD22-005

☐ The plan does adequately address the departmental concerns at this time.
- ☐ No comments
- ☐ Report attached (1 copy and email 1 copy)
- ☐ Standard Conditions of Approval apply

☒ The plan does not adequately address the departmental concerns.
- ☒ The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.

Department	Signature	Title	Date
Landscape Planning Division		Landscape Planner	7/26/22

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

PRELIMINARY PLAN CORRECTIONS

Sign Off

Jamie Richardson, Sr. Landscape Planner	07/26/2022 Date

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

D.A.B. File No.:	Case Planner:
PDEV22-031, PMTT22-019, PHP-22-010	Diane Ayala

Project Name and Location:

109 Multiple-family dwellings, Subdivide 2.4 acres & certificate of appropriateness
414 & 440 N. Euclid Avenue

Applicant/Representative:

Ontario Place D Block LLC – Jennifer Lande Colicchio jlange@ldc-ce.com (714) 557-7700
1520 Brookhollow Drive, Suite 33
Santa Ana, CA 92705

☐	**Preliminary Plans (dated) meet the Standard Conditions for New Development and have been approved considering that the following conditions below be met upon submittal of the landscape construction documents.**
☒	**Preliminary Plans (dated 06/17/2022) have not been approved. Corrections noted below are required before Preliminary Landscape Plan approval.**

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

Civil/ Site Plans

1. Provide all wall and fence plans; include details, colors, materials, etc.
2. The elevations provided show a stucco low wall on the ground floor. This is not shown on the landscape plans; provide detail and coordinate all plans to match. Additional direction may be provided once plans are consistent.
3. Provide tree diamonds within the center parking rows; 1 diamond per every 5 spaces double row. Diamonds shall have a minimum inside dimension of 5'.
4. Parkway tree locations shall be shown on all tract maps and plans where utilities are proposed. Parkway trees are 30' apart. Show and note a 10' total space, 5' clearance on each side of the tree from any utility or hardscape, including water, sewer, drain lines, driveways, and 10' clear from street lights. Relocate utilities to minimum clearances to allow parkway trees.
5. Reconfigure the pool storage and bathroom and relocate the outdoor seating, trellis, and BBQ area closer to the pool area. This will allow for a trash enclosure off of North Lemon Ave. Provide details for the bathroom structure and BBQ trellis; keep an open layout for visibility into the open grass area. Provide screening and shade trees.
6. Show any proposed monumentation within landscape areas.
7. Adjust water and sewer out of landscape areas. Clarify if the existing 6" water is to be abandoned completely; the line is connecting to a new DCDA.
8. Reduce the sidewalk width along E Street to 5' and increase the landscape setback by 4' for additional landscape screening.
9. Show and dimension backflow devices set back 4' from paving on all sides. Locate on level grade. Adjust backflows (irrigation, domestic, and fire) to avoid conflicts with required tree

and landscape areas. Position backflows where space allows (see comment #10 above) north and south. Show the minimum concrete pad (2') per std. detail 4208.

10. Reduce the drive aisle, currently shown at 27', to 24' and reduce the walkway to 4' to allow for a larger setback along East D Street so the private patios do not protrude into the right of way.
11. Show decorative pilasters at logical locations along the perimeter metal picket fence; materials to match.
12. Provide a wall plan to show types of walls and locations. Details to include materials, colors, textures, caps, heights, etc.
13. Plans are inconsistent; show the canopy-covered parking lot for review or remove from plans where shown.
14. Continue the 5-6' high CMU wall at the northwest property line (near the storage and trash room) to avoid the triangular void space at this location.
15. Before permit issuance, stormwater infiltration devices located in landscape areas shall be reviewed and plans approved by the Landscape Planning Division. Any stormwater devices in parkway areas shall not displace street trees.
16. Note decorative paving at project entries.
17. Eliminate the small planter spaces along Euclid Avenue; these areas are too small and will be difficult to maintain. Continue decorative paving. The project is proposing one type of pot, size, and planting. Show various sizes of pots within the same design grouping to fit into the appropriate spaces. Avoid double staking round pots; use square or rectangular pots. Provide details.
18. Locate utilities including light standards, fire hydrants, water, drain, and sewer lines to not conflict with required tree locations—coordinate civil plans with landscape plans.
19. Note for compaction to be no greater than 85% in landscape areas. All finished grades at 1 ½" below finished surfaces. Slopes to be maximum 3:1.
20. Add Note to Grading and Landscape Plans: Landscape areas where compaction has occurred due to grading activities and where trees or stormwater infiltration areas are located shall be loosened by soil fracturing. For trees, a 12'x12'x18" deep area; for stormwater infiltration, the entire area shall be loosened. Add the following information on the plans: The backhoe method of soil fracturing shall be used to break up compaction. A 4" layer of Compost is spread over the soil surface before fracturing is begun. The backhoe shall dig into the soil lifting and then drop the soil immediately back into the hole. The bucket then moves to the adjacent soil and repeats. The Compost falls into the spaces between the soil chunks created. Fracturing shall leave the soil surface quite rough with large soil clods. These must be broken by additional tilling. Tilling in more Compost to the surface after fracturing per the soil report will help create an A horizon soil. Imported or reused Topsoil can be added on top of the fractured soil as needed for grading. The Landscape Architect shall be present during this process and provide certification of the soil fracturing. For additional reference, see Urban Tree Foundation – Planting Soil Specifications.

Landscape Plans

21. See all site/civil plan comments above; coordinate with architect and civil.
22. Provide a site plan with details of the roof deck and proposed amenities.
23. Provide details for site amenities, furniture, shade structures, trellis, BBQ, countertops, etc.
24. Tree grates shall be iron such as Kiva, Starburst, or approved equal with 3/8" max slots per ADA guidelines, with a 30" center opening to allow for tree stakes; flat black Rustoleum coating.
25. Show backflow devices with 36" high strappy leaf shrub screening and trash enclosures and transformers, a 4'-5' high evergreen hedge screening. Do not encircle utility; show as masses and duplicate masses in other locations at regular intervals; see comment #11 above.
26. Locate light standards, fire hydrants, water, and sewer lines to not conflict with required tree locations. Coordinate civil plans with landscape plans

27. Show all utilities on the landscape plans. Coordinate so utilities are clear of tree locations. See site plan comments above and coordinate for plan consistency.
28. Note on landscape plans: 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.
29. Street trees for this project are: Quercus ilex (E Street), Platanus acerfolia (D Street), Geijera parvifolia (Lemon Ave. – correct the common name in Plant List) and Quercus muhlenbergii (Euclid Ave.) per the Master Street Tree Plan.
30. Replace invasive, high water use, short-lived, high maintenance, or poor performing plants Bouteloua (difficult to maintain in masses-reduce quantities and use as accents only), Festuca 'Siskiou Blue' (poor performer) consider Festuca mairei or Sesleria, Macfadyena (gets extremely large and difficult to maintain) consider Distictis.
31. General comment on plant palette; many of the types of plants chosen are larger than the proposed planter spaces (i.e.: Furcraea, Lantana, Salvia Bee's Bliss). Show these plants in appropriate planter spaces larger that 8' wide. Consider using the Washingtonia filifera.
32. Palms shall be a minimum 17' brown trunk height.
33. Show 8' diameter of mulch only at new trees, 12' min. at existing trees. Detail irrigation dripline outside of mulched root zone.
34. Overhead spray systems shall be designed for plant material less than the height of the spray head.
35. Designer or developer to provide agronomical soil testing and include a report on landscape construction plans.
36. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See http://www.ontarioca.gov/landscape-planning/standards.
37. After a project's entitlement approval, the applicant shall pay all applicable fees for landscape plan check and inspections at a rate established by resolution of the City Council. Landscape construction plans with building permit number for plan check may be emailed to: landscapeplancheck@ontarioca.gov

CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
Rudy Zeledon, Planning Director (Copy of memo only)
Diane Ayala, Advanced Planning Division (Copy of memo only)
Charity Hernandez, Economic Development
James Caro, Building Department
Raymond Lee, Engineering Department
Jamie Richardson. Landscape Planning Division
Dennis Mejia, Municipal Utility Company
Jeremy Phillips, Police Department
Paul Erhman, Deputy Fire Chief/Fire Marshal
Jay Bautista, Traffic/Transportation Manager
Lorena Mejia, Airport Planning
Tricia Espinoza, Engineering/NPDES
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 17, 2022

SUBJECT: FILE #: PHP-22-010 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 Certificate of Appropriateness request to subdivide 2.4 acres of land into one lot to facilitate a mixed-use and residential land use development located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PDEV22-031, PMTT22-019, PUD22-005

- ☑ The plan does adequately address the departmental concerns at this time.
  - ☐ No comments
  - ☐ Report attached (1 copy and email 1 copy)
  - ☑ Standard Conditions of Approval apply
- ☐ The plan does not adequately address the departmental concerns.
  - ☐ The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.

Department	Signature	Title	Date
Landscape Planning Division		Landscape Planner	7/26/22

CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
Rudy Zeledon, Planning Director (Copy of memo only)
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Lorena Mejia, Airport Planning
Tricia Espinoza, Engineering/NPDES
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 17, 2022

SUBJECT: FILE #: PMTT22-019 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 Tentative Tract Map (PMTT20556) to subdivide 2.4 acres of land into one lot for mixed-use and residential land use purposes located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PDEV22-031, PHP22-010, PUD22-005

☐ The plan does adequately address the departmental concerns at this time.
- ☐ No comments
- ☐ Report attached (1 copy and email 1 copy)
- ☐ Standard Conditions of Approval apply

☒ The plan does not adequately address the departmental concerns.
- ☒ The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.

Department	Signature	Title	Date
Landscape Planning Division	[signature]	Landscape Planner	7/26/22

CITY OF ONTARIO
MEMORANDUM

TO: **Diane Ayala, Senior Planner**
Planning Department

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

DATE: **June 30, 2022**

SUBJECT: **PDEV22-031 - A Development Plan approval to construct 109 multiple-family dwellings on approximately 2.4 acres of land located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PMTT22-019, PHP22-010, PUD22-005.**

☒ The plan **does** adequately address Fire Department requirements at this time.

☒ Standard Conditions of Approval apply, as stated below.

SITE AND BUILDING FEATURES:

A. 2019 CBC Type of Construction: Type V-B

B. Type of Roof Materials: Ordinary

C. Ground Floor Area(s): 30,384 Sq. Ft.

D. Number of Stories: 4

E. Total Square Footage: 123,653 Sq. Ft.

F. 2019 CBC Occupancy Classification(s): R-2

CONDITIONS OF APPROVAL:

1.0 GENERAL

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

☒ 1.2 These Fire Department conditions of approval are to be included on any and all construction drawings.

2.0 FIRE DEPARTMENT ACCESS

☒ 2.1 Fire Department vehicle access roadways shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved. Roadways shall be paved with an all-weather surface and shall be a minimum of twenty-four (24) ft. wide. See Standard #B-004.

☒ 2.2 In order to allow for adequate turning radius for emergency fire apparatus, all turns shall be designed to meet the minimum twenty five feet (25') inside and forty-five feet (45') outside turning radius per Standard #B-005.

☒ 2.3 Fire Department access roadways that exceed one hundred and fifty feet (150') in length shall have an approved turn-around per Standard #B-002.

☒ 2.4 Access drive aisles which cross property lines shall be provided with CC&Rs, access easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of building plan check.

☒ 2.5 "No Parking-Fire Lane" signs and /or red painted curbs with lettering are required to be installed in interior access roadways, in locations where vehicle parking would obstruct the minimum clear width requirement. Installation shall be per Standard #B-001.

☒ 2.6 Security gates or other barriers on fire access roadways shall be provided with a Knox brand key switch or padlock to allow Fire Department access. See Standards #B-003, B-004 and H-001.

☒ 2.7 Any time PRIOR to on-site combustible construction and/or storage, a minimum twenty-four (24) ft. wide circulating all weather access roads shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved by fire department and other emergency services.

3.0 WATER SUPPLY

☒ 3.1 The required fire flow per Fire Department standards, based on the 2019 California Fire Code, Appendix B, is 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

☒ 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.

☒ 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 13. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.

☒ 4.4 Wood frame buildings that are to be sprinkled shall have these systems in service (but not necessarily finaled) 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.

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.

☒ 5.6 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: **Diana Ayala, Senior Planner**

FROM: **Officer Tony Galban, Police Department**

DATE: **July 11, 2022**

SUBJECT: **PDEV22-031: A DEVELOPMENT PLAN APPROVAL TO CONSTRUCT 109 MULTIPLE -FAMILY DWELLINGS ON APPROXIMATELY AT 414 AND 440 N. EUCLID AVENUE. RELATED FILE (S): PMTT22-019, PHP22-010, PUD22-005**

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

- Required lighting for all walkways, driveways, doorways, parking areas, and other areas used by the public shall be provided and operate on photosensor at the prescribed foot-candle levels. This includes but is not limited to areas such as parks, community centers, recreation centers/play areas and paseos. LED lighting will be required for all lighting fixtures. Optimal lighting for visibility and video color rendering is approximately 3000 degrees Kelvin. The lighting shall be as close to 3000 degrees Kelvin as possible. Photometrics shall be provided to the Police Department. Photometrics shall include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting.
- During hours of darkness, all parking lots and carports shall be provided with minimum one foot-candle of light, measured on the parking surface. Lighting devices shall be fully protected with weather and vandalism resistant covers.
- Parking garages, stairwells, blind spots and any hidden areas shall have convex mirrors to allow for visibility to the areas.
- The Applicant shall comply with all construction site security requirements as stated in the Standard Conditions. This includes the provisions for perimeter lighting, site lighting, fencing and/or uniformed security.
- 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. Each building and/ or suite shall be labeled with the corresponding address and letter if applicable.

- Trash Enclosures shall prohibit public access. Trash enclosures shall remain locked and require code, key, fob or remote access.

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

414 & 440 EUCLID MIXED USE PROJECT
TRIP GENERATION & VMT STUDY
City of Ontario, California

March 2, 2022

Mr. George Voight
ONTARIO PLACE D BLOCK, LLC
119 E St. Joseph Street
Arcadia, CA 91006

Subject: 414 & 440 Euclid Avenue Mixed Use Project Trip Generation & Vehicle Miles Traveled (VMT) Study, City of Ontario, CA

Dear Mr. Voight:

A. Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this trip generation and Vehicle Miles Traveled (VMT) Analysis for the proposed 414 & 440 Euclid Avenue Mixed Use project. The project site is approximately 2.3 acres and is located at 414 & 440 Euclid Avenue, in the City of Ontario.

The City has requested a trip generation evaluation and VMT analysis for the proposed project to determine if additional traffic analyses might be required for the project.

The City of Ontario has adopted guidelines to provide recommendations and methodology for thresholds of significance for identifying VMT related impacts. The proposed project is subject to a VMT analysis and will adhere to the recommendations and practices described in the *City of Ontario Planning Commission Resolution No. PC20-021 (May 26, 2020).*

The letter provides a trip generation comparison between the previously approved land uses as analyzed in *The Ontario Plan (TOP) Environmental Impact Report*, dated July 2009, prepared by The Planning Center, and the proposed project land uses.

B. Project Description

The project site is approximately 2.3 acres and is located at 414 & 440 Euclid Avenue, in the City of Ontario, and is within a half mile walking distance to the Ontario Rail Station (served by Amtrak) located at 198 E. Emporia Street, Ontario, CA 91764.

The project site is currently occupied with a mix of commercial land uses. The project consists of displacing the existing commercial land uses with 109 4-story multi-family residential dwelling units and 5,356 square feet of ground floor general commercial use.

Exhibit A shows the location of the proposed project. Exhibit B shows the proposed site plan.

Since the project site is located within the Downtown Mixed-Use Area, the following mixed use buildout assumptions are provided in the approved TOP EIR study:

- 60 % Residential / 20% Commercial / 20% Office
- 35 Dwelling Units Per Acre
- Floor Area Ratio (FAR) = 0.80

Applying these mixed use buildout assumptions to the approximately 2.3-acre project site, the previously approved TOP EIR land use description for the project is calculated to consist of 48 multifamily residential dwelling units, 16,030 square feet (SF) of retail, and 16,030 SF of general office.

Table 1 shows the land use comparison between previously approved TOP EIR land uses and the proposed project land uses:

Table 1
Land Use Summary

Land Use	Quantity / Size
Previously Approved The Ontario Plan (TOP) EIR Land Uses	
Multifamily Housing (Mid Rise) – Close to Transit	48 Dwelling Units
Strip Retail Plaza (<40k)	16,030 Square Feet
General Office Building	16,030 Square Feet
Proposed Project Land Use	
Multifamily Housing (Mid Rise) – Close to Transit	109 Dwelling Units
Strip Retail Plaza (<40k)	5,356 Square Feet

C. Project Trip Generation

Trip generation represents the amount of traffic that is attracted and produced by a development.

Trip generation is typically estimated based on the trip generation rates from the latest *Institute of Transportation Engineers (ITE) Trip Generation Manual.* The latest and most recent version (11th Edition, 2021) of the ITE Manual has been utilized for this trip generation analysis. This publication provides a comprehensive evaluation of trip generation rates for a variety of land uses.

The ITE trip generation rates utilized for the previously approved TOP EIR land uses as well as the proposed project land uses are shown in Table 2.

Table 2
ITE Trip Generation Rates

Land Use	Land Use Setting	ITE Code	Units	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	
Multifamily Housing (Mid-Rise) – Close to Transit	Dense Multi-Use Urban	221	DU	0.04	0.21	0.25	0.18	0.07	0.25	2.01
Strip Retail Plaza (<40k)	General Urban / Suburban[1]	822	TSF	1.42	0.94	2.36	3.29	3.30	6.59	54.45
General Office Building	Dense Multi-Use Urban	710	TSF	0.73	0.11	0.84	0.14	0.73	0.87	6.26[2]

Source: *2021 ITE Trip Generation Manual, 11th Edition*; DU = dwelling units; TSF = Thousand Square Feet.

[1] Although the project site is located within a dense multi-use urban setting, *ITE Trip Generation Manual* (11th Edition) does not provide trip rates for ITE Land Use 822 under this setting. As such, the trip rates for ITE Land Use 822 for a general urban/suburban setting were utilized.

[2] The *ITE Trip Generation Manual* (11th Edition) does not provide daily rates for ITE Land Use 710 under the dense multi-use urban setting/location. As such, the daily rate of 6.26 has been calculated by applying the ratio of the sum of the AM and PM peak hour rates vs. the daily rate for Land Use 710 (General Urban / Suburban setting) to the sum of the AM and PM peak hour rates for Land Use 710 (dense multi-use urban setting).

Utilizing the ITE trip generation rates in Table 2, Table 3 shows the trip generation for the previously approved TOP EIR land uses and the proposed project land uses.

Table 3
Project Trip Generation Comparision[1]

Land Use	Quantity	Units[2]	AM In	AM Out	AM Total	PM In	PM Out	PM Total	Daily
Previously Approved The Ontario Plan (TOP) EIR Land Uses Trip Generation									
Multifamily Housing (Mid-Rise)	48	DU	2	10	12	9	3	12	96
Retail	16.030	TSF	23	15	38	53	53	106	873
Pass-by[3] (10% AM, 40% PM, 10% Daily)			-2	-2	-4	-21	-21	-42	-87
Retail Subtotal			21	13	34	32	32	64	786
General Office Building	16.030	TSF	11	2	13	2	12	14	100
TOP EIR Approved Land Uses Trip Generation [A]			***34***	***25***	***59***	***43***	***47***	***90***	***982***
Proposed Project Trip Generation									
Multifamily Housing (4 Stories)	109	DU	4	23	27	20	7	27	219
Retail	5.356	TSF	8	5	13	18	17	35	292
Pass-by[3] (10% AM, 40% PM, 10% Daily)			-1	0	-1	-7	-7	-14	-29
Retail Subtotal			7	5	12	11	10	21	263
Total Proposed Project Trip Generation [B]			***11***	***28***	***39***	***31***	***17***	***48***	***482***
Total Net Trip Generation Forecast [B] - [A]			**-23**	**3**	**-20**	**-12**	**-30**	**-42**	**-500**

[1] Source: *ITE Trip Generation Manual (11th Edition)*

[2] DU = Dwelling Units
TSF = Thousand Square Feet

[3] Given that the *Trip Generation Manual* (11th Edition) does not provide pass-by reduction factors for ITE Land Use 822, pass-by reduction factors for ITE Land Use 821: Shopping Plaza (40K-150K) were utilized, which has a PM peak hour pass-by percentage of 40%. The daily and AM peak hour pass-by percentages were estimated to be 10%

As shown in Table 3, when compared to the previously approved TOP EIR land uses, the proposed project is forecast to generate approximately 500 NET fewer daily trips, approximately 20 NET fewer AM peak hour trips and approximately 42 NET fewer PM peak hour trips.

It should be noted that the total net trip generation includes adjustments for pass-by per the *Trip Generation Manual* (11th Edition). These pass-by reductions account for trips that are already present in everyday traffic on the adjacent streets (i.e. Euclid Avenue, etc.) and will stop by the project site as they pass by on their way to another destination. The pass-by reduction factors used for the strip retail plaza land use are summarized in footnote 3 of Table 3 above.

As specified by the City of Ontario, a focused traffic study will be required if the project generates 50 or more peak hour trips. Hence, based on the net trip generation, the proposed project is not required to prepare a focused traffic study and is expected to not result in a significant adverse impact on the operations of the roadway network and intersections.

D. VMT Screening Criteria

In response to Senate Bill (SB) 743, the California Natural Resource Agency certified and adopted new CEQA Guidelines in December 2018 which now identify Vehicle Miles Traveled (VMT) as the most appropriate metric to evaluate a project's transportation impact under CEQA (§ 15064.3).

Effective July 1, 2020, the previous CEQA metric of LOS, typically measured in terms of automobile delay, roadway capacity and congestion, generally will no longer constitute a significant environmental impact.

The City of Ontario has adopted guidelines to provide recommendations and methodology for thresholds of significance for identifying VMT related impacts. The proposed project is subject to a VMT analysis and will adhere to the recommendations and practices described in the *City of Ontario Planning Commission Resolution No. PC20-021 (May 26, 2020).*

Based on the analysis methodology described in the *City of Ontario Planning Commission Resolution No. PC20-021 (May 26, 2020)*, project screening procedures have been implemented to identify projects that may be presumed to have a less than significant impact absent substantial evidence to the contrary and will be exempted from further project-level VMT assessment.

According to the City's guidelines, land use projects located within a Transit Priority Area (TPA) and that have the following characteristics are presumed to have a less than significant impact absent substantial evidence to the contrary:

- Has a Floor Area Ratio of 0.75 or higher;
- Includes no more parking for residents, customers, or employees than the City Development Code mandates;

- Is consistent with the Sustainable Communities Strategy (SCS) as determined by the City with input from the Southern California Association of Governments (SCAG) or San Bernardino County Transportation Authority (SBCTA); and

- If there are existing affordable residential units, replaces those residential units with at least as many similarly affordable units and not with a smaller number of moderate or high-income residential units.

The project site is expected to be located approximately 0.38 miles and is within half a mile from the Ontario Train Station. After utilizing the SBCTA VMT Screening Tool, it is determined that the proposed project site is located within a Transit Priority Area. Appendix A provides a screenshot from the SBCTA VMT Screening Tool Output Sheet.

Table 4 evaluates the VMT screening criteria for Transit Priority Area requirements.

Table 4
VMT Transit Priority Area Screening Requirement

Criteria	Project's Eligibility
Transit Priority Area (TPA) Screening	**The Project is located within a half mile to the Ontario Rail Station located at 198 E. Emporia Street**
Has a Floor Area Ratio of 0.75 or higher;	The proposed project is expected to have a FAR greater than 0.75. The proposed project is approximately 95,388 square feet (90,032 Livable SF + 5,356 SF Retail) on a 2.3-acre site.
Includes no more parking for residents, customers, or employees than the City Development Code mandates	The project is not expected to provide more parking than what the City Development Code mandates.
Is consistent with the Sustainable Communities Strategy (SCS) as determined by the City with input from the Southern California Association of Governments (SCAG) or San Bernardino County Transportation Authority (SBCTA).	The proposed project is consistent with The Ontario Plan land use designation and is expected to be consistent with the Sustainable Communities Strategy (SCS).
If there are existing affordable residential units, replaces those residential units with at least as many similarly affordable units and not with a smaller number of moderate or high-income residential units.	The project is not replacing any existing affordable housing units.

As shown in Table 4, the proposed project meets all of requirements of screening under a TPA and can be presumed to have a less-than significant transportation impact. No further VMT analysis will be required to satisfy the California Environmental Quality Act (CEQA) requirements.

E. Conclusions

RK Engineering Group, Inc. has completed this Trip Generation and Vehicle Miles Traveled (VMT) Analysis for the proposed 414 & 440 Euclid Avenue Mixed Use project.

Based on the net trip generation, the proposed project is not required to prepare a focused traffic study and is expected to not result in a significant adverse impact on the operations of the roadway network and intersections.

Furthermore, based on the SBCTA VMT Screening Tool, the proposed project is screened out based on Transit Priority Area Screening and may be presumed to have a less than significant impact on VMT under CEQA. Therefore, no additional traffic analysis will be required to satisfy the California Environmental Quality Act (CEQA) requirements.

RK Engineering Group, Inc. appreciates this opportunity to assist with this project. If you have any questions regarding this study, please do not hesitate to contact us at (949) 474-0809.

Sincerely,

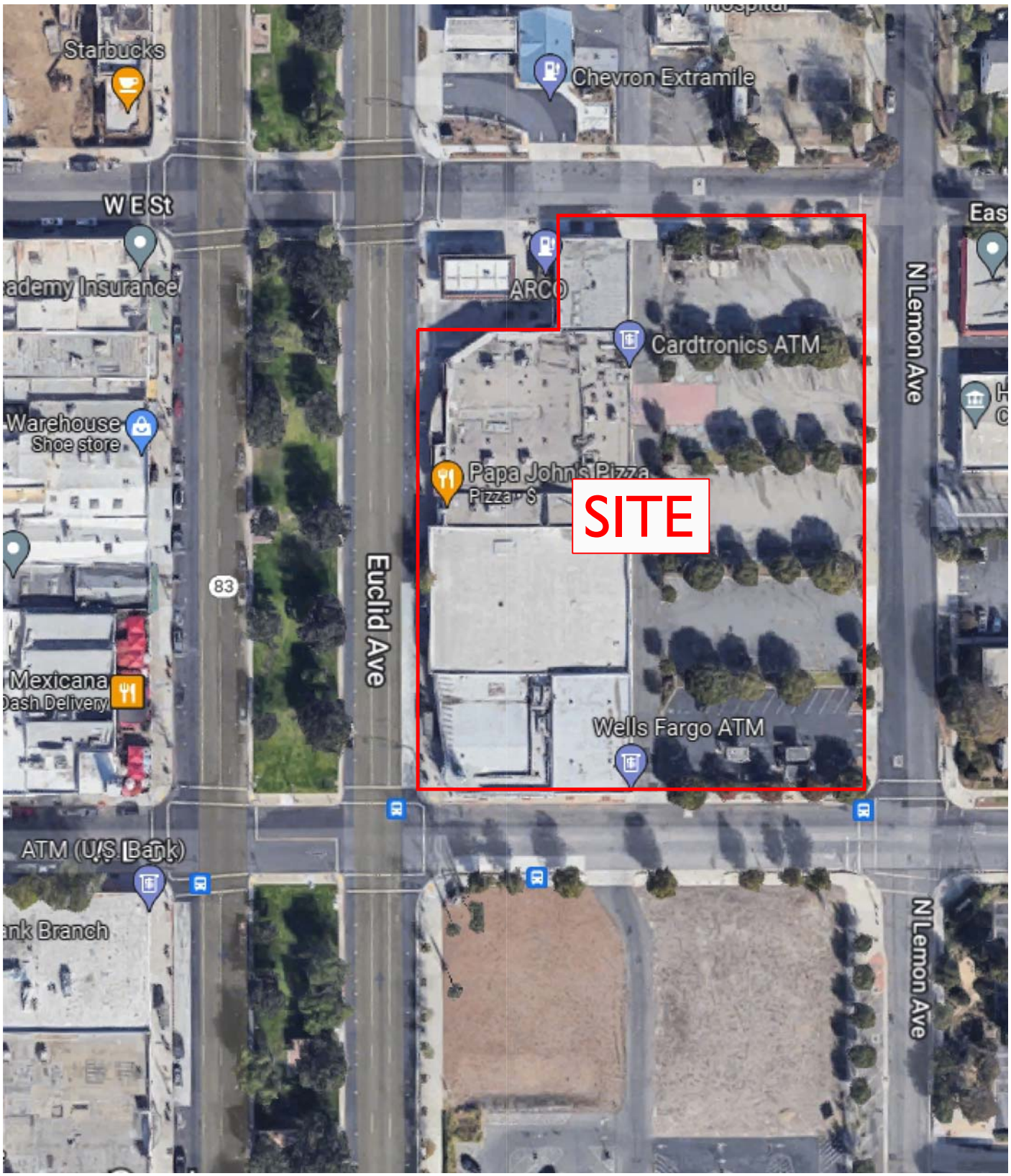
RK ENGINEERING GROUP, INC.

Justin Tucker, P.E
Principal Engineer

Darshan Shivaiah, CEP-IT
Environmental Specialist-II

Exhibits

Location Map



N

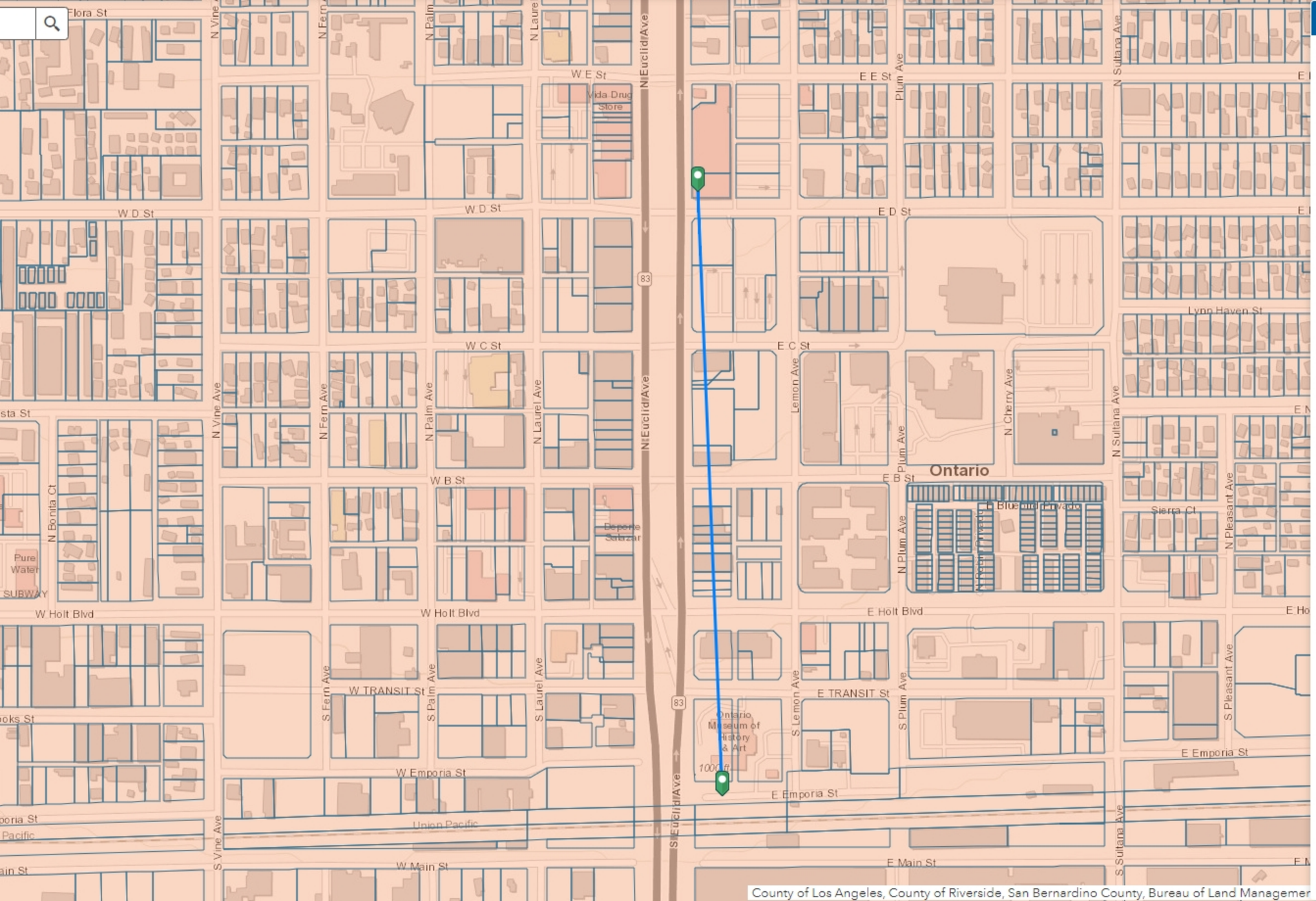
Exhibit B
Site Plan

N

Appendices

Appendix A

Vehicle Miles Traveled (VMT)
SBCTA VMT Screening Tool Output



Take Map Measurements

Miles

Measurement Result

0.38 Miles

Clear

Press CTRL to enable snapping

County of Los Angeles, County of Riverside, San Bernardino County, Bureau of Land Managemer