



CITY OF ONTARIO DEVELOPMENT ADVISORY BOARD

AGENDA

November 18, 2019

- ▶ **All documents for public review are on file in the Planning Department located in City Hall at 303 East “B” St., Ontario, CA 91764.**

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

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 September 16, 2019, approved as written.

PUBLIC HEARING ITEMS

B. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR

FILE NO. PDEV19-027: A Development Plan to construct one industrial building totaling 106,212 square feet on 5.35 acres of land located at the southwest corner of San Antonio Avenue and State Street, within the IL (Light Industrial) zoning district. The environmental impacts of this project were previously analyzed with The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (SCH# 2008101140) that was certified by the City Council on January 27, 2010. This application introduces no new significant environmental impacts, and all previously adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APNs: 1049-301-05 & 1049-301-06) **submitted by Comstock Realty Partners.**

1. CEQA Determination

No action necessary – use of previous EIR

2. File No. PDEV19-027 (Development Plan)

Motion to Approve/Deny

C. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR

FILE NO. PDEV19-015: A Development Plan to construct one industrial building totaling 28,003 square feet on 1.21 acres of land located at 1413 West Holt Boulevard, within the IP (Industrial Park) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-fill Development Projects) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APNs: 1011-111-04)

submitted by United Trust Realty Corporation. Planning Commission action is required.

1. **CEQA Determination**

No action necessary – Exempt: CEQA Guidelines §15332

2. **File No. PDEV19-015 (Development Plan)**

Motion to recommend Approval/Denial

- D. **ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV19-025:** A Development Plan to construct a mixed-use project consisting of 925 multiple-family dwellings and 5,000 square feet of retail space on 22.39 acres of land located at the southeast corner of Vineyard Avenue and Inland Empire Boulevard, within the Planning Area 2 (Urban Commercial) land use district of the Meredith International Centre Specific Plan. Staff is recommending the adoption of an Addendum to Meredith International Centre Specific Plan Amendment Environmental Impact Report (SCH #. 2014051020) certified by City Council on April 7, 2015. This Application introduces no new significant environmental impacts. All previously adopted mitigation measures will be a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APNs: 0110-311-52, 0110-311-53, 0110-311-54, and 0110-311-55) submitted by G.H. Palmer Associates. Planning Commission action is required.

1. **CEQA Determination**

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

2. **File No. PDEV19-025 (Development Plan)**

Motion to recommend Approval/Denial

- E. **ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV19-038:** A Development Plan (File No. PDEV19-038) to construct a 2,430 square foot drive-thru restaurant (Starbucks Coffee) with a 480 square foot outdoor patio on 0.36 acres of land, located at the northwest corner of Euclid Avenue and E Street (110 West E. Street and 511 N. Euclid Avenue) within the MU-1 (Downtown Mixed-Use) and EA (Euclid Avenue Overlay) zoning districts. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-fill Development Projects) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1048-355-09 and 10) submitted by Hannibal Petrossi. Planning Commission action is required.

1. CEQA Determination

No action necessary – Exempt: CEQA Guidelines §15332

2. File No. PDEV19-038 (Development Plan)

Motion to recommend Approval/Denial

- F. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV19-039**: A Development Plan to construct 67 conventional single-family homes on 11.24 acres of land located at the southeast corner of Eucalyptus Avenue and Parkplace Avenue, within the Conventional Medium Lot Residential district of Planning Area 20 of the Subarea 29 Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with the Subarea 29 Specific Plan, for which an Environmental Impact Report (SCH# 2004011009) was certified by the City Council on October 17, 2006. This application introduces no new significant environmental impacts, and all previously adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 0218-014-25) **submitted by Taylor Morrison of California, LLC. Planning Commission action is required.**

1. CEQA Determination

No action necessary – use of previous EIR

2. File No. PDEV19-039 (Development Plan)

Motion to recommend Approval/Denial

- G. ENVIRONMENTAL ASSESSMENT AND TENTATIVE PARCEL MAP REVIEW FOR FILE NO. PMTT19-007 (PM 19970)**: A Tentative Parcel Map to subdivide 0.71 acres of land into three traditional single-family residential lots located at 1919 South Cypress Avenue, within the LDR-5 (Low Density Residential – 2.1 to 5.0 DU/Acre) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15315 (Class 15, Minor Land Divisions) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1050-331-24) **submitted by Mr. Mark Raab. Planning Commission action is required.**

1. CEQA Determination

No action necessary – Exempt: CEQA Guidelines § 15315

2. **File No. PMTT19-007 (PM 19970) (Tentative Parcel Map)**


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 **December 2, 2019**.

I, Maureen Duran, Office Specialist of the City of Ontario, or my designee, hereby certify that a true, accurate copy of the foregoing agenda was posted on or before **November 14, 2019**, at least 72 hours prior to the meeting per Government Code Section 54954.2 at 303 East "B" Street, Ontario.



CITY OF ONTARIO

Development Advisory Board

Minutes

September 16, 2019

BOARD MEMBERS PRESENT

Rudy Zeledon, Chairman, Planning Department
Kevin Shear, Building Department
Lora Gearhart, Fire Department
Elda Zavala, Housing and Neighborhood Preservation
Ahmed Aly, Municipal Utilities Company
Emily Hernandez, Police Department
Bryan Lirley, Engineering Department

BOARD MEMBERS ABSENT

Joe De Sousa, Housing and Neighborhood Preservation
Paul Ehrman, Fire Department
Charity Hernandez, Economic Development Agency

STAFF MEMBERS PRESENT

Antonio Alejos, Engineering Department
Luis Batres, Planning Department
Gwen Berendsen, Planning Department
Denny Chen, Planning Department
Maureen Duran, Planning Department
Matthew Holmes, Engineering Department
Norma Lopez, Planning Department
Henry Noh, Planning Department
Dean Williams, Engineering Department
Derrick Womble, Development Administration

PUBLIC COMMENTS

No one responded from the audience.

CONSENT CALENDAR ITEMS

- A. APPROVAL OF MINUTES:** Motion to approve the minutes of the September 4, 2019, meeting of the Development Advisory Board was made by Mr. Shear; seconded by Mr. Lirley; and approved unanimously by those present (4-0). Ms. Gearhart, Mr. Aly, and Ms. Zavala recused themselves, as they did not attend that meeting.

PUBLIC HEARING ITEMS

- B. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV18-035:** A Development Plan to construct a three-unit apartment building on 0.102-acre of land located at 418 East Transit Street, within the MU-1 (Downtown Mixed Use) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-fill Development Projects) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). (APN: 1049-067-04); **submitted by Richard Southerland. Planning Commission action is required.**

Representative Richard Southerland was present and stated he had reviewed the conditions of approval and had a question regarding the soil report. Mr. Southerland asked why this was necessary as it was the first time he had seen it. Mr. Shear responded and indicated a soil report is required for all new construction.

Mr. Southerland referred to item b, page 32 of 40, regarding the curb and gutter removal. He asked if it was 18 feet of curb or 18 feet of width of roadway that needs to be replaced. Mr. Lirley stated it was 18 feet from center line so along the project frontage, replace the curb and gutter.

Mr. Southerland then referred to item 2.37 regarding the traffic light to be installed along Holt. He asked if it should be along Transit Street and not Holt, at which time Mr. Lirley confirmed it would be on Transit Street.

Mr. Southerland also referred to item b, page 22 of 40. It states a private hydrant and connection was needed; however, Mr. Southerland was under the impression this was not necessary. Ms. Gearhart explained that if there are over two units, it would require a specific fire sprinkler system; therefore, a fire department connection is required. She also stated there needs to be a hydrant within 150 feet of that. Mr. Southerland stated there was an existing hydrant there and asked if this would suffice. Ms. Gearhart stated if there was an existing hydrant, that would be acceptable.

Mr. Zeledon asked if there were any other questions; there were no further comments or questions.

Motion recommending approval of **File No. PDEV18-035** subject to conditions to the Planning Commission was made by Mr. Shear; seconded by Ms. E. Hernandez; and approved unanimously by those present (7-0).

- C. ENVIRONMENTAL ASSESSMENT AND TENTATIVE PARCEL MAP REVIEW FOR FILE NO. PMTT19-002 (PM 20126):** A Tentative Parcel Map to subdivide 0.47 acre of land into two single-family residential lots located at the southwest corner of Francis Street and San Antonio Avenue, within the LDR-5 (Low Density Residential – 2.1 to 5.0 DU/Acre) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15315 (Class 15, Minor Land Divisions) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1050-341-06) **submitted by Fernando Valenzuela. Planning Commission action is required.**

Representative Fernando Valenzuela was present and stated he had a question regarding item 2.22 referring to the widening of Francis Street. Mr. Valenzuela was concerned with widening the street since there were several homes behind his property and asked if that condition could be waived. Mr. Lirley informed Mr. Valenzuela the condition was pertaining to the future widening of Francis Street in front of the second parcel that his map will create. Mr. Valenzuela asked if he would be responsible for the \$15,000 cost. Mr. Lirley stated there was a cost estimate for the ultimate widening to put curb face. He stated there is an angle point on the south half of Francis Street, a transition back as you go west from San Antonio. Mr. Lirley went on to explain that when the parcel map is submitted, Francis Street will have to be widened to its ultimate width. At that time, the transition will have to be removed, and the \$15,000 is an estimate to build it to current Master Plan standards.

Mr. Valenzuela asked for further explanation. Mr. Lirley explained there was a transition at the westerly property line, so the south side of Francis is not at its ultimate width but informed Mr. Valenzuela he could work with the the transportation department on this matter. Mr. Zeledon reiterated that there are improvements associated with property that is subdivided, and when the final map is completed, the in lieu fees will be due at that time. He also informed Mr. Valenzuela that he could work with Engineering on this matter. Mr. Valenzuela agreed.

Mr. Zeledon then entertained a motion to recommend approval with Engineering Department staff working with Mr. Valenzuela to resolve the in lieu of fees issue.

Motion recommending approval of **File No. PMTT19-002 (PM 20126)** subject to conditions to the Planning Commission was made by Mr. Shear; seconded by Mr. Aly; approved unanimously by those present (7-0).

- D. ENVIRONMENTAL ASSESSMENT, VARIANCE, AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PVAR19-001 AND PDEV19-003:** A Variance (File No. PVAR19-001) to exceed the maximum fence height within a portion of the street landscape setback area, from 3 feet to 6 feet, and a Development Plan (File No. PDEV19-003) to construct a 2,886-square foot industrial building on 0.18 acre of land located at the southeast corner of Ontario Boulevard and Bon View Avenue, at 902 East Ontario Boulevard, within the IG (General Industrial) zoning district. Staff has determined that the project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32: In-Fill Development Projects) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). (APNs: 1049-193-01 & 1049-193-02) **submitted by HDC Construction, Inc. Planning Commission action required.**

Mr. Zeledon stated that there was a variance application submitted with this project but has since been pulled. Staff determined the variance was not required, so at this time the item would require a DAB approval only.

Representative Tamara Soussan of HDC Construction was present. Mr. Zeledon asked if she had reviewed the conditions of approval at which time Ms. Soussan stated she had. She informed Mr. Zeledon that he had answered her question in the previous item regarding fees. She stated it was a clear assessment on how fees are structured, and she had no other questions or concerns. Mr. Zeledon stated they would be the approving body today since the variance was pulled. Ms. Soussan agreed to the conditions of approval.

Motion recommending approval of **File No. PDEV19-003** subject to conditions was made by Mr. Shear; seconded by Mr. Lirley; and approved unanimously by those present (7-0).

- E. ENVIRONMENTAL ASSESSMENT, VARIANCE AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PVAR19-006 AND PDEV19-018:** A Variance (File No. PVAR19-006) to reduce the front drive aisle setback from 20 feet to 2.5 feet, in conjunction with a Development Plan (File No. PDEV19-018) to construct a 3,033-square foot fast-food restaurant with drive-thru, on 0.34 acre of land located at 624 West Holt Boulevard, within the MU-1 (Downtown Mixed-Use) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15305 (Class 5, Minor Alterations in Land Use) and Section 15332 (Class 32, Infill Development Projects) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1048-591-30) **submitted by Holt-San Antonio LLC. Planning Commission action is required.**

Representative Yousef Ibrahim was present. Mr. Zeledon stated he believed his concern regarding the fire hydrant was previously addressed. Mr. Ibrahim agreed and also stated his concerns regarding the street lights were addressed as well. Mr. Ibrahim asked the board for clarification as to why four bins were needed, as he felt this was excessive. Mr. Aly stated he did see this in the conditions and they were going to be revised to state three bins would be sufficient. Project Architect Waseem Rasheed spoke. He stated the trash enclosure is on the adjacent parcel but they could request a smaller bin if necessary. Mr. Aly responded and informed Mr. Rasheed it was determined by the amount that is produced. Mr. Aly reiterated there were comments in the conditions stating applicant can submit Integrated Waste Management report. This report would address all the different waste that is produced and all the logistics regarding that. Mr. Rasheed asked if they can revise conditions to state three bins are required instead of the four bins. Mr. Aly confirmed this could be revised after the plan check process.

Mr. Ibrahim referred to the Police Department requirement of cameras on the property. He explained that was a part of the tenant improvement and added The Habit would be submitting the plans for this. He asked if this would be acceptable to add the cameras in the tenant improvement plans. Ms. Hernandez asked for further clarification, at which time Mr. Ibrahim asked if she would accept the plans without the cameras at this time. Ms. Hernandez confirmed this would be acceptable.

Mr. Ibrahim stated there was a lot of landscape required to be around the trash enclosure which would necessitate the cutting of concrete and installing pipes. He stated they intended to put ivy around the enclosure. Mr. Zeledon stated it is a requirement to have five feet of landscape around the trash enclosure. Architect Mr. Rasheed informed the board this would require the enclosure to eventually be removed. Mr. Zeledon said staff could work with them during the plan check process at which time submittals would be by The Habit and those conditions would be pertinent during construction. Mr. Zeledon reiterated that he would not strike the condition but state for the record that staff would work with them on the limitations.

Mr. Rasheed referred to the city standard that there were to be fiberoptic conduits laid out and asked if this was mandatory since it would ultimately be destroyed once it is widened. Mr. Zeledon responded and said this would only apply if there were to be frontage improvements. Mr. Rasheed confirmed there would not. Mr. Zeledon stated those requirements would only go into effect if they were touching the frontage, impacting the right of way. He added it was a standard condition.

Mr. Lirley clarified it was just the conduit going into the building from the public right of way and not the cable. It would only be the conduit that he would need to install.

There were no further questions or concerns. Mr. Zeledon entertained a motion to recommend approval at which time Mr. Aly reiterated the condition of the four trash bins would be revised to a three trash bin requirement.

Motion recommending approval of **File No. PDEV19-018** subject to conditions to the Planning Commission was made by Mr. Aly; seconded by Ms. E. Hernandez; and approved unanimously by those present (7-0).

- F. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV19-008:** A Development Plan to construct 432 conventional single-family homes on 86.64 acres of land located south of Eucalyptus Avenue, between Archibald Avenue and Cucamonga Creek Channel, and north of Merrill Avenue, within the Conventional Small Lot Residential district of Planning Area 1 of the Subarea 29 Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with the Subarea 29 Specific Plan, for which an Environmental Impact Report (SCH# 2004011009) was certified by the City Council on October 17, 2006. This application introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). The project site is also located within the Airport Influence area of Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics; (APN: 0218-271-22) **submitted by LS-Ontario LLC. Planning Commission action is required.**

Senior Planner Mr. Noh wished to make some clarifications as the applicant came forward. He referred to revisions made on page 77, condition #3, regarding the utilities and transformer location. He also referred to page 78, condition #4, which added a sentence to state the Planning Landscape Division will coordinate with Army Core of Engineers to show the DG trail adjacent to landscape. Mr. Zeledon added that as staff works with Army Core of Engineers, the process will not be delayed and they will move forward while correcting the trail. Mr. Noh stated condition #6 revision will add a sentence regarding the setbacks where street trees are placed, and condition #7 would add the same language to the end of the condition.

Representative Shannon Lang was present and wanted to thank the staff for taking the time to go over their concerns. Ms. Lang had a question regarding the Engineering comments referencing the grading plan approval. She asked if the requirement was to have these plans approved prior to obtaining building permits, or if they can start the process and submit. Mr. Aly responded and made the clarification that this was a standard comment and the condition speaks to the ER. He added unless changes are being made to the site, applicant would be complying; however, the comment remains in the report in case changes were to be made in the future.

Mr. Zeledon asked if there were any other questions, at which time Mr. Aly wanted to make a clarification on the landscape changes that were made to the comments on condition #3, which states the minimums are still subject to separations that utilities have for the meters and backflows. Ms. Lang stated she understood.

Mr. Zeledon stated while there are many standards, they would continue to work with the Planning Landscape Division to keep the project moving forward.

There were no further questions or concerns.

Motion recommending approval of **File No. PDEV19-008** subject to conditions to the Planning Commission was made by Mr. Shear; seconded by Ms. Gearhart; and approved unanimously by those present (7-0).

- G. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV19-013:** A Development Plan (File No. PDEV19-013) to construct a 33,408 square foot commercial building on 3.96 acres of land, located at 1623 and 1625 East Holt Boulevard, within the BP (Business Park) 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 Developments) of the CEQA Guidelines. This application introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). (APNs: 0110-081-03 and 0110-081-10) **submitted by Holt Boulevard, LLC. Planning Commission action is required.**

Mr. Zeledon stated he spoke to the applicant previously and while they would not be present, they agreed to all the conditions of approval. There were no questions or concerns.

Motion recommending approval of **File No. PDEV19-013** subject to conditions to the Planning Commission was made by Mr. Shear; seconded by Ms. E. Hernandez; and approved unanimously by those present (7-0).

- H. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV19-022:** A Development Plan (File No. PDEV19-022) to construct a 124,777 square foot industrial building on 5.47 acres of land, located at 1650 South Vineyard Avenue, within the IG (General Industrial) zoning district. Staff is recommending the adoption of an Addendum to The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (SCH# 2008101140) certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). (APN: 0113-394-31) **submitted by Vineyard Avenue Industrial, LLC. Planning Commission action is required.**

Applicant Jay Tanjuan of Vineyard Avenue Industrial, LLC, was present. Mr. Zeledon asked if he reviewed the conditions, at which time Mr. Tanjuan said he had some questions. He referred to the physical address of 165 S. Vineyard, stating on Mr. Shear's comments it read 1900 West Locust Street. Mr. Shear responded and said the address is 1900 West Locust Street.

Mr. Tanjuan then referred to page 169, Planning section 2.10. He wanted to confirm the Development Code sign regulations reference should be 8.01 and not 8.10. Mr. Zeledon said it should be 8.01.

Mr. Tanjuan had a question regarding Engineering comments. The plan check submittal process requires five sets of public storm drain improvement plans; however, Mr. Tanjuan stated they would not be connecting to a storm drain since there was not one available. At that time, Mr. Lirley confirmed with Project Engineer Dean Williams that it would not be necessary since they were not connecting to a storm drain.

Mr. Aly wanted to make a clarification that new fire hydrants would be installed and reiterated that there were two hydrants on Vineyard and one hydrant on Locust. Mr. Tanjuan understood and confirmed that was correct, adding that there were new locations with an existing one on the south/west corner. Mr. Aly confirmed that they would all be new.

At this time, there were no further questions or concerns. Mr. Zeledon entertained a motion subject to the revision and correction of Planning condition 2.10 to reference the Development Code 8.01 and to clarify the address is 1900 West Locust Street.

Motion recommending approval of **File No. PDEV19-022** subject to conditions to the Planning Commission was made by Ms. E. Hernandez; seconded by Mr. Aly; and approved unanimously by those present (7-0).

There being no further business, the meeting was adjourned.

Respectfully submitted,



Maureen Duran
Recording Secretary



Development Advisory Board Decision

November 18, 2019

DECISION NO.: [insert #]

FILE NO.: PDEV19-027

DESCRIPTION: A Development Plan to construct one industrial building totaling 106,212 square feet on 5.35 acres of land located at the southwest corner of San Antonio Avenue and State Street, within the IL (Light Industrial) zoning district (APNs: 1049-301-05 & 1049-301-06); **submitted by Comstock Realty Partners.**

Part I—BACKGROUND & ANALYSIS

Comstock Realty Partners, (herein after referred to as “Applicant”) has filed an application requesting Development Plan approval, File No. PDEV19-027, as described in the subject of this Decision (herein after referred to as “Application” or “Project”).

(1) **Project Setting:** The project site is comprised of 5.35 acres of land located at southwest corner of San Antonio Avenue and State Street and is depicted in Exhibit A—Project Location Map, attached. Existing land uses, General Plan and zoning designations, and specific plan land uses on and surrounding the project site are as follows:

	Existing Land Use	General Plan Designation	Zoning Designation	Specific Plan Land Use
<i>Site</i>	Vacant	Industrial	IL – Light Industrial	N/A
<i>North</i>	Union Pacific Railroad	Rail	RC – Rail Corridor	N/A
<i>South</i>	Residential	Low Medium Density Residential	MDR-11 (Medium Density Residential 11.1 – 18.0 DU/AC)	N/A
<i>East</i>	Vehicle Storage and Single Family Residential	Industrial	IL – Light Industrial	N/A
<i>West</i>	Industrial Manufacturing	Industrial	IL – Light Industrial	N/A

(2) **Project Description:**

(a) **Site Design/Building Layout** — The Applicant is requesting Development Plan approval to construct an industrial building totaling 106,212 square feet and having a floor area ratio (FAR) of 0.45. The proposed building is rectangular in shape and occupies three-quarters of the site. The main office entrance is oriented to the north, facing State Street, and is situated near the northeast corner of the site, adjacent to one of two parking lots provided on site that will accommodate visitors and office employees. A secondary entrance is provided at the northwest corner of the building and is oriented west, toward Cypress Avenue, to provide direct access to the employee parking lot located at the southwest corner of the site. The building is setback approximately 12 feet from San Antonio Avenue, to the east;

approximately 80 feet from State Street, to the north; 10 to 14 feet from Park Street, to the south; and approximately 180 feet from Cypress Avenue, to the west.

The Applicant is proposing two options for the tractor-trailer/storage yard area that will be located along the northern portion of the site. Both options provide for tractor-trailer parking, truck maneuvering, loading activities, and outdoor staging. Option A will provide a small yard area that is centered along the northern portion of the site located in front of the of the dock high doors (see Exhibit B—Site Plan (Option A), attached). Option B provides a larger yard area that extends past the width of building, extending to Cypress Avenue and occupying the northwest corner of the site (see Exhibit B—Site Plan (Option B), attached). Option B will allow the applicant to accommodate a user that may require additional outdoor storage and/or trailer parking area. The yard/outdoor storage area will be screened from view of public streets by a combination of landscaping and tilt-up screen walls with view-obstructing gates. The Applicant has proposed a screen wall at 14 feet in height to screen views from State Street, San Antonio Avenue and Cypress Avenue. The wall will be of tilt-up concrete construction or split face block that will match the architecture of the building. Tubular steel fencing at 8 feet in height has been proposed on the western portion of the site to secure the parking lot.

(b) Site Access/Circulation — There are three points of vehicular access proposed for the project site. The first access point is located near the northeast corner of the site, on State Street, providing access to the parking lot and main office entrance via 24-foot wide driveway. A secondary access point is provided on State Street via a 90-foot wide driveway that is centered along the northern property line and is intended only for tractor-trailer access to the site. The third access point is centered along the western property line, providing access to Cypress Avenue via a 26-foot wide driveway that leads to the southwest employee parking lot.

(c) Parking — The Project has provided off-street parking pursuant to the “Warehouse and Distribution” parking standards specified in the Development Code. The industrial building requires a total of 58 off-street parking spaces, and 62 spaces have been provided, exceeding the minimum requirements of the Development Code. In addition, a minimum of one tractor-trailer parking space for each 4 dock-high loading spaces is required to be provided. There are 16 dock-high loading doors proposed, requiring 4 tractor-trailer parking spaces, which have been provided.

(d) Architecture — The proposed industrial warehouse building is of concrete tilt-up construction. Architecturally, the building incorporates smooth-painted concrete, inset reveals, color blocking, storefront windows with anodized aluminum mullions and blue-green glazing, and painted steel canopies at the main office entries (see Exhibit D—Elevations, attached). The mechanical equipment for the industrial warehouse building will be roof-mounted and obscured from public view by the parapet walls and, if necessary, equipment screens, which will incorporate design features consistent with the building architecture. Staff believes that the proposed project illustrates the type of high-quality architecture promoted by the Development Code. This is exemplified through the use of:

- Articulation in the building footprint, incorporating a combination of recessed and popped-out wall areas; and
- Articulation in the building parapet/roof line, which serves to accentuate the building’s entries and breaks up large expanses of building wall; and
- A mix of exterior materials, finishes and fixtures; and
- Incorporation of base and top treatments defined by changes in color, materials, and recessed wall areas; and
- The building was designed to ensure that its massing and proportion, along with its colors and architectural detailing, are consistent throughout all four building elevations, in particular the southern elevation that will face the existing residential neighborhood to the south.

(e) Landscaping — The project provides landscaping along all four street frontages, the perimeter of the site and throughout the parking lot. of the Development Code requires that the Project

provide a minimum 15 percent landscape coverage and 17percent has been provided. Moreover, a combination of 24-inch, 36-inch, and 48-inch box accent and shade trees will be provided throughout the project site, in addition to a variety of shrubs and groundcovers that are low water usage and drought tolerant. The proposed on-site and off-site landscape improvements will assist towards creating a walkable, safe area for pedestrians to access the project site (see Exhibit D—Landscape Plan, attached).

(f) Community Meeting — The project site is adjacent to residential uses to the south and west, which required that a community meeting be held to discuss the project with the surrounding residents. The Planning Department held the community meeting on Monday, September 23, 2019, from 6:00 p.m. to 7:30 p.m., at City Hall Community Conference Rooms 1 and 2, to discuss the proposed development. Planning and Engineering Department staff, and the applicant, were in attendance during the community meeting. Six residents attended the meeting and spoke in favor of the proposed project. To date, the Planning Department has not received any further inquiries or written correspondence regarding the proposed project.

(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 an underground stormwater infiltration system for the project. Any overflow drainage will be conveyed to the public street by way of parkway culverts.

Part II—RECITALS

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA"); and

WHEREAS, the environmental impacts of this project were previously reviewed in conjunction with The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (SCH# 2008101140) that was certified by the City Council on January 27, 2010, and this Application introduces no new significant environmental impacts; and

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

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

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

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

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

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan ("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 November 18, 2019, the DAB of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

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

Part III—THE DECISION

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

SECTION 1: *Environmental Determination and Findings.* As the decision-making body for the Project, 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 The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (SCH# 2008101140) that was certified by the City Council on January 27, 2010, and this Application introduces no new significant environmental impacts; 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 Planning Commission; and

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

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

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

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

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

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

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

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

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

SECTION 3: Housing Element Compliance. Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the decision-making body for the Project, the DAB finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan, as the project site is not one of the properties in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix.

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

SECTION 5: Concluding Facts and Reasons. Based upon the substantial evidence presented to the DAB during the above-referenced hearing and upon the specific findings set forth in Sections 1 through 4, above, the DAB hereby concludes as follows:

(1) **The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.** The proposed Project is located within the Industrial land use district of the Policy Plan Land Use Map, and the Light Industrial zoning district. The development standards and conditions under which the proposed Project will be constructed and maintained, is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan; and

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

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

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

SECTION 6: Development Advisory Board Action. Based on the findings and conclusions set forth in Sections 1 through 5, above, the DAB hereby APPROVES the Application subject to each and every condition set forth in the Department reports included as Attachment A of this Decision and incorporated herein by this reference.

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

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

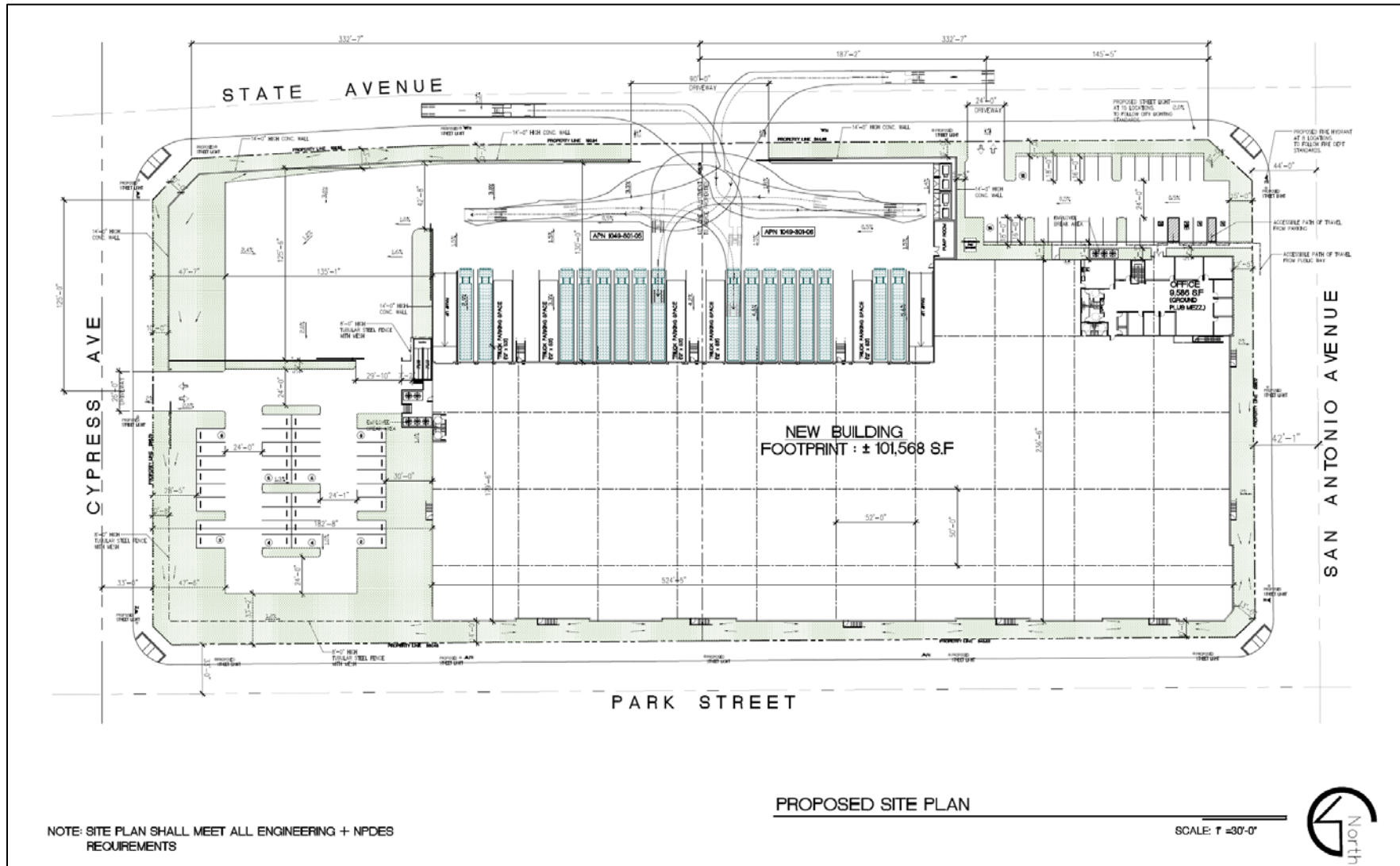
APPROVED AND ADOPTED this 18th day of November 2019.

Development Advisory Board Chairman

Exhibit A—PROJECT LOCATION MAP



Exhibit B—SITE PLAN (Option B)



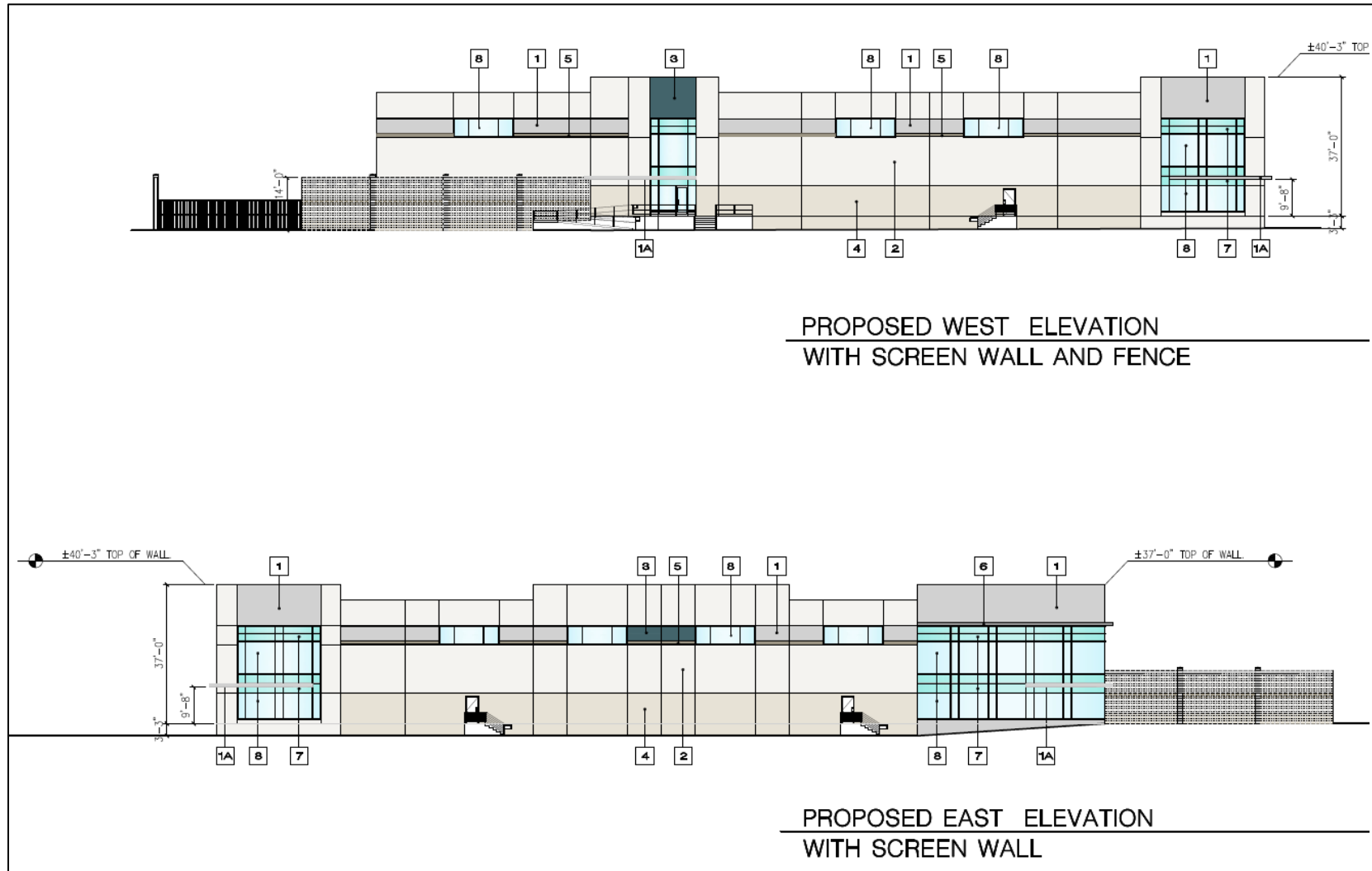
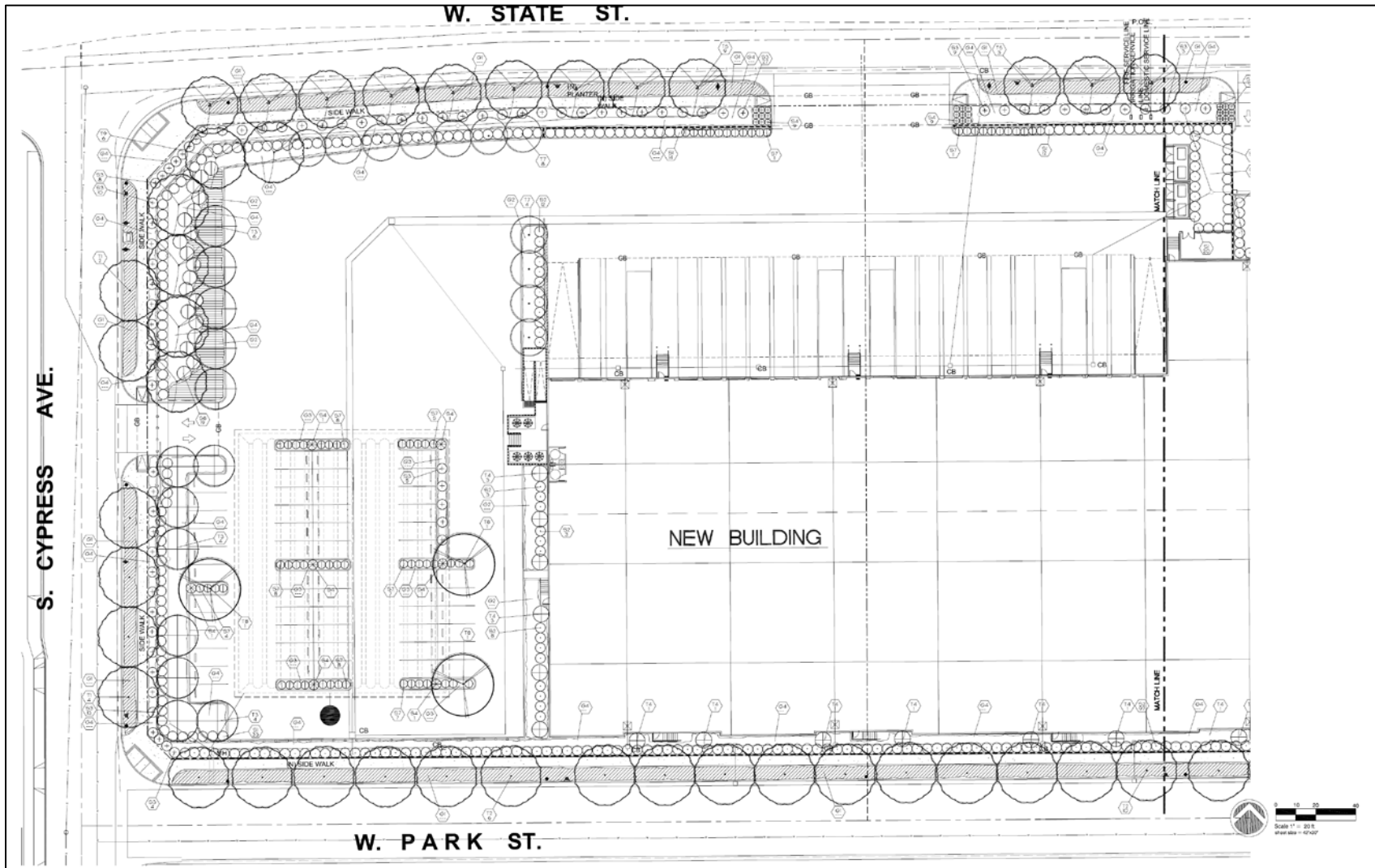


Exhibit D—LANDSCAPE PLAN



Attachment A—Departmental Conditions of Approval

(Departmental conditions of approval follow this page)



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

Planning Department Land Development Division Conditions of Approval

Meeting Date: November 18, 2019

File No: PDEV19-027

Related Files: N/A

Project Description: A Development Plan to construct one industrial building totaling 106,212 square feet on 5.35 acres of land located at the southwest corner of San Antonio Avenue and State Street, within the IL (Light Industrial) zoning district (APNs: 1049-301-05 & 1049-301-06); **submitted by Comstock Realty Partners.**

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

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

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

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

2.1 Time Limits.

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

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

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

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

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

2.3 Landscaping.

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

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

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

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

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

2.5 Parking, Circulation and Access.

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

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

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

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

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

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

2.6 Outdoor Loading and Storage Areas.

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

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

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

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

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

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

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

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

2.7 Site Lighting.

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

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

2.8 Mechanical and Rooftop Equipment.

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

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

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

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

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

2.12 Environmental Review.

(a) The environmental impacts of this project were reviewed in conjunction with **The Ontario Plan Environmental Impact Report**, certified by the Ontario City Council on January 27, 2010, in conjunction with File No. PGPA06-001 (City Council Resolution No. 2010-006). This application introduces no new significant environmental impacts. The City's "Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" provide for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed. This Application introduces no new significant environmental impacts. All previously adopted mitigation measures are a condition of project approval, and are incorporated herein by this reference. All previously adopted mitigation measures shall be a condition of project approval, as they are applicable, and are incorporated herein by this reference.

(b) If human remains are found during project grading/excavation/construction activities, the area shall not be disturbed until any required investigation is completed by the County Coroner and Native American consultation has been completed (if deemed applicable).

(c) If any archeological or paleontological resources are found during project grading/excavation/construction, the area shall not be disturbed until the significance of the resource is determined. If determined to be significant, the resource shall be recovered by a qualified archeologist or paleontologist consistent with current standards and guidelines, or other appropriate measures implemented.

2.13 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.

2.14 Additional Fees.

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

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

2.15 Additional Requirements.

(a) The northeast parking lot drive aisle shall extend 5 FT beyond the side of the last parking space in the drive aisle to provide adequate area for the backing-up of parked vehicles.

(b) Site Plan B shall provide a 14-foot high decorative screen wall around the entire storage yard area. A 5-foot wide landscape planter shall be constructed along the southern portion of the storage yard area and maintain 10-foot landscaped setback along State Street and Cypress Avenue.

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV19-027

Address: Southwest corner of San Antonio Ave & State Street

APN: 1049-301-05 & 06

Existing Land Use: Vacant

Proposed Land Use: Development Plan to construct a new 104,078 SF Industrial warehouse building

Site Acreage: 5.35 acres Proposed Structure Height: 35 FT

ONT-IAC Project Review: n/a

Airport Influence Area: ONT

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Lorena Mejia

Date: 7/25/19

CD No.: 2019-037

PALU No.: _____

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

Safety	Noise Impact	Airspace Protection	Overflight Notification
<input type="radio"/> Zone 1	<input type="radio"/> 75+ dB CNEL	<input type="radio"/> High Terrain Zone	<input type="radio"/> Avigation Easement Dedication
<input type="radio"/> Zone 1A	<input type="radio"/> 70 - 75 dB CNEL	<input checked="" type="checkbox"/> FAA Notification Surfaces	<input checked="" type="checkbox"/> Recorded Overflight Notification
<input type="radio"/> Zone 2	<input checked="" type="checkbox"/> 65 - 70 dB CNEL	<input checked="" type="checkbox"/> Airspace Obstruction Surfaces	<input type="radio"/> Real Estate Transaction Disclosure
<input type="radio"/> Zone 3	<input type="radio"/> 60 - 65 dB CNEL	<input type="radio"/> Airspace Avigation Easement Area	
<input type="radio"/> Zone 4		Allowable Height: <u>150 ft</u>	
<input type="radio"/> Zone 5			

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


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

Allowable Height: _____

CONSISTENCY DETERMINATION

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

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

Airport Planner Signature: 



ENGINEERING DEPARTMENT CONDITIONS OF APPROVAL

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

<input checked="" type="checkbox"/> DEVELOPMENT PLAN <input type="checkbox"/> OTHER	<input type="checkbox"/> PARCEL MAP <input type="checkbox"/> TRACT MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES
PROJECT FILE NO. <u>PDEV19-027</u> RELATED FILE NO(S). _____	
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__	

CITY PROJECT ENGINEER & PHONE NO: Antonio Alejos *A.A.* (909) 395-2384

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

DAB MEETING DATE: November 18th, 2019

PROJECT NAME / DESCRIPTION: PDEV19-027, a Development Plan to construct a 104,078 square-foot industrial building on 5.35 acres of land

LOCATION: South West Corner of San Antonio Avenue and State Street

APPLICANT: Comstock Realty Partners

REVIEWED BY:

for *Bryan Lirley* 11/13/19.
 Bryan Lirley, P.E. Date
 Principal Engineer

APPROVED BY:

Raymond Lee 11/13/19.
 Raymond Lee, P.E. Date
 Assistant City Engineer



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

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

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

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



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

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

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

- 2.01 Record Parcel Map/Tract Map No. _____ pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.
- 2.02 Submit a duplicate photo mylar of the recorded map to the City Engineer's office.
- 2.03 Note that the subject parcel is a recognized parcel in the City of Ontario per _____.
- 2.04 Note that the subject parcel is an 'unrecognized' parcel in the City of Ontario and shall require a Certificate of Compliance to be processed unless a deed is provided confirming the existence of the parcel prior to the date of _____.
- 2.05 **Apply for a:** **Certificate of Compliance with a Record of Survey;** **Lot Line Adjustment to merge the westerly parcel (APN 1049-301-05) and easterly parcel (APN 1049-301-06).**
 - Make a Dedication of Easement.
- 2.06 Provide (original document) Covenants, Conditions and Restrictions (CC&R's), as applicable to the project, and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&R's shall provide for, but not be limited to, common ingress and egress, joint maintenance of all common access improvements, common facilities, parking areas, utilities and drive approaches in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project.



- 2.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com/>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658.
- 2.08 Submit a soils/geology report.
- 2.09 Other Agency Permit/Approval: Submit a copy of the approved permit and/or other form of approval of the project from the following agency or agencies:
 - State of California Department of Transportation (Caltrans)
 - San Bernardino County Road Department (SBCRD)
 - San Bernardino County Flood Control District (SBCFCD)
 - Federal Emergency Management Agency (FEMA)
 - Cucamonga Valley Water District (CVWD) for sewer/water service
 - United States Army Corps of Engineers (USACE)
 - California Department of Fish & Game
 - Inland Empire Utilities Agency (IEUA)
 - Other: _____
- 2.10 Dedicate to the City of Ontario the right-of-way described below:
 - 1. Property line corner 'cut-back' required at the intersections of Cypress Street & State Street, San Antonio Avenue & State Street, San Antonio Avenue & Park Street and Cypress Avenue & Park Street.**
- 2.11 Dedicate to the City of Ontario the following easement(s): _____
- 2.12 New Model Colony (NMC) Developments:
 - 1) Submit a copy of the permit from the San Bernardino County Health Department to the Engineering Department and the Ontario Municipal Utilities Company (OMUC) for the destruction/abandonment of the on-site water well. The well shall be destroyed/abandoned in accordance with the San Bernardino County Health Department guidelines.
 - 2) Make a formal request to the City of Ontario Engineering Department for the proposed temporary use of an existing agricultural water well for purposes other than agriculture, such as grading, dust control, etc. Upon approval, the Applicant shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by said agreement.
 - 3) Design proposed retaining walls to retain up to a maximum of three (3) feet of earth. In no case shall a wall exceed an overall height of nine (9) feet (i.e. maximum 6-foot high wall on top of a maximum 3-foot high retaining wall).
- 2.13 **Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein valued at 100% of the approved construction cost estimate. Security deposit shall be in accordance with the City of Ontario Municipal Code. Security deposit will be eligible for release, in accordance with City procedure, upon completion and acceptance of said public improvements.**
- 2.14 The applicant/developer shall submit all necessary survey documents prepared by a Licensed Surveyor registered in the State of California detailing all existing survey monuments in and around the project



site. These documents are to be reviewed and approved by the City Survey Office.

- 2.15 Pay all Development Impact Fees (DIF) to the Building Department. Storm Drain Development Impact Fee, approximately \$120,000, shall be paid to the Building Department. Final fee shall be determined based on the approved site plan.**

- 2.16 Other conditions:** _____



B. PUBLIC IMPROVEMENTS

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

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

Improvement	San Antonio Av	State St	Cypress Av	Park St
Curb and Gutter	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged	<input checked="" type="checkbox"/> New; 20-ft. from C/L <input type="checkbox"/> Replace damaged	<input checked="" type="checkbox"/> New; 20-ft. from C/L <input type="checkbox"/> Replace damaged	<input checked="" type="checkbox"/> New; 20-ft. from C/L <input type="checkbox"/> Replace damaged
AC Pavement (see Sec. 2.F)	<input type="checkbox"/> Replacement	<input checked="" type="checkbox"/> New; 18-ft. from C/L	<input checked="" type="checkbox"/> New; 18-ft. from C/L	<input checked="" type="checkbox"/> New; 18-ft. from C/L
PCC Pavement (Truck Route Only)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Drive Approach (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Sidewalk	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace
ADA Access Ramp (see Sec. 2.F)	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace
Parkway	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)
Raised Landscaped Median	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Fire Hydrant (see Sec. 2. D)	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation
Sewer (see Sec. 2.C)	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral



Water (see Sec. 2.D)	<input checked="" type="checkbox"/> New Service for Domestic Use Only w/ Backflow Device <input checked="" type="checkbox"/> New Service for Irrigation Use Only w/ Backflow Device <input checked="" type="checkbox"/> New Service for Fire Use Only w/ DCDA	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
Recycled Water (see Sec. 2.E)	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
Traffic Signal System (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Traffic Signing and Striping (see Sec. 2.F)	<input checked="" type="checkbox"/> New <input type="checkbox"/> Modify existing	<input checked="" type="checkbox"/> New <input type="checkbox"/> Modify existing	<input checked="" type="checkbox"/> New <input type="checkbox"/> Modify existing	<input checked="" type="checkbox"/> New <input type="checkbox"/> Modify existing
Street Light (see Sec. 2.F)	<input checked="" type="checkbox"/> New <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New <input type="checkbox"/> Relocation
Bus Stop Pad or Turn-out (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Storm Drain (see Sec. 2G)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
Fiber Optics (see Sec. 2K)	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input checked="" type="checkbox"/> Conduit / Appurtenances
Overhead Utilities (see Sec. 2.F)	<input checked="" type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input checked="" type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input checked="" type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate
Removal of Improvements	<input checked="" type="checkbox"/> Abandon services/laterals no longer to be used	_____ _____ _____	_____ _____ _____	_____ _____ _____
Other Improvements	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____

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

1. Construction of improvements may require the relocation of utility devices, utility lines/poles, etc. Ultimate location of these utilities shall be in accordance with City Standard Drawing Numbers 1216 and 1217.



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

C. SEWER

- 2.23 A 10-inch & 12-inch sewer main is available for connection by this project in San Antonio Av & Cypress Av, respectively. (Ref: Sewer plan bar code: S12824 & S11323)
- 2.24 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.25 Submit documentation that shows expected peak loading values for modeling the impact of the subject project to the existing sewer system. The project site is within a deficient public sewer system area. Applicant shall be responsible for all costs associated with the preparation of the model. Based on the results of the analysis, Applicant may be required to mitigate the project impact to the deficient public sewer system, including, but not limited to, upgrading of existing sewer main(s), construction of new sewer main(s) or diversion of sewer discharge to another sewer.
- 2.26 Other conditions:
 - 1. The applicant/developer shall install a new sewer lateral to the existing 10-inch sewer main in San Antonio Avenue and equip a clean-out & monitoring manhole behind the property line per the latest City Design Guidelines/Standard Drawings.

D. WATER

- 2.27 A 10-inch, 12-inch, 16-inch & 8-inch water main is available for connection by this project in San Antonio Av, State St, Cypress Av & Park St, respectively. (Ref: Water plan bar code: W11929, Unknown, W10355 & W10669)
- 2.28 Design and construct a water main extension. A water main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.29 Other conditions:
 - 1. The applicant/developer shall install a new domestic water service to the existing 12-inch domestic water main in State Street and equip a backflow device behind the property line per the latest City Design Guidelines/Standard Drawings.
 - 2. The applicant/developer shall install a separate domestic water service (for irrigation purposes only) to the existing 12-inch domestic water main in State Street and equip a backflow device behind the property line per the latest City Design Guidelines/Standard Drawings.
 - 3. The applicant/developer shall install a new fire service to the existing 12-inch domestic water



main in State Street and equip a DCDA behind the property line per the latest City Design Guidelines/Standard Drawings.

4. The applicant/developer shall install new fire hydrants along San Antonio Avenue, State Street, Cypress Avenue and Park Street property frontage per City Standard Drawing Number 4101.

E. RECYCLED WATER

- 2.30 A recycled water main is not available for connection by this project. (Ref: Recycled Water plan bar code: None)
- 2.31 Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project.
- 2.32 Design and construct an on-site recycled water ready system for this project. A recycled water main does not currently exist in the vicinity of this project but is planned for the near future. If Applicant would like to connect to this recycled water main when it becomes available, the cost for the connection shall be borne solely by the Applicant.
- 2.33 Submit two (2) hard copies and one (1) electronic copy, in PDF format, of the Engineering Report (ER), for the use of recycled water, to the OMUC for review and subsequent submittal to the California Department of Public Health (CDPH) for final approval.

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

F. TRAFFIC / TRANSPORTATION

- 2.35 Submit a focused traffic impact study, prepared and signed by a Traffic/Civil Engineer registered in the State of California. The study shall address, but not be limited to, the following issues as required by the City Engineer:
 - 1. On-site and off-site circulation
 - 2. Traffic level of service (LOS) at 'build-out' and future years
 - 3. Impact at specific intersections as selected by the City Engineer
- 2.36 New traffic signal installations shall be added to Southern California Edison (SCE) customer account number # 2-20-044-3877.
- 2.37 Other conditions:
 - 1. The applicant/developer shall construct curb & gutter along Cypress Avenue, Park Street and State Street property frontage per City Standard Drawing Number 1201.
 - 2. The applicant/developer shall widen half the street section along Cypress Avenue, Park Street and State Street property frontage to the ultimate 20-ft from street centerline per City Standard Drawing Number 1052.
 - 3. The applicant/developer shall construct all driveway approaches per City Standard Drawing Number 1204.
 - 4. The applicant/developer shall construct sidewalk adjacent to the property line along Cypress Avenue, Park Street and State Street property frontage per City Standard Drawing Number 1210.
 - 5. The applicant/developer shall construct ADA ramps at the SEC of Cypress Avenue & State Street and NEC of Cypress Avenue & Park Street per City Standard Drawing Number 1106 & 1213.
 - a. The minimum curb return radius at the SEC of Cypress Avenue & State Street shall be 40-ft.
 - b. The minimum curb return radius at the NEC of Cypress Avenue & Park Street shall be 30-



ft.

6. The applicant/developer shall reconstruct the existing ADA ramps at the SWC of State Street & San Antonio Avenue and NWC of San Antonio Avenue & Park Street to meet current ADA requirements and City Standard Drawing Number 1106 & 1213.

a. The minimum curb return radius at the SWC of San Antonio Avenue & State Street shall be 40-ft.

b. The minimum curb return radius at the NWC of San Antonio Avenue & Park Street shall be 30-ft.

b. The existing power pole located on the SWC of San Antonio Avenue & State Street shall be relocated at minimum 5-ft west of the new ADA ramp's BCR/ECR.

7. The applicant/developer shall modify the existing corners at the SWC of Cypress Avenue & State Street and SEC of Cypress Avenue & Park Street to meet current ADA requirements.

8. The applicant/developer shall install "No Parking Anytime" signs along State Street and Cypress Avenue property frontage.

9. The applicant/developer shall install "No Stopping Anytime" signs along San Antonio Avenue property frontage.

10. The applicant/developer shall be responsible to design and construct in-fill public street lights along Cypress Avenue, Park Street, State Street and San Antonio Avenue property frontage. Street lighting shall be LED-type and in accordance with City's Traffic and Transportation Design Guidelines.

11. The applicant/developer shall remove all existing power poles and underground the utility lines along San Antonio Avenue property frontage.

12. The applicant/developer shall relocate the existing power pole on the SWC of State St & San Antonio Av at minimum 5-ft away from the new BCR/ECR of the existing ADA ramp to be reconstructed per the latest City Design Guidelines/Standard Drawings.

13. The applicant/developer shall relocate the existing power poles/utility lines and any other utility devices along State Street and Cypress Avenue property frontage if they are not at minimum 1'-6" from the ultimate curb face per City Standard Drawing Number 1216.

14. All landscaping, block walls and other obstructions in the parkway shall be compatible with the stopping sight distance requirements per City Standard Drawing Number 1309.

G. DRAINAGE / HYDROLOGY

- 2.38 A storm drain main is not available to accept flows from this project. (Ref: Storm Drain plan bar code: None)**
- 2.39 Submit a hydrology study and drainage analysis, prepared and signed by a Civil Engineer registered in the State of California. The study shall be prepared in accordance with the San Bernardino County Hydrology Manual and City of Ontario standards and guidelines. Additional drainage facilities, including, but not limited to, improvements beyond the project frontage, may be required to be designed and constructed, by Applicant, as a result of the findings of this study.**
- 2.40 An adequate drainage facility to accept additional runoff from the site does not currently exist downstream of the project. Design and construct a storm water detention facility on the project site. 100-year post-development peak flow shall be attenuated such that it does not exceed 80% of pre-development peak flows, in accordance with the approved hydrology study and improvement plans.**



- 2.41 Submit a copy of a recorded private drainage easement or drainage acceptance agreement to the Engineering Department for the acceptance of any increase to volume and/or concentration of historical drainage flows onto adjacent property, prior to approval of the grading plan for the project.
- 2.42 Comply with the City of Ontario Flood Damage Prevention Ordinance (Ordinance No. 2409). The project site or a portion of the project site is within the Special Flood Hazard Area (SFHA) as indicated on the Flood Insurance Rate Map (FIRM) and is subject to flooding during a 100-year frequency storm. The site plan shall be subject to the provisions of the National Flood Insurance Program.
- 2.43 Other conditions: _____

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

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

J. SPECIAL DISTRICTS

- 2.48 File an application, together with an initial payment deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community facilities District Act of 1982. The application and fee shall be submitted a minimum three (3) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact the Management Services Department at (909) 395-2353 to initiate the CFD application process.
- 2.49 Other conditions: _____

K. FIBER OPTIC

- 2.50 **Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. See Fiber Optic Exhibit herein for reference.**



- 2.51 Refer to the City's Fiber Optic Master Plan for design and layout guidelines. Contact the Information Technology Department at (909) 395-2000, regarding this requirement.

L. Solid Waste

- 2.52 Onsite solid waste shall be designed in accordance with the City's Solid Waste Manual location at:
<http://www.ontarioca.gov/municipal-utilities-company/solid-waste>
- 2.53 Other conditions:
1. The applicant/developer shall construct a new trash enclosure with a solid roof per the Refuse & Recycling Planning Manual.



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

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

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

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

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

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

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



EXHIBIT 'A'

**ENGINEERING DEPARTMENT
First Plan Check Submittal Checklist**

Project Number: PDEV19-027

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

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



- 22. One (1) copy of approved Tentative Map
- 23. One (1) copy of Preliminary Title Report (current within 30 days)
- 24. One (1) copy of Traverse Closure Calculations
- 25. One (1) set of supporting documents and maps (legible copies): referenced improvement plans (full size), referenced record final maps/parcel maps (full size, 18"x26"), Assessor's Parcel map (full size, 11"x17"), recorded documents such as deeds, lot line adjustments, easements, etc.
- 26. Two (2) copies of Engineering Report and an electronic file (include PDF format electronic submittal) for recycled water use
- 27. **Other:**
 - 1. **Three (3) copies of the Right-of-Way Dedication Form (include all items in the Right-of-Way Dedication Application Checklist)**
 - 2. **Three (3) copies of the Lot Line Adjustment Form (include all items in the Lot Line Adjustment Application Checklist)**

FIBER OPTIC EXHIBIT
LAND FILE NO. PDEV19-027
SWC OF SAN ANTONIO AVENUE & STATE STREET

0 15'
 SCALE: 1" = 15'



Curve #	Radius	Delta	Length
C1	100.00'	2° 51' 45"	34.11'
C2	100.00'	89° 59' 50"	21.91'
C3	100.00'	89° 59' 50"	21.91'
C4	100.00'	89° 59' 50"	21.91'
C5	100.00'	89° 59' 50"	21.91'

SHEET 3 OF 1
 CONTRACT _____
 ACCOUNT _____
C-2
 DRAWING NO. _____

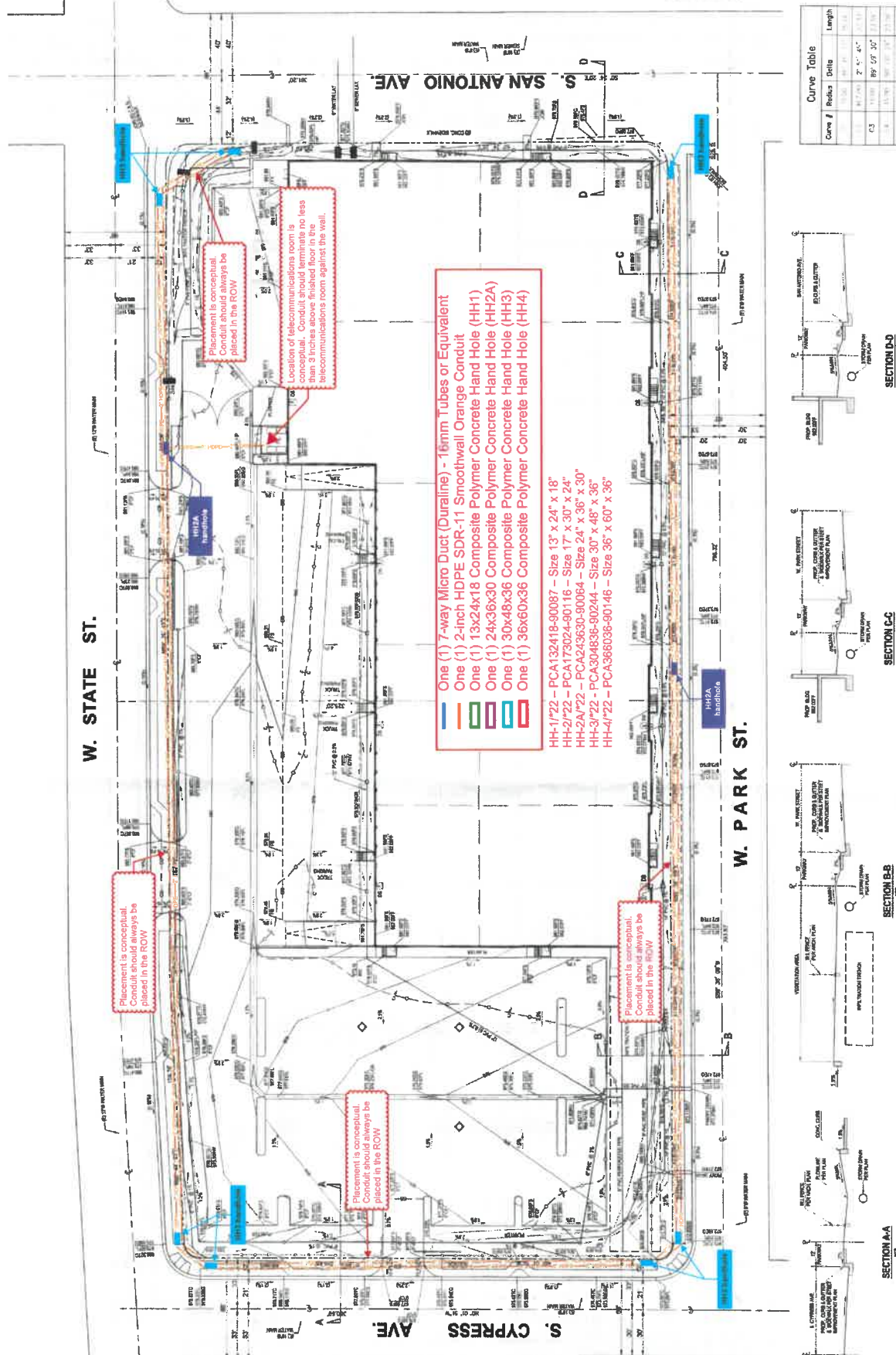
PRELIM. GRADING & DRAINAGE PLAN
 FOR
 PARCELS 1 & 2, P.M. NO. 511, P.M.S. 539
 COUNTY OF CALIFORNIA
 CITY OF ONTARIO, CALIFORNIA

N.L. ENGINEERING & SURVEYING, INC.
 200 S. ATLANTIC BLVD, SUITE 100
 FULLERTON, CA 92714
 TEL: (714) 847-3691 FAX: (714) 847-3698

BENCH MARK NO. 42131 - ELEV. 208.15
 LOCATION:
 Being a found 2" x 2" brass disk stamped "City of Ontario
 10-15" set on top of curb. Approximately 10 ft. S. side of lot @
 intersection of State St. & Cypress Ave.
 Having published elevation of 208.155 (rounded) (determined in 2017)

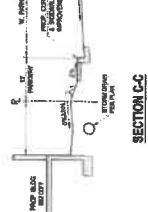
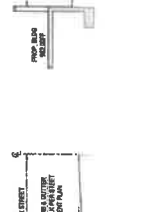
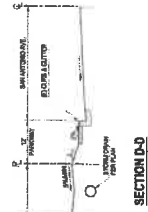
CITY OF ONTARIO
 REQUESTED BY: _____ DATE: _____
 ACCEPTED BY: _____ DATE: _____
 P.E. ASSISTANT CITY ENGINEER
 P.E. CITY ENGINEER

REVISIONS:
 NO. DATE BY APPROVED BY



- One (1) 7-way Micro Duct (Duraline) - 16mm Tubes or Equivalent**
One (1) 2-inch HDPE SDR-11 Smoothwall Orange Conduit
One (1) 13x24x18 Composite Polymer Concrete Hand Hole (HH1)
One (1) 24x36x30 Composite Polymer Concrete Hand Hole (HH2A)
One (1) 30x48x36 Composite Polymer Concrete Hand Hole (HH3)
One (1) 36x60x36 Composite Polymer Concrete Hand Hole (HH4)

- HH-1/22 - PCA132418-90087 - Size 13" x 24" x 18"
 HH-2/22 - PCA173024-90116 - Size 17" x 30" x 24"
 HH-2A/22 - PCA243630-90084 - Size 24" x 36" x 30"
 HH-3/22 - PCA304836-90244 - Size 30" x 48" x 36"
 HH-4/22 - PCA366036-90146 - Size 36" x 60" x 36"



CITY OF ONTARIO
BROADBAND OPERATIONS
303 East "B" Street, Ontario, CA 91764

CONDITIONS OF APPROVAL	
Sign Off	
Broadband Operations	6/27/2019

Reviewer's Name Anna Vaca, Sr. Systems Analyst	Phone 909-395-2349
File # PDEV19-027	Project Engineer: Unknown

Project Name and Location:
A development plan to construct new industrial building consisting of a warehouse and office area on 5.35 acres of land located on the SWC State St. and San Antonio Ave.

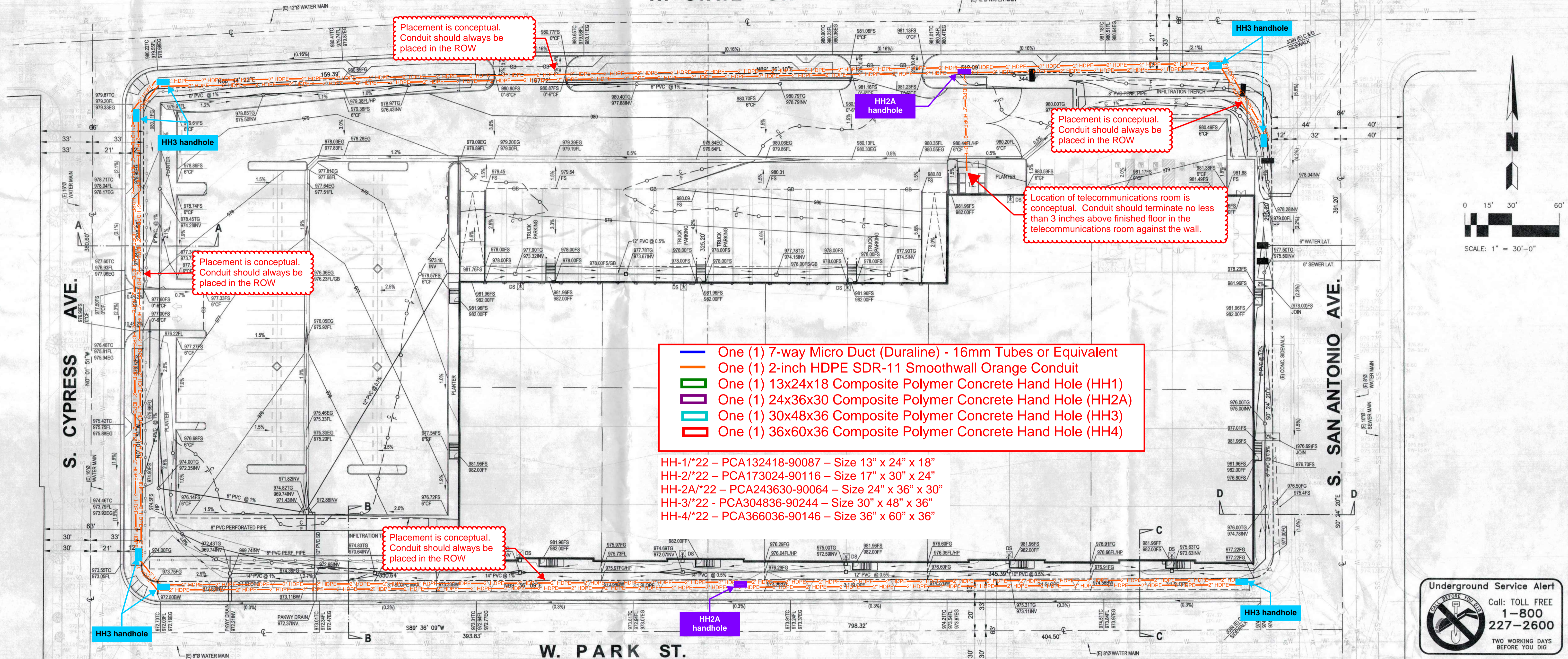
Sent to:
Antonio Alejos, Assistant Engineer

<input type="checkbox"/>	Plan does adequately address the departmental concerns at this time. No Comments.
<input checked="" type="checkbox"/>	Plan does adequately address the departmental concerns at this time. Report below.
<input type="checkbox"/>	Plan does not adequately address the departmental concerns. The conditions contained below must be met prior to scheduling for Development Advisory Board.

Notes Req'd on Plans	CONDITIONS OF APPROVAL – PDEV19-027	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	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.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	2. Contractor is responsible for locating and connecting conduit to existing OntarioNet hand holes on adjacent properties. 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.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	3. The City requires public utility easement for fiber optics on all private aisles/alley ways.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	4. Hand holes - Design and install OntarioNet fiber optic hand hole HH-2 (17x30x24), HH-2A (24x36x30), HH-3 (30x48x36) and/or HH-4 (36x60x36) as needed. Respectively Newbasis Part # PCA-173024-90116, PCA-243630-90064, PCA-304836-90244 and PCA-366036-90146 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.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5. 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.
<input type="checkbox"/>	<input type="checkbox"/>	6. ROW Conduit - Design and Install all Fiber Optic Conduit at a Minimum Depth of 36". Trenching Shall be Per City Standard 1306. (1) 7-way Microduct (Duraline - Orange) 13/16mm tubes and (1) 2" HDPE SDR-11 (Smoothwall) roll pipe (Orange) 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. Conduit(s) between ROW hand holes and hand holes on private property shall be 2-inch HDPE SDR-11 (Smoothwall) roll pipe (Orange) duct.

Notes Req'd on Plans	CONDITIONS OF APPROVAL – PDEV19-027	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	7. Building Entrance (Commercial) - 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.
<input type="checkbox"/>	<input type="checkbox"/>	8. 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.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	9. 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.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	10. 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. All hand holes will have ¼-inch galvanized wire between the hand holes and the gravel it is placed on.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	11. 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.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	12. 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.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	13. 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"
<input type="checkbox"/>	<input type="checkbox"/>	14. A minimum 1.5-inch joint use telecommunications conduit with pull-rope from the multi-family or commercial building communal telecomm/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.
<input type="checkbox"/>	<input type="checkbox"/>	15. Developer to install 3 inch SCE conduit stub for future City fiber optic meter pedestal within an 8-foot wide, 5-foot deep reserved area for City fiber optic network cabinet. A 3-foot clearance must be maintained around the cabinet and the meter. HH4 shall be placed near the reserved area for cable entrance to network cabinet. The pedestal and network cabinet will be supplied and installed by the City. The service submittal to SCE will be coordinated by the City.
<input type="checkbox"/>	<input type="checkbox"/>	16. Multi-family dwellings are considered commercial property.
<input type="checkbox"/>	<input type="checkbox"/>	17. Refer to the In-tract Fiber Network Design guideline on the City's website for additional in-tract conduit guidelines.
<input type="checkbox"/>	<input type="checkbox"/>	18. Please contact City's Fiber Team at OntarioNet@ontarioca.gov for conduit design assistance.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	19. For additional information please refer to the City's Fiber Optic Master Plan.
<input type="checkbox"/>	<input type="checkbox"/>	20. Please see attached corrections.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	21. Please also provide plans in digital format (PDF) on future revisions.

W. STATE ST.



Placement is conceptual. Conduit should always be placed in the ROW

Placement is conceptual. Conduit should always be placed in the ROW

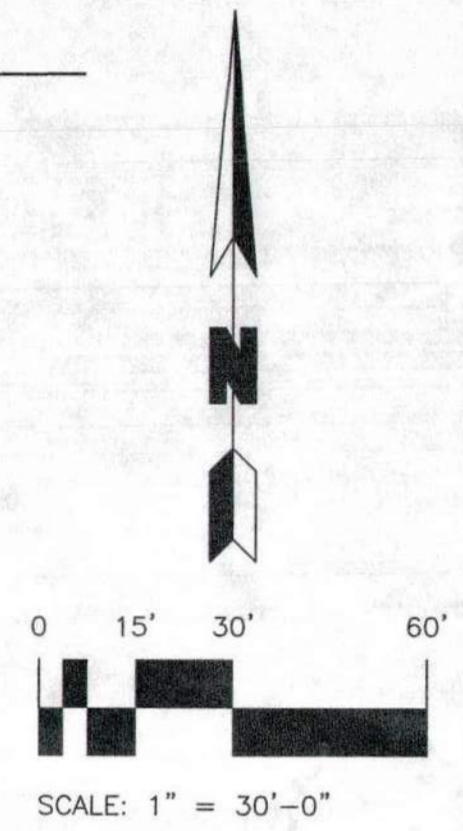
Location of telecommunications room is conceptual. Conduit should terminate no less than 3 inches above finished floor in the telecommunications room against the wall.

Placement is conceptual. Conduit should always be placed in the ROW

Placement is conceptual. Conduit should always be placed in the ROW

- One (1) 7-way Micro Duct (Duraline) - 16mm Tubes or Equivalent
- One (1) 2-inch HDPE SDR-11 Smoothwall Orange Conduit
- One (1) 13x24x18 Composite Polymer Concrete Hand Hole (HH1)
- One (1) 24x36x30 Composite Polymer Concrete Hand Hole (HH2A)
- One (1) 30x48x36 Composite Polymer Concrete Hand Hole (HH3)
- One (1) 36x60x36 Composite Polymer Concrete Hand Hole (HH4)

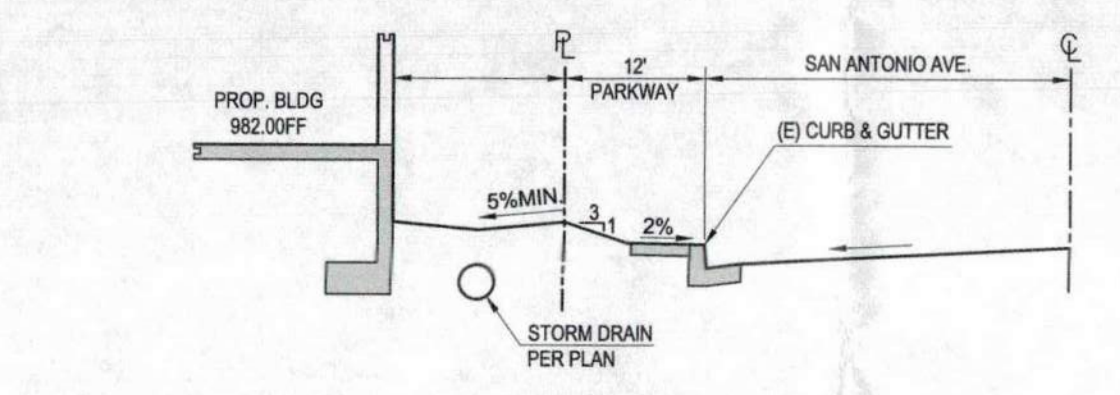
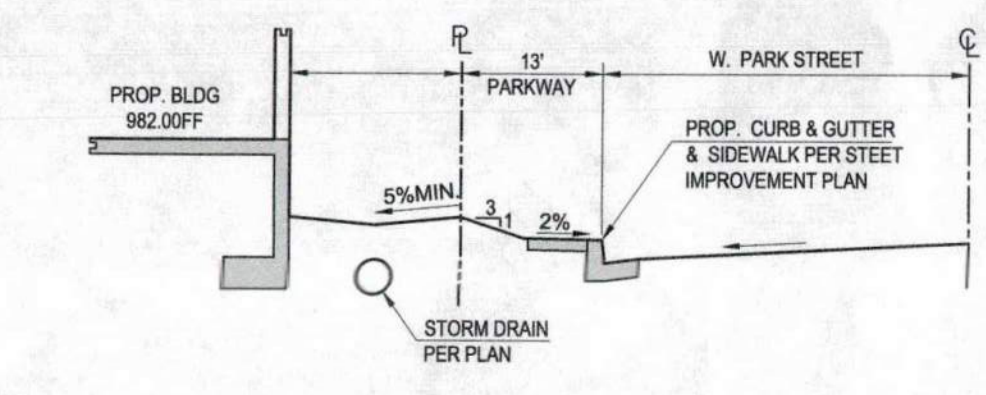
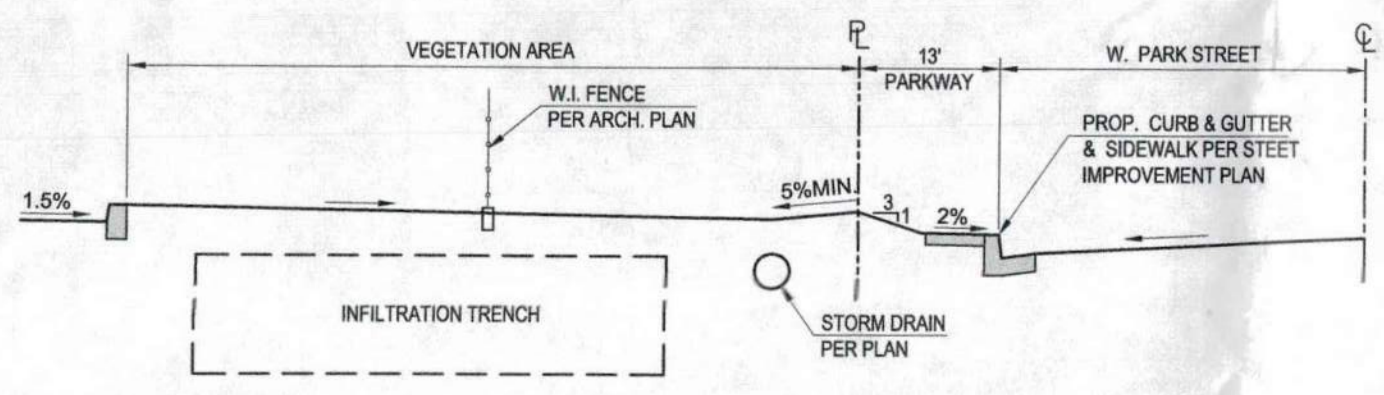
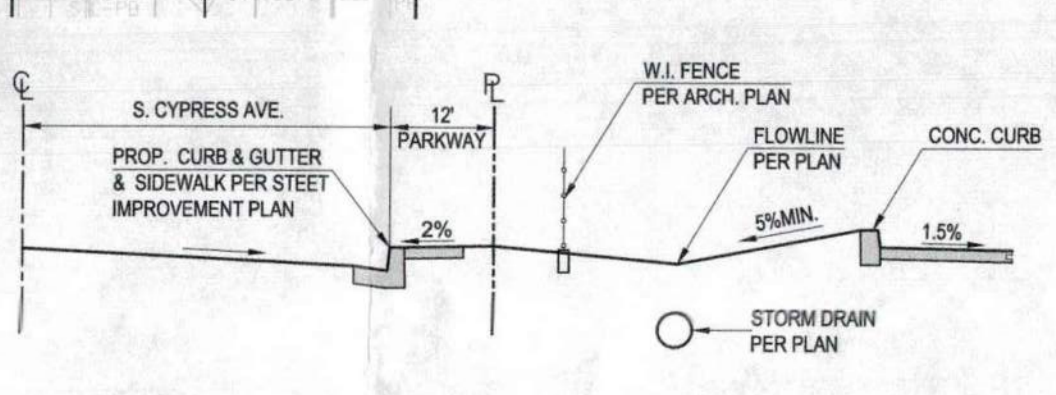
- HH-1/*22 - PCA132418-90087 - Size 13" x 24" x 18"
- HH-2/*22 - PCA173024-90116 - Size 17" x 30" x 24"
- HH-2A/*22 - PCA243630-90064 - Size 24" x 36" x 30"
- HH-3/*22 - PCA304836-90244 - Size 30" x 48" x 36"
- HH-4/*22 - PCA366036-90146 - Size 36" x 60" x 36"



S. CYPRESS AVE.

S. SAN ANTONIO AVE.

W. PARK ST.



Curve #	Radius	Delta	Length
C1	10.00	86° 46' 13"	15.14'
C2	467.00	2° 51' 45"	23.33'
C3	15.00	89° 59' 30"	23.56'
C4	15.00	90° 00' 29"	23.56'
C5	10.00	90° 22' 00"	15.77'

Underground Service Alert

Call: TOLL FREE
1-800
227-2600

TWO WORKING DAYS BEFORE YOU DIG



REVISIONS			
MARK	DATE	BY	APPROVED/RC NO.

CITY OF ONTARIO

DESIGNED BY: _____ DATE: _____
 DRAWN BY: VRB DATE: 04-10-19
 CHECKED BY: _____ DATE: _____

RECOMMENDED BY: _____ DATE: _____
 ACCEPTED BY: _____ DATE: _____

BENCH MARK NO. K-15-1 ELEV. 989.185

LOCATION:
 Being a found 2- 1/2" brass disk stamped "City of Ontario
 k-15-1" set on top of curb. Approximately 10 ft. ± east of bcr @
 Northeast return of San Antonio Ave. and Emporia St.
 Having published elevation of 989.185 (navd88) (elevated in 2017)

NL ENGINEERING & SURVEYING, INC.
 790 S. ATLANTIC BLVD, SUITE 106
 MONTEREY PARK, CA 91754
 TEL: (626)281-2001 FAX: (626)281-2008

SIGNATURE _____ DATE _____
 PE NO. 65995

PRELIM. GRADING & DRAINAGE PLAN

FOR
 PARCEL 1 & 2, P.M. NO. 5111, P.M.B. 53/9
 ONTARIO, CALIFORNIA
 APN 1049-301-05, 1049-301-06

C-2

SHEET 2 OF 2
 CONTRACT _____
 ACCOUNT _____
 DWG. NO. _____

CITY OF ONTARIO

MEMORANDUM

TO: PLANNING DEPARTMENT, Lorena Mejia
FROM: BUILDING DEPARTMENT, Kevin Shear
DATE: May 15, 2019
SUBJECT: PDEV19-027

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

Conditions of Approval

1. The Site address for this project will be 717 W State St
2. Standard conditions of approval apply.

KS:lr



CITY OF ONTARIO

MEMORANDUM

TO: Lorena Mejia, Planner
Planning Department

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

DATE: June 5, 2019

SUBJECT: PDEV19-027 - A Development Plan to construct a 104,078-square foot industrial building on 5.35 acres of land located at the southwest corner State Street and San Antonio Avenue, within the IL (Light Industrial) zoning district (APNs 1049-301-05 and 1049-301-06).

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

SITE AND BUILDING FEATURES:

- A. 2016 CBC Type of Construction: Type II-B
- B. Type of Roof Materials: Panelized
- C. Ground Floor Area(s): 104,078 Sq. Ft.
- D. Number of Stories: 1 with Mezzanine
- E. Total Square Footage: 104,078 Sq. Ft.
- F. 2016 CBC Occupancy Classification(s): S

CONDITIONS OF APPROVAL:

1.0 GENERAL

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

2.0 FIRE DEPARTMENT ACCESS

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

3.0 WATER SUPPLY

- ☒ 3.1 The required fire flow per Fire Department standards, based on the 2016 California Fire Code, Appendix B, is 3375 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 ~~Choose an item.~~ All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- ☒ 4.5 Fire Department Connections (FDC) shall be located on the address side of the building within one hundred fifty feet (150') of a public fire hydrant on the same side of the street. Provide identification for all fire sprinkler control valves and fire department connections per Standard #D-007. Raised curbs adjacent to Fire Department connection(s) shall be painted red, five feet either side, per City standards.
- ☒ 4.6 A fire alarm system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 72. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- ☒ 4.7 Portable fire extinguishers are required to be installed prior to occupancy per Standard #C-001. Please contact the Fire Prevention Bureau to determine the exact number, type and placement required.

5.0 BUILDING CONSTRUCTION FEATURES

- ☒ 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
- ☒ 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Address numbers shall contrast with their background. See Section 9-1 6.06 of the Ontario Municipal Code and Standards #H-003 and #H-002.
- ☒ 5.6 Knox ® brand key-box(es) shall be installed in location(s) acceptable to the Fire Department. All Knox boxes shall be monitored for tamper by the building fire alarm system. See Standard #H-001 for specific requirements.
- ☒ 5.7 Placards shall be installed in acceptable locations on buildings that store, use or handle hazardous materials in excess of the quantities specified in the CFC. Placards shall meet the requirements of National Fire Protection Association (NFPA) Standard 704.

6.0 OTHER SPECIAL USES

- ☒ 6.1 The storage, use, dispensing, or handling of any hazardous materials shall be approved by the Fire Department, and adequate fire protection features shall be required. If hazardous materials are proposed, a Fire Department Hazardous Materials Information Packet, including Disclosure Form and Information Worksheet, shall be completed and submitted with Material Safety Data Sheets to the Fire Department along with building construction plans.
- ☒ 6.2 Any High Piled Storage, or storage of combustible materials greater than twelve (12') feet in height for ordinary (Class I-IV) commodities or storage greater than six feet (6') in height of high hazard (Group A plastics, rubber tires, flammable liquids, etc.) shall be approved by the Fire Department, and adequate fire protection features shall be required. If High Piled Storage is proposed, a Fire Department High Piled Storage Worksheet shall be completed and detailed racking plans or floor plans submitted prior to occupancy of the building.
- ☒ 6.3 Underground fuel tanks, their associated piping and dispensers shall be reviewed, approved, and permitted by Ontario Building Department, Ontario Fire Department, and San Bernardino County Fire Department Hazardous Materials Division. In fueling facilities, an exterior emergency pump shut-off switch shall be provided.



CITY OF ONTARIO

MEMORANDUM

TO: Lorena Mejia, Senior Planner

FROM: Officer Emily Hernandez, Police Department

DATE: May 27, 2019

SUBJECT: PDEV19-027 – A DEVELOPMENT PLAN TO CONSTRUCT A 104,078 SQUARE FOOT INDUSTRIAL BUILDING ON THE SOUTHWEST CORNER OF STATE STREET AND SAN ANTONIO AVENUE

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

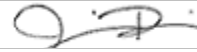
- Required lighting for all walkways, driveways, doorways, parking lots, hallways and other areas used by the public shall be provided. Lights shall operate via photosensor. Photometrics shall be provided to the Police Department and include the types of fixtures proposed and demonstrate that such fixtures 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 3 feet tall and 1 foot wide, in reflective white paint on a flat black background, and oriented with the bottom of the numbers towards the addressed street.
- The Applicant shall comply with construction site security requirements as stated in the Standard Conditions.

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

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

PRELIMINARY PLAN CORRECTIONS

Sign Off



10/08/2019

Jamie Richardson, Sr. Landscape Planner

Date

Reviewer's Name:

Jamie Richardson, Sr. Landscape Planner

Phone:

(909) 395-2615

D.A.B. File No.:

PDEV19-027

Case Planner:

Lorena Mejia

Project Name and Location:

Industrial Building
 SW corner of State St and San Antonio Ave.

Applicant/Representative:

Comstock Realty Partners
 1801 Century Park East, Ste 1095
 Los Angeles, CA 90067



A Preliminary Landscape Plan (08/29/2019) meets the Standard Conditions for New Development and has been approved with the consideration that the following conditions below be met upon submittal of the landscape construction documents.



A Preliminary Landscape Plan (dated 10/08/2019) has not been approved. Corrections noted below are required prior to Preliminary Landscape Plan approval.

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

Civil/ Site Plans Previous 6/14/2019

1. The tree inventory identifies 2 trees of fair condition with a combined trunk diameter of 42" in DBH. Replacement and mitigation for removed trees shall be equal to trunk diameter of trees removed per the Development Code Tree Preservation Policy and Protection Measures, section 6.05.020.
 10/08/2019 Replacement trees shall be identified on plans and are in addition to required trees.
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 (42 additional trees total).
 - b. New 24" box trees min 1.5" diameter trunk, in addition to trees required (28 additional trees total).
 - c. Upsizing trees on the plan one size larger such as 15 gallon to 24" box, or 24" to 36" box size.
 - d. Monetary value of the trees removed as identified in the "Guide for Plant Appraisal", approved certified arborist plant appraiser, or may be equal to the value of the installation cost of planting, fertilizing, staking and irrigating 15 gallon trees, (100\$ each) to the City of Ontario Historic Preservation Fund for city tree planting or city approved combination of the above items. Total of \$4,200.
3. Storm water infiltration devices located in landscape areas shall be reviewed and plans approved by the Landscape Planning Division prior to permit issuance. Any storm water devices in parkway areas shall not displace street trees. 10/08/2019 Reconfigure infiltration chambers outside of required tree locations.
4. Note for compaction to be no greater than 85% at landscape areas. All finished grades at 1 1/2" below finished surfaces. Slopes to be maximum 3:1; jute netting shall be provided on 3:1 slopes.
 10/08/2018 Add notes to civil plans.
5. 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.
6. Show parking lot island tree planters 1 for every 5 spaces double row. 10/08/2019 Adjust walkway at office to allow for a 5' landscape planter adjacent to the ADA parking spaces.
7. Show outdoor employee break area with table or bench and shade trees on the south and west sides.

8. Add Note to Grading and Landscape Plans: Landscape areas where compaction has occurred due to grading activities and where trees or storm water infiltration areas are located shall be loosened by soil fracturing. For trees a 12'x12'x18" deep area; for storm water infiltration the entire area shall be loosened. Add the following information on the plans: The back hoe 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 back hoe 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. **10/08/2018 Add notes to civil plans.**
9. Show ADA access route from the public sidewalk, ADA path to employee break area and ADA path to adjacent industrial buildings within the same development. Include required ADA parking spaces and access aisles.

Landscape Plans 06/14/2019

10. Provide mitigation for trees removed as noted in #1 & #2. **10/08/2019 Replacement trees shall be identified on plans and are in addition to required trees.**
11. 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 on regular intervals. **10/08/2019 Show dimensions on plans and screened.**
12. Show transformers set back 5' from paving all sides. Coordinate with landscape plans. **10/08/2019 Show dimensions on plans and screened.**
13. Locate trees for shade on buildings, parking lots, seating areas and paving, screen blank walls and adjacent properties where missing, accent trees to entries and driveways, provide visibility to signs, windows and doors. Locate trees 50% of canopy width from walls, buildings, and existing trees. **10/08/2019 Use Ti**
14. Show ADA access route from the public sidewalk, ADA path to employee break area and ADA path to adjacent industrial buildings within the same development. Include required ADA parking spaces and access aisles. **10/08/2019 Not complete.**
15. Show appropriate parking lot shade trees with min 30' canopy at maturity; Quercus ilex or Pistachia chinensis. **10/08/2019 Not complete.**
16. Show storm water infiltration areas and show basins and swales to be no greater than 40% of the landscape area width to allow for ornamental landscape. Provide a level grade minimum 4' from paving for landscape. A 25' wide landscape area allows for a 10' wide basin or swale. Show outline of basin or swale at top of slope. **10/08/2019 Coordinate with civil; see comments #3.**
17. Show outdoor employee break area with table or bench and shade trees on the south and west sides. **10/08/2019 Not complete**
18. After a project's entitlement approval, the applicant shall pay all applicable fees for landscape plan check and inspections at a rate established by resolution of the City Council. Fees are:

Plan Check—5 or more acres.....	\$2,326.00
Inspection—Construction (up to 3 inspections per phase).....	<u>\$278.00</u>
Total.....	\$2,604.00
Inspection—Field – any additional.....	\$83.00

Landscape construction plans with building permit number for plan check may be emailed to: landscapeplancheck@ontarioca.gov

Landscape Plans 10/08/2019

19. Coordinate civil, site and landscape plans to match.
20. Use a deciduous background tree on State Street.
21. Alternate Tristiana laurina between the Juniper's along the western property wall.
22. Use Carolina Ironwood as accent only.
23. Use Quercus chrysolepis as accent only in large planter spaces.
24. Change Ironwood at rolling gate planter area; match Tristiana laurina.



Development Advisory Board Decision

November 18, 2019

DECISION NO.: [insert #]

FILE NO.: PDEV19-015

DESCRIPTION: A Development Plan to construct one industrial building totaling 28,003 square feet on 1.21 acres of land located at 1413 West Holt Boulevard, within the IP (Industrial Park) zoning district (APN: 1011-111-04); **submitted by United Trust Realty Corporation.**

Part I—BACKGROUND & ANALYSIS

UNITED TRUST REALTY CORPORATION, (herein after referred to as “Applicant”) has filed an application requesting Development Plan approval, File No. PDEV19-027, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

(1) **Project Setting:** The project site is comprised of 1.21 acres of land located at 1413 West Holt Boulevard and is depicted in Exhibit A—Project Location Map, attached. Existing land uses, General Plan and zoning designations, and specific plan land uses on and surrounding the project site are as follows:

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
Site:	Vacant	Business Park	IP (Industrial Park)	N/A
North:	Commercial Retail, Nursery & Auto Repair	High Density Residential	HDR-45 (High Density Residential 25.1-45 DU/AC)	N/A
South:	Warehousing	Business Park	IP (Industrial Park)	N/A
East:	Auto Repair	Business Park	IP (Industrial Park)	N/A
West:	Office & Retail	Business Park	IP (Industrial Park)	N/A

(2) **Project Description:**

(a) **Site Design/Building Layout** — The Applicant is requesting Development Plan approval to construct an industrial building totaling 28,203 square feet and having a floor area ratio (FAR) of 0.54. The rectangular building is located on the eastern one-half of the site, with the front of the building and office entry oriented to the north, facing Holt Boulevard. The building is setback approximately 10 feet from the front (north) property line, approximately 60 feet from the west side property line, and a zero-setback condition has been provided along the east side and rear (south) property lines. The project will provide parking along the western and southern portion of the site (see Exhibit B—Site Plan, attached).

A yard area, designed for tractor-trailer parking, truck maneuvering, loading activities, and outdoor staging, is centrally located on the western side of the proposed building. The yard area will be screened from view of public streets and adjacent properties by a combination of landscaping and tilt-up screen walls with view-obstructing gates. The Applicant has proposed a screen wall at 10 feet in height to screen views from Holt Boulevard and the adjacent office building to the west. The proposed wall will be of tilt-up concrete construction that will match the architecture of the building.

(b) Site Access/Circulation — The Project is proposed with a single point of vehicular access from Holt Boulevard, via 34-foot wide driveway that will be shared by both standard vehicles and tractor-trailers accessing the yard area and parking lot.

(c) Parking — The Project has provided off-street parking pursuant to the “Warehouse and Distribution” parking standards specified in the Development Code. The industrial building requires a total of 24 off-street parking spaces that have been provided. In addition, a minimum of one tractor-trailer parking space for each 4 dock-high loading spaces is required to be provided. There are 3 dock-high loading doors proposed, requiring 1 tractor-trailer parking space, which has been provided.

(d) Architecture — The proposed industrial warehouse building is of concrete tilt-up construction. Architecturally, the building incorporates smooth-painted concrete, horizontal reveals, color blocking, clerestory windows with anodized aluminum mullions and blue vision glazing and spandrel glass, and painted steel canopies over the main office entries and second story windows (see Exhibit C—Elevations, attached). The mechanical equipment for the industrial warehouse building will be roof-mounted and obscured from public view by the parapet walls and, if necessary, equipment screens, which will incorporate design features consistent with the building architecture. Staff believes that the proposed project illustrates the type of high-quality architecture promoted by the Development Code. This is exemplified through the use of:

- Articulation in the building footprint, incorporating a combination of recessed and popped-out wall areas
- Articulation in the building parapet/roof line, which serves to accentuate the building’s entries and breaks up large expanses of building wall
- A mix of exterior materials, finishes and fixtures
- Incorporation of base and top treatments defined by changes in color, materials, and recessed wall areas
- The building was designed to ensure that its massing and proportion, along with its colors and architectural detailing, are consistent throughout all four building elevations

(e) Landscaping — The project provides landscaping along Holt Boulevard, the perimeter of the site and throughout the parking lot. The Development Code requires that the Project provide a minimum 10 percent landscape coverage and 17 percent landscape coverage has been provided. Moreover, a combination of 24-inch, 36-inch, and 48-inch box accent and shade trees will be provided throughout the project site, in addition to a variety of shrubs and groundcovers that are low water usage and drought tolerant. The proposed on-site and off-site landscape improvements will assist towards creating a walkable, safe area for pedestrians to access the project site (see Exhibit D—Landscape Plan, attached).

(f) 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 an underground stormwater infiltration system for the project. Any overflow drainage will be conveyed to the public street by way of parkway culverts.

Part II—RECITALS

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) (“CEQA”); and

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

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Development Advisory Board (“DAB”) the responsibility and authority to review and make recommendation to 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 (“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 November 18, 2019, the DAB of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

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

Part III—THE DECISION

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

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

(1) The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-fill Development Projects) of the CEQA Guidelines. 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 development occurs within city limits and the area being developed is 1.21 acres less than the five-acre threshold and is substantially surrounded by urban land uses. The project site has no value as habitat for endangered, rare or threatened species. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. Also, the site is adequately served by all required utilities and public services.

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

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

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

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

SECTION 4: Concluding Facts and Reasons. Based upon the substantial evidence presented to the DAB during the above-referenced hearing and upon the specific findings set forth in Sections 1 through 4, above, the DAB hereby concludes as follows:

(1) ***The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.*** The proposed Project is located within the Business Park land use district of the Policy Plan Land Use Map, and the IP (Industrial Park) zoning district. The development standards and conditions under which the proposed Project will be constructed and maintained, is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan; and

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

(3) ***The proposed development will complement and/or improve upon the quality of existing development in the vicinity of the project and the minimum safeguards necessary to protect***

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

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

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

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

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

APPROVED AND ADOPTED this 18th day of November 2019.

Development Advisory Board Chairman

Exhibit A—PROJECT LOCATION MAP



Exhibit B—SITE PLAN

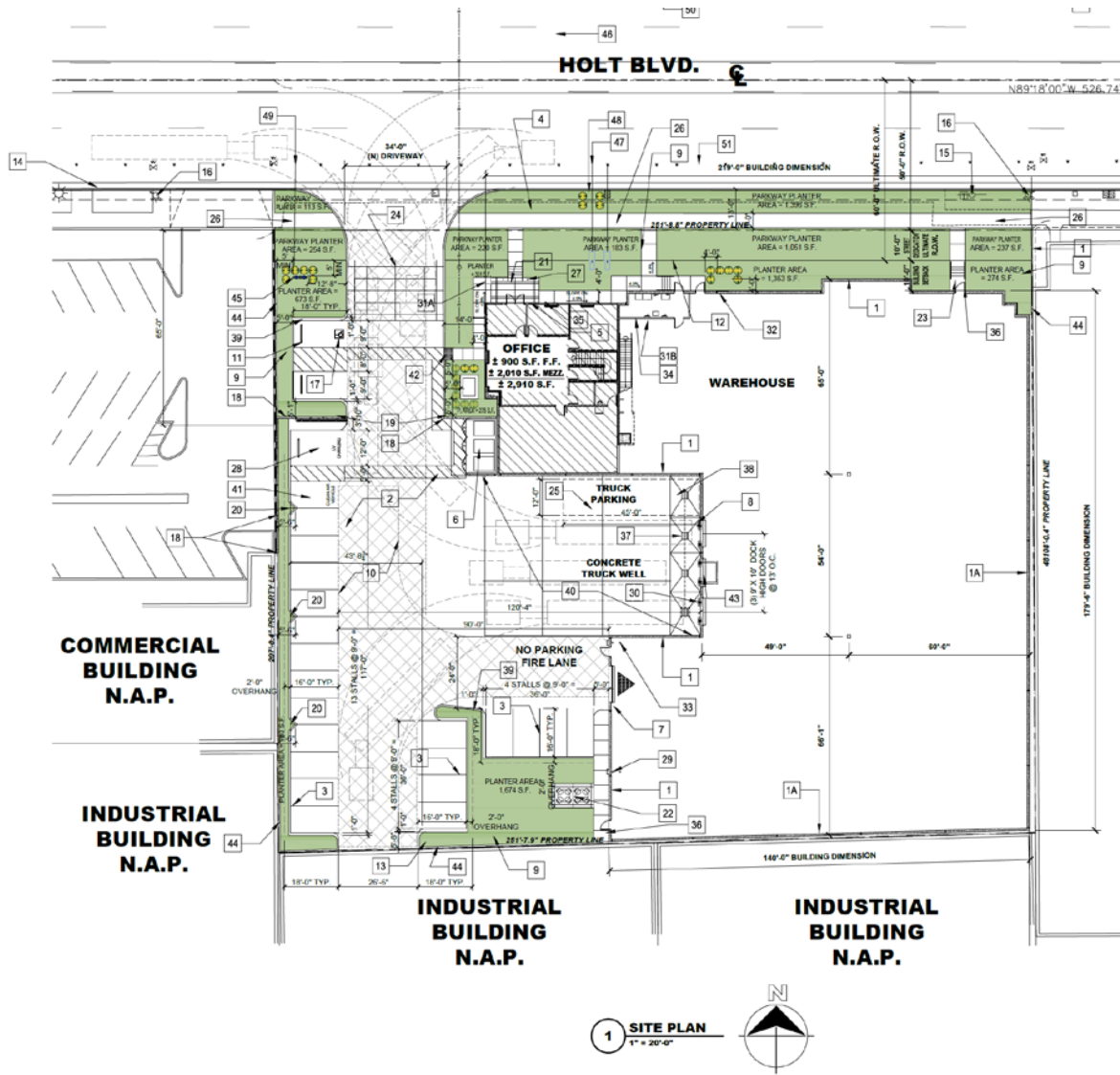


Exhibit C—ELEVATIONS



Exhibit C—ELEVATIONS (Continued)

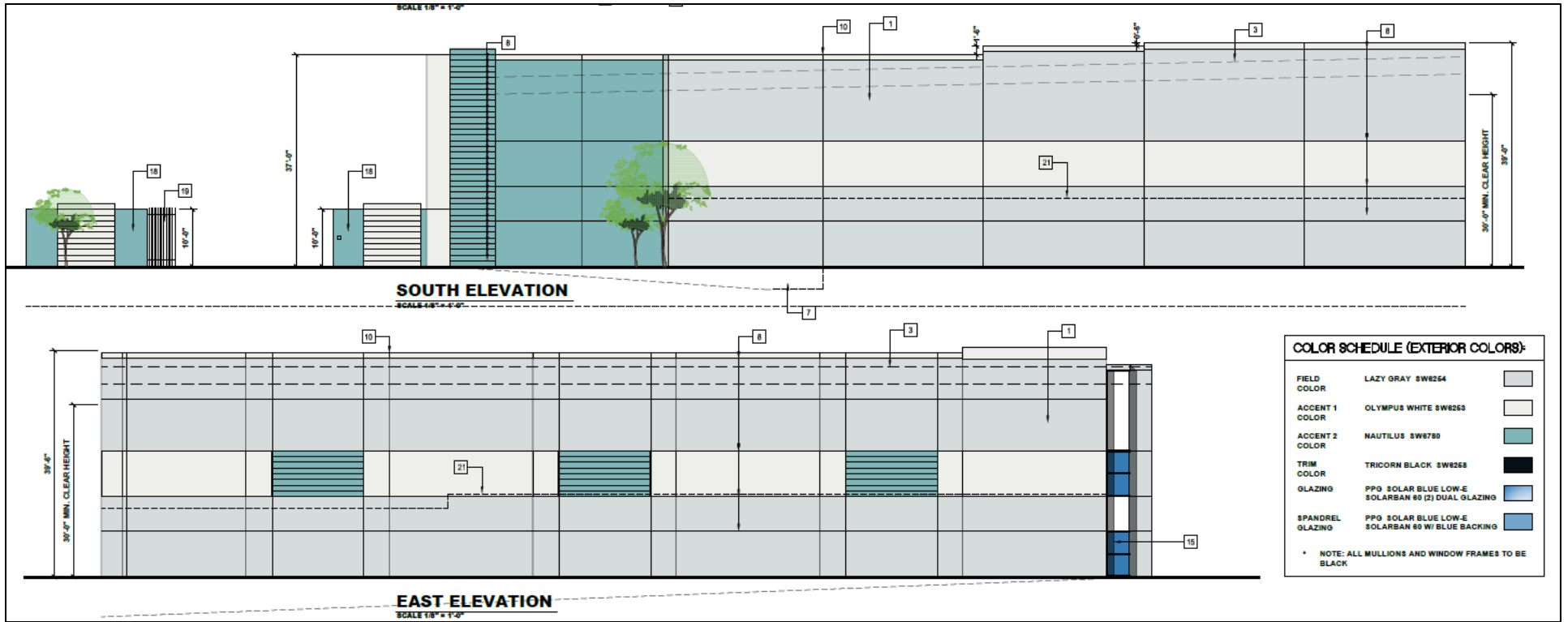
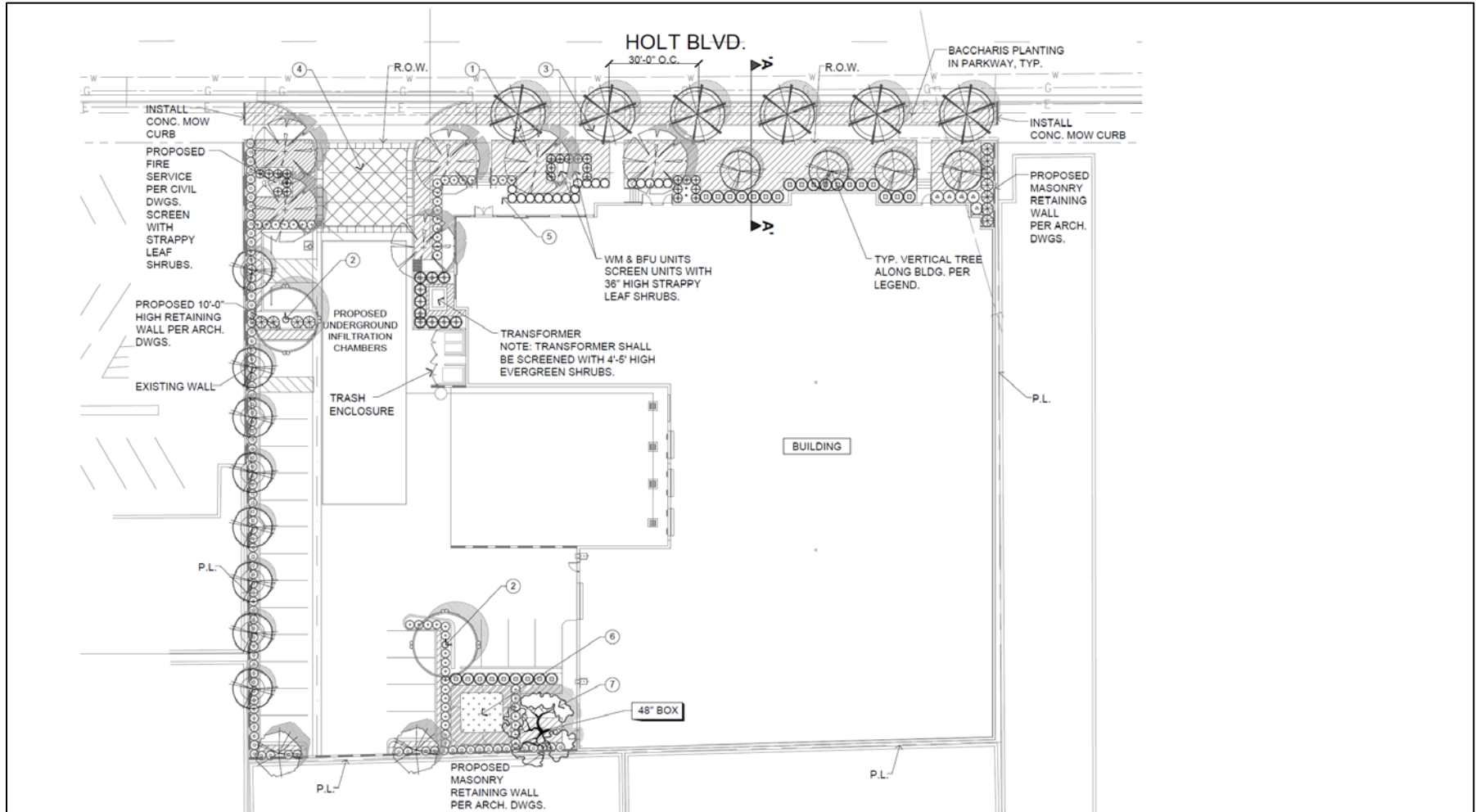


Exhibit D—LANDSCAPE PLAN



Attachment A—Departmental Conditions of Approval

(Departmental conditions of approval follow this page)



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

Planning Department Land Development Division Conditions of Approval

Meeting Date: November 18, 2019

File No: PDEV19-015

Project Description: A Development Plan to construct one industrial building totaling 28,003 square feet on 1.21 acres of land located at 1413 West Holt Boulevard, within the IP (Industrial Park) zoning district (APN: 1011-111-04); **submitted by United Trust Realty Corporation.**

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

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

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

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

2.1 Time Limits.

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

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

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

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

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

2.3 Landscaping.

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

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

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

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

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

2.5 Parking, Circulation and Access.

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

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

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

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

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

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

2.6 Outdoor Loading and Storage Areas.

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

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

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

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

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

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

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

<i>Screen Wall Height</i>	<i>Minimum Gate Height</i>
14 feet:	10 feet
12 feet:	9 feet
10 feet:	8 feet
8 feet:	8 feet
6 feet:	6 feet

2.7 Site Lighting.

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

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

2.8 Mechanical and Rooftop Equipment.

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

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

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

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

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

2.12 Environmental Review.

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

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

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

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

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

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

(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.

2.13 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.

2.14 Additional Fees.

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

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

2.15 Additional Requirements.

(a) The 10-foot high screen wall located along the western property line shall incorporate vine pockets. The screen wall shall incorporate a metal wall trellis on the western facing wall for vine support. The property owner shall also obtain a maintenance easement with the property owner located west of the project site prior to building occupancy to maintain the trellis and vines.



**ENGINEERING DEPARTMENT
CONDITIONS OF APPROVAL**

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

<input checked="" type="checkbox"/> DEVELOPMENT PLAN <input type="checkbox"/> OTHER	<input type="checkbox"/> PARCEL MAP <input type="checkbox"/> TRACT MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES
PROJECT FILE NO. <u>PDEV19-015</u> RELATED FILE NO(S). _____	
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__	

CITY PROJECT ENGINEER & PHONE NO: **Naiim Khoury, Associate Engineer** *NK*
 (909) 395-2152

CITY PROJECT PLANNER & PHONE NO: **Lorena Mejia, Senior Planner**
 (909) 395-2429

DAB MEETING DATE: **November 18, 2019**

PROJECT NAME / DESCRIPTION: **A development project to construct approximately 27,700 square feet industrial/warehouse building on 1.21 acres of vacant land within the Industrial Park Zoning District**

LOCATION: **1413 W. Holt boulevard**

APPLICANT: **United Trust Realty Corporation**
Henry Hong

REVIEWED BY: *[Signature]* 11/8/19
Bryan Lirley, P.E. **Date**
Principal Engineer

APPROVED BY: *[Signature]* 11/13/19
Raymond Lee, P.E. **Date**
Assistant City Engineer



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

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

(1) _____

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



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

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

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

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



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

10 feet along the project frontage of Holt Boulevard to achieve the ultimate half-street right-of-way width of 60 feet from street centerline.
- 2.11 Dedicate to the City of Ontario the following easement(s): _____
- 2.12 New Model Colony (NMC) Developments:
 - 1) Submit a copy of the permit from the San Bernardino County Health Department to the Engineering Department and the Ontario Municipal Utilities Company (OMUC) for the destruction/abandonment of the on-site water well. The well shall be destroyed/abandoned in accordance with the San Bernardino County Health Department guidelines.
 - 2) Make a formal request to the City of Ontario Engineering Department for the proposed temporary use of an existing agricultural water well for purposes other than agriculture, such as grading, dust control, etc. Upon approval, the Applicant shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by said agreement.
 - 3) Design proposed retaining walls to retain up to a maximum of three (3) feet of earth. In no case shall a wall exceed an overall height of nine (9) feet (i.e. maximum 6-foot high wall on top of a maximum 3-foot high retaining wall).
- 2.13 Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein valued at 100% of the approved construction cost estimate. Security deposit shall be in accordance with the City of Ontario Municipal Code. Security deposit will be eligible for release, in accordance with City procedure, upon completion and acceptance of said public improvements.
- 2.14 The applicant/developer shall submit all necessary survey documents prepared by a Licensed Surveyor registered in the State of California detailing all existing survey monuments in and around the project site. These documents are to be reviewed and approved by the City Survey Office.



- 2.15 **Pay all Development Impact Fees (DIF) to the Building Department. Storm Drain Development Impact Fee, approximately \$27,209 shall be paid to the Building Department. Final fee shall be determined based on the approved site plan.**

- 2.16 Other conditions: _____



B. PUBLIC IMPROVEMENTS

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

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

Improvement	Holt Blvd.			
Curb and Gutter	<input type="checkbox"/> New; ___ ft. from C/L <input checked="" type="checkbox"/> Replace as required due to construction and installation of new utilities	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace
AC Pavement	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions
PCC Pavement (Truck Route Only)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Drive Approach	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Sidewalk	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Remove existing asphalt sidewalk	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
ADA Access Ramp	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Parkway	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)



Raised Landscaped Median	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Fire Hydrant	<input checked="" type="checkbox"/> New and/or Upgrade to meet City standards & requirements <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation
Sewer (see Sec. 2.C)	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
Water (see Sec. 2.D)	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Services	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
Recycled Water (see Sec. 2.E)	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
Traffic Signal System (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Traffic Signing and Striping (see Sec. 2.F)	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Modify Existing as necessary due to frontage improvements	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Street Light (see Sec. 2.F)	<input checked="" type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation
Bus Stop Pad or Turn-out (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Storm Drain (see Sec. 2.G)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
Fiber Optics (see Sec. 2.K)	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances
Overhead Utilities	<input checked="" type="checkbox"/> Underground <input checked="" type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate



Removal of Improvements				
Other Improvements				

Specific notes for improvements listed in item no. 2.17,

- a) **The applicant/developer shall at minimum slurry seal Holt Boulevard from centerline to gutter line along the entire project frontage. Contingent upon the extent of asphalt pavement cuts to install improvements along the project frontage of Holt Boulevard, additional measures to grind and overly the pavement may be required and can be determined during the project construction progress.**
- b) **The proposed two easterly entry access ramps/walkways within the proposed 10-foot dedicated area shall meet the maximum cross slope per City Standard Drawing No. 1210.**
- c) **No enhanced/decorative pavement shall be constructed within the ultimate right-of-way area.**
- d) **Replace any damaged curb & gutter per City Standards.**

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

C. SEWER

- 2.23 **An 8-inch sewer main is available for connection by this project in Holt Boulevard (Ref: Sewer plan bar code: S11220 and sewer atlas sheet J10)**
- 2.24 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately _____ feet away.



- 2.25 Submit documentation that shows expected peak loading values for modeling the impact of the subject project to the existing sewer system. The project site is within a deficient public sewer system area. Applicant shall be responsible for all costs associated with the preparation of the model. Based on the results of the analysis, Applicant may be required to mitigate the project impact to the deficient public sewer system, including, but not limited to, upgrading of existing sewer main(s), construction of new sewer main(s) or diversion of sewer discharge to another sewer.
- 2.26 **Other conditions:**
 - a) **There are two separate existing sewer mains in Holt Boulevard, both terminating at manholes with a gap in between. The Applicant/developer shall verify which sewer main to be used and determine a suitable sewer lateral location and point of connection for the proposed building.**
 - b) **The Applicant/developer shall be responsible to install a monitoring manhole on the onsite sewer system (on private property) with 10-foot of straight pipe pre and post of the monitoring manhole per City Std. 2203.**

D. WATER

- 2.27 **A 10-inch water main is available for connection by this project in Holt Boulevard. (Ref: Water plan bar code: Water atlas sheet J10).**
- 2.28 Design and construct a water main extension. A water main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.29 **Other conditions:**
 - a) **The applicant/developer shall be responsible to relocate all water meters to be adjacent to the ultimate right-of-way line per City Standards.**
 - b) **The Applicant/developer shall be responsible to install separate irrigation water service and meter per City Standards.**
 - c) **The applicant/developer shall be responsible to install fire service with a double check detector assembly (DCDA).**

E. RECYCLED WATER

- 2.30 A _____ inch recycled water main is available for connection by this project in _____. (Ref: Recycled Water plan bar code: _____)
- 2.31 Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project.
- 2.32 Design and construct an on-site recycled water ready system for this project. A recycled water main does not currently exist in the vicinity of this project, but is planned for the near future. If Applicant would like to connect to this recycled water main when it becomes available, the cost for the connection shall be borne solely by the Applicant.
- 2.33 Submit two (2) hard copies and one (1) electronic copy, in PDF format, of the Engineering Report (ER), for the use of recycled water, to the OMUC for review and subsequent submittal to the California Department of Public Health (CDPH) for final approval.

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



F. TRAFFIC / TRANSPORTATION

- 2.35 Submit a focused traffic impact study, prepared and signed by a Traffic/Civil Engineer registered in the State of California. The study shall address, but not be limited to, the following issues as required by the City Engineer:
 - 1. On-site and off-site circulation
 - 2. Traffic level of service (LOS) at 'build-out' and future years
 - 3. Impact at specific intersections as selected by the City Engineer
- 2.36 New traffic signal installations shall be added to Southern California Edison (SCE) customer account number # 2-20-044-3877.
- 2.37 Other conditions:
 - a) Holt Boulevard is designated as a divided arterial in the City's Master Plan of Streets and Highways. The proposed driveway on Holt Boulevard shall be limited to right-turn access only when the future median is installed.
 - b) The Applicant/Developer shall be responsible to design and construct in-fill public street lights along its project frontage. Street lighting shall be LED-type and in accordance with City's Traffic and Transportation Design Guidelines.
 - c) Holt Boulevard shall be signed "No Parking Anytime".
 - d) All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.
 - e) The Applicant/Developer's engineer-of-record shall meet with City Engineering staff prior to starting street lighting design plans.

G. DRAINAGE / HYDROLOGY

- 2.38 A _____ inch storm drain main is available to accept flows from this project in _____. (Ref: Storm Drain plan bar code: _____)
- 2.39 Submit a hydrology study and drainage analysis, prepared and signed by a Civil Engineer registered in the State of California. The study shall be prepared in accordance with the San Bernardino County Hydrology Manual and City of Ontario standards and guidelines. Additional drainage facilities, including, but not limited to, improvements beyond the project frontage, may be required to be designed and constructed, by Applicant, as a result of the findings of this study.
- 2.40 An adequate drainage facility to accept additional runoff from the site does not currently exist downstream of the project. Design and construct a storm water detention facility on the project site. 100 year post-development peak flow shall be attenuated such that it does not exceed 80% of pre-development peak flows, in accordance with the approved hydrology study and improvement plans.
- 2.41 Submit a copy of a recorded private drainage easement or drainage acceptance agreement to the Engineering Department for the acceptance of any increase to volume and/or concentration of historical drainage flows onto adjacent property, prior to approval of the grading plan for the project.
- 2.42 Comply with the City of Ontario Flood Damage Prevention Ordinance (Ordinance No. 2409). The project site or a portion of the project site is within the Special Flood Hazard Area (SFHA) as indicated on the Flood Insurance Rate Map (FIRM) and is subject to flooding during a 100 year frequency storm. The site plan shall be subject to the provisions of the National Flood Insurance Program.
- 2.43 Other conditions: _____



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

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

<https://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.xhtml>

J. SPECIAL DISTRICTS

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

K. FIBER OPTIC

- 2.50 **Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. See attached Fiber Optic Exhibit for additional details.**
- 2.51 Refer to the City's Fiber Optic Master Plan for design and layout guidelines. Contact the Information



Technology Department at (909) 395-2000, regarding this requirement.

L. Solid Waste

- 2.52 Onsite solid waste shall be designed in accordance with the City’s Solid Waste Manual location at:**
<http://www.ontarioca.gov/municipal-utilities-company/solid-waste>
- 2.53 Other conditions:**
The applicant/developer shall provide trash enclosure to accommodate three 4-CY bins.

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

3.

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



EXHIBIT 'A'

ENGINEERING DEPARTMENT First Plan Check Submittal Checklist

Project Number: PDEV 19-015

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

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



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

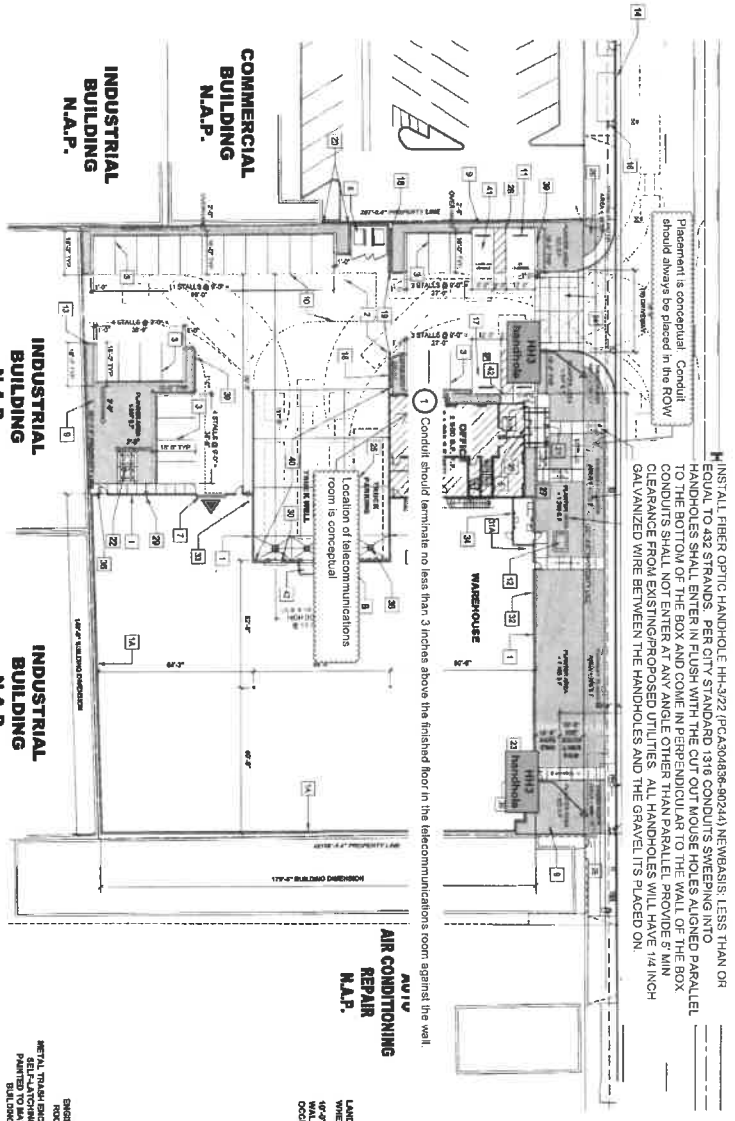


CITY OF ONTARIO NOTES

1. ALL CONCRETE SHALL BE REINFORCED WITH #4 BARS AT 18" ON CENTER. ALL REINFORCEMENT SHALL BE PLACED IN THE MIDDLE OF THE SLAB UNLESS OTHERWISE SPECIFIED.

RECYCLING AREA NOTES

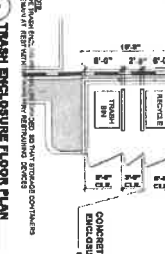
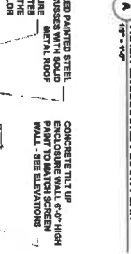
1. ALL RECYCLING CONTAINERS SHALL BE 66" HIGH BY 36" WIDE BY 24" DEEP. CONTAINERS SHALL BE PLACED ON A 4" THICK CONCRETE PAD.



PROJECT DATA

OWNER	UNITED TRUST REALTY	PROJECT NO.	18-008
DESIGNER	CRUSO ARCHITECTURE	DATE	10-16-2018
PROJECT DESCRIPTION	CONCRETE TILT UP WAREHOUSE / OFFICE BUILDING	SCALE	AS SHOWN
ASSISTANT ARCHITECT	CRUSO ARCHITECTURE	CLIENT	UNITED TRUST REALTY
BUILDING TYPE	WAREHOUSE / OFFICE	ADDRESS	SUITE 217, BREA, CA 92621
CLIENT NAME	UNITED TRUST REALTY	PERMIT NO.	2018-0001-0000-0000
DATE OF PERMIT	10-16-2018	PROJECT VALUE	\$1,200,000
PERMIT EXPIRES	10-16-2020	PERMIT STATUS	ISSUED
ARCHITECT'S NAME	CRUSO ARCHITECTURE	ARCHITECT'S ADDRESS	371 EVERETT DR., BREA, CA 92621
ARCHITECT'S PHONE	714-991-1111	ARCHITECT'S FAX	714-991-1112
ARCHITECT'S EMAIL	info@crusoarch.com	ARCHITECT'S WEBSITE	www.crusoarchitecture.com
ARCHITECT'S LICENSE NO.	10000	ARCHITECT'S STATE	CA
ARCHITECT'S EXPIRES	12-31-2020	ARCHITECT'S COUNTRY	USA
ARCHITECT'S CITY	BREA, CA	ARCHITECT'S COUNTY	ORTEGA
ARCHITECT'S ZIP	92621	ARCHITECT'S TIMEZONE	PACIFIC
ARCHITECT'S STATE	CA	ARCHITECT'S COUNTRY	USA
ARCHITECT'S CITY	BREA, CA	ARCHITECT'S COUNTY	ORTEGA
ARCHITECT'S ZIP	92621	ARCHITECT'S TIMEZONE	PACIFIC

TWASH ENCLOSURE ELEVATIONS



- CONCRETE TILT UP WALL
- 1.6000 CONCRETE TILT UP WALL, 3.0000 DIA. REBAR
- 1.6000 CONCRETE TILT UP WALL, 3.0000 DIA. REBAR
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CRUSO ARCHITECTURE
 371 Everett Dr., Brea, CA 92621
 www.crusoarchitecture.com
 714.991.1111

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 714.991.1111

A100
 HOLT INDUSTRIAL
 HOLT BLVD., ONTARIO, CA - CONCRETE TILT UP WAREHOUSE / OFFICE BUILDING

CLIENT: UNITED TRUST REALTY
 THREE POINT DRIVE
 SUITE 217
 BREA, CA 92621

DATE: 10-16-2018
 DRAWN: I.C.

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV19-015
 Address: 1413 West Holt Blvd.
 APN: 1011-111-40
 Existing Land Use: Vacant
 Proposed Land Use: Development Plan to construct a 27,670 SF Industrial Building
 Site Acreage: 1.21 acres Proposed Structure Height: 40 FT
 ONT-IAC Project Review: n/a
 Airport Influence Area: ONT

Reviewed By: Lorena Mejia
 Contact Info: 909-395-2276
 Project Planner: Lorena Mejia
 Date: 4/22/19
 CD No.: 2019-020
 PALU No.: n/a

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

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

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

Zone 1
 Zone 2
 Zone 3
 Zone 4
 Zone 5
 Zone 6
 Allowable Height: _____

CONSISTENCY DETERMINATION

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

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

Airport Planner Signature: _____



CITY OF ONTARIO

MEMORANDUM

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

FROM: Lorena Mejia, Senior Planner

DATE: March 12, 2019

SUBJECT: FILE #: PDEV19-015

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 **Tuesday, March 26, 2019**.

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

PROJECT DESCRIPTION: A Development Plan to construct one industrial buildings totaling 27,670 square feet on 1.21 acres of land located at 1413 West Holt Boulevard, within the Industrial Park (IP) zoning district. (APN: 1011-111-40).

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

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

The plan does not adequately address the departmental concerns.

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

Broadband Operations

Anna Vaca

Sr. Systems Analyst

4/16/2019

Department

Signature

Title

Date

CITY OF ONTARIO

MEMORANDUM

TO: PLANNING DEPARTMENT, Lorena Mejia
FROM: BUILDING DEPARTMENT, Kevin Shear
DATE: March 14, 2019
SUBJECT: PDEV19-015

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

Conditions of Approval

1. The address for the site will be 1451 W Holt Ave
2. Standard Conditions of Approval apply.

KS:lm



CITY OF ONTARIO

MEMORANDUM

TO: Lorena Mejia, Senior Planner
Planning Department

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

DATE: March 14, 2019

SUBJECT: PDEV19-015 - A Development Plan to construct one industrial buildings totaling 27,670 square feet on 1.21 acres of land located at 1413 West Holt Boulevard, within the Industrial Park (IP) zoning district. (APN: 1011-111-40).

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

SITE AND BUILDING FEATURES:

- A. 2016 CBC Type of Construction: Type III-B
- B. Type of Roof Materials: Panelized
- C. Ground Floor Area(s): 25,770 Sq. Ft.
- D. Number of Stories: 2
- E. Total Square Footage: 27,670 Sq. Ft.

CONDITIONS OF APPROVAL:

1.0 GENERAL

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

2.0 FIRE DEPARTMENT ACCESS

- ☒ 2.1 Fire Department vehicle access roadways shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved. Roadways shall be paved with an all-weather surface and shall be a minimum of twenty-four (24) ft. wide. See Standard #B-004.
- ☒ 2.2 In order to allow for adequate turning radius for emergency fire apparatus, all turns shall be designed to meet the minimum twenty five feet (25’) inside and forty-five feet (45’) outside turning radius per Standard #B-005.
- ☒ 2.3 Fire Department access roadways that exceed one hundred and fifty feet (150’) in length shall have an approved turn-around per Standard #B-002.
- ☒ 2.4 Access drive aisles which cross property lines shall be provided with CC&Rs, access easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of building plan check.
- ☒ 2.5 "No Parking-Fire Lane" signs and /or red painted curbs with lettering are required to be installed in interior access roadways, in locations where vehicle parking would obstruct the minimum clear width requirement. Installation shall be per Standard #B-001.
- ☒ 2.6 Security gates or other barriers on fire access roadways shall be provided with a Knox brand key switch or padlock to allow Fire Department access. See Standards #B-003, B-004 and H-001.
- ☒ 2.7 Any time PRIOR to on-site combustible construction and/or storage, a minimum twenty-six (26) ft. wide circulating all weather access roads shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved by fire department and other emergency services..

3.0 WATER SUPPLY

- ☒ 3.1 The required fire flow per Fire Department standards, based on the 2016 California Fire Code, Appendix B, is 1750 gallons per minute (g.p.m.) for 3 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.
- ☒ 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.
- ☒ 3.4 The water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

4.0 FIRE PROTECTION SYSTEMS

- ☒ 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.
- ☒ 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard ~~Choose an item.~~ All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- ☒ 4.5 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.
- ☒ 5.7 Placards shall be installed in acceptable locations on buildings that store, use or handle hazardous materials in excess of the quantities specified in the CFC. Placards shall meet the requirements of National Fire Protection Association (NFPA) Standard 704.

6.0 OTHER SPECIAL USES

- ☒ 6.1 The storage, use, dispensing, or handling of any hazardous materials shall be approved by the Fire Department, and adequate fire protection features shall be required. If hazardous materials are proposed, a Fire Department Hazardous Materials Information Packet, including Disclosure Form and Information Worksheet, shall be completed and submitted with Material Safety Data Sheets to the Fire Department along with building construction plans.
- ☒ 6.2 Any High Piled Storage, or storage of combustible materials greater than twelve (12') feet in height for ordinary (Class I-IV) commodities or storage greater than six feet (6') in height of high hazard (Group A plastics, rubber tires, flammable liquids, etc.) shall be approved by the Fire Department, and adequate fire protection features shall be required. If High Piled Storage is proposed, a Fire Department High Piled Storage Worksheet shall be completed and detailed racking plans or floor plans submitted prior to occupancy of the building.
- ☒ 6.3 Underground fuel tanks, their associated piping and dispensers shall be reviewed, approved, and permitted by Ontario Building Department, Ontario Fire Department, and San Bernardino County Fire Department Hazardous Materials Division. In fueling facilities, an exterior emergency pump shut-off switch shall be provided.

7.0 PROJECT SPECIFIC CONDITIONS

- ☒ 7.1 Section 2.3 – Access driveways in excess of 150 sq. ft. must have an approved fire department turnaround.



CITY OF ONTARIO

MEMORANDUM

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

FROM: Lorena Mejia, Senior Planner

DATE: August 22, 2019

SUBJECT: FILE #: PDEV19-015

Finance Acct#:

The following project has been resubmitted for review. Please send one (1) copy and email one (1) copy of your DAB report to the Planning Department by **Thursday, September 5, 2019**.

PROJECT DESCRIPTION: A Development Plan to construct a 27,670-square foot industrial building on 1.21 acres of land located at 1413 West Holt Boulevard, within the IP (Industrial Park) zoning district (APN: 1011-111-40).

- The plan does adequately address the departmental concerns at this time.
- No comments
 - See previous report for Conditions
 - Report attached (1 copy and email 1 copy)
 - Standard Conditions of Approval apply
- The plan does not adequately address the departmental concerns.
- The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.

Landscape Planning Division
Department

JRM
Signature

Landscape Planner
Title

10/19/19
Date

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

PRELIMINARY PLAN CORRECTIONS	
Sign Off	
	09/23/2019
Jamie Richardson, Sr. Landscape Planner	Date

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

D.A.B. File No.: PDEV19-015	Case Planner: Lorena Mejia
--------------------------------	-------------------------------

Project Name and Location:
 Industrial Building
 1413 W Holt Blvd

Applicant/Representative:
 Unityed Trust Realty, Ignacio Crespo
 371 Evergreen Dr.
 Brea, Ca 92821

<input checked="" type="checkbox"/>	A Preliminary Landscape Plan (dated 08/08/2019) meets the Standard Conditions for New Development and has been approved with the consideration that the following conditions below be met upon submittal of the landscape construction documents.
<input type="checkbox"/>	A Preliminary Landscape Plan (dated) has not been approved. Corrections noted below are required prior to Preliminary Landscape Plan approval.

A RESPONSE SHEET IS REQUIRED WITH RESUBMITTAL OR PLANS WILL BE RETURNED AS INCOMPLETE

Civil/ Site Plans

1. Show transformers set back 5' from paving all sides. Coordinate plans; civil, site and landscape plans do not match.
2. Show backflow devices set back 4' from paving all sides. Locate on level grade. Backflows shall be shown on private property, not within the right of way.

Landscape Plans

3. Show backflow devices with 36" high strappy leaf shrub screening and trash enclosures and transformers, a 4'-5' high evergreen hedge screening. Coordinate plans; civil, site and landscape plans do not match. Do not encircle devices; continue plant groupings throughout the landscape areas.
4. Coordinate utility locations: lights, fire hydrants, water, drainage and sewer lines to not conflict with required tree locations. Coordinate plans; civil, site and landscape plans do not match.
5. Show landscaping in the perimeter planters and trees spaced max 30' apart, 25' for narrow trees. Change the 2 Ulmus in the truck yard adjacent to southern property wall to a tall narrow tree such as a Podocarpus macrophyllus, Tristania laurina, or Callistemon citrinus or similar.
6. Show 25% of trees as California native (Platanus racemosa, Quercus agrifolia, Quercus wislizenii, Quercus douglasii, Cercis occidentalis etc.) in appropriate locations.
7. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
8. After a project's entitlement approval, the applicant shall pay all applicable fees for landscape plan check and inspections at a rate established by resolution of the City Council. Fees are:

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

Landscape construction plans with building permit number for plan check may be emailed to: landscapeplancheck@ontarioca.gov



CITY OF ONTARIO

MEMORANDUM

TO: Lorena Mejia, Planning Department

FROM: Douglas Sorel, Police Department

DATE: Mach 25, 2019

SUBJECT: PDEV19-015 – A DEVELOPMENT PLAN TO CONSTRUCT AN INDUSTRIAL BUILDING AT 1413 WEST HOLT BLVD.

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

- Required lighting for walkways, driveways, doorways, parking lots, hallways and other areas used by the public shall be provided. Lights shall operate via photosensor. Photometrics shall be provided to the Police Department and include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting.
- Rooftop addresses shall be installed on the buildings as stated in the Standard Conditions. The numbers shall be at a minimum 3 feet tall and 1 foot wide, in reflective white paint on a flat black background, and oriented with the bottom of the numbers towards the addressed street.
- The Applicant shall comply with construction site security requirements as stated in the Standard Conditions.

The Applicant is invited to contact Douglas Sorel at (909) 408-1873 with any questions or concerns regarding these conditions.



Development Advisory Board Decision

November 18, 2019

DECISION NO.: [insert #]

FILE NO.: PDEV19-025

DESCRIPTION: A Development Plan to construct a mixed-use project consisting of 925 multiple-family dwellings and 5,000 square feet of retail space on 22.39 acres of land located at the southeast corner of Vineyard Avenue and Inland Empire Boulevard, within the Planning Area 2 (Urban Commercial) land use district of the Meredith International Centre Specific Plan; APNs: 0110-311-52, 0110-311-53, 0110-311-54, and 0110-311-55; **submitted by G.H. Palmer Associates.**

Part I—BACKGROUND & ANALYSIS

G.H. PALMER ASSOCIATES, (herein after referred to as “Applicant”) has filed an application requesting Development Plan approval, File No. PDEV19-025, as described in the subject of this Decision (herein after referred to as “Application” or “Project”).

(1) **Project Setting:** The project site is comprised of 22.39 acres of land located at southeast corner of Vineyard Avenue and Inland Empire Boulevard, and is depicted in Exhibit A—Aerial Photograph, attached. Existing land uses, General Plan and zoning designations, and specific plan land uses on and surrounding the project site are as follows:

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
<i>Site:</i>	Vacant	Mixed Use - Meredith	SP (Specific Plan)	Urban Commercial (Meredith International Centre Specific Plan)
<i>North:</i>	Vacant	Mixed Use - Meredith	SP	Industrial (Meredith International Centre Specific Plan)
<i>South:</i>	Interstate 10 Freeway	Interstate 10 Freeway	Interstate 10 Freeway	N/A
<i>East:</i>	Automobile Dealership (Infiniti)	Mixed Use - Meredith	SP	Urban Commercial (Meredith International Centre Specific Plan)
<i>West:</i>	Vineyard Avenue	Vineyard Avenue	Vineyard Avenue	N/A

(2) **Project Description:**

(a) **Background** — In April 2015, the City Council approved a General Plan Amendment (File No. PGPA13-005) and Specific Plan Amendment (File No. PSPA14-003) affecting the project site. The applications modified the Meredith International Centre Specific Plan, originally adopted in 1981, to facilitate the development of approximately 3 million square feet of industrial land uses, up to 600 hotel rooms, 1.1 million square feet of commercial land uses, and up to 800 residential units on approximately 257.7 acres of land located on the north side of the Interstate 10 Freeway between Vineyard and Archibald Avenues.

In March 2015, the Planning Commission approved a Tentative Parcel Map (File No. PMTT14-028 (PM 19612)) which subdivided the undeveloped portions of the Meredith International Centre Specific Plan (approximately 238.5 acres) into 22 lots of varying sizes, including three 7.2-acre lots that comprise the project site. Planning Commission also approved a Development Plan (File No. PDEV14-055) to construct 7 industrial buildings totaling approximately 3,000,000 square feet on approximately 143 acres of land located at northeast corner of Vineyard Avenue and Fourth Street, which has since been constructed.

In September 2015, the City’s Development Advisory Board approved Development Plan (File No. PDEV15-016) to construct a 52,000-square foot automobile dealership (Audi Ontario) on a 5-acres of land located east of the project site, on the south side of Inland Empire Boulevard, abutting the Cucamonga Creek and Deer Creek Flood Control Channels, which has since been constructed.

In August 2016, the Planning Commission approved a Development Plan (File No. PDEV16-014) to construct an 800 multiple-family dwellings on 21.6 acres of land generally located on the north side of Inland Empire Boulevard, approximately 300 feet west of Archibald Avenue. Additionally, in March 2019 the Development Advisory Board approved a Development Plan (File No. PDEV18-033) to construct a 72,000-square foot automobile dealership (Porsche) on 3 acres of land located east of the project site. Both developments are presently under construction.

The proposed Development Plan is being processed concurrently with an Amendment to the Meredith International Centre Specific Plan (File No. PSPA19-002). The Specific Plan amendment will establish a Mixed-Use Overlay district on 22.39 acres of land within a portion of the Planning Area 2 (Urban Commercial) land use district that would allow for residential land uses. Approval of the Development Plan shall be contingent upon the approval of the Specific Plan amendment and Addendum to the Meredith International Centre Specific Plan Environmental Impact Report (SCH# 2014051020) adopted by City Council on April 7, 2015.

(b) Site Design/Building Layout — The project site consists of 2 multiple-family apartment buildings designed with a first-floor concrete podium slab and bearing walls, each containing a lobby, parking garage, refuse collection facilities, and mechanical/electrical rooms. A 3-story wood-framed superstructure is designed on top of each podium which contains 462 and 463 dwellings, respectively, in a stacked flat configuration, for an overall height of 4 stories (46 to 50 feet, on average, with projections up to 62 feet).

The leasing office will abut Building A along Inland Empire Boulevard, located east of the project site’s main entrance. Directly west of the main entrance, a 5,000 square foot retail space will front Building B with commercial parking spaces along the building’s frontage. Both the leasing office and retail space are architecturally integrated into both Buildings A and B for consistent articulation and design.

Eleven different floor plans are proposed, with unit sizes ranging from 498 to 1,239 square feet. There are two studio plans, five one-bedroom/one-bathroom plans, three 2-bedroom/2-bathroom plans, and one 3-bedroom/2-bathroom floor plan designs are proposed, which, in total, includes 60 studio units, 458 one-bedroom units, 386 two-bedroom units, and 21 three-bedroom units. The dwelling unit breakdown is as follows:

Dwelling Unit Summary – Building A					
Unit No.	Unit Type	Area	No.	Percent	Unit Percent
S-1	Studio	498 SF	12	2.6%	5.2%
S-2	Studio	532 SF	12	2.6%	

Dwelling Unit Summary – Building A					
Unit No.	Unit Type	Area	No.	Percent	Unit Percent
A-1	1 Bedroom/1 Bathroom	675 SF	75	5.2%	49.4%
A-2	1 Bedroom/1 Bathroom	675 SF	72	16.2%	
A-3	1 Bedroom/1 Bathroom	697 SF	11	15.6%	
A-4	1 Bedroom/1 Bathroom	756 SF	46	2.4%	
A-5	1 Bedroom/1 Bathroom	805 SF	23	10%	
B-1	2 Bedroom/2 Bathroom	956 SF	87	18.8%	42.6%
B-2	2 Bedroom/2 Bathroom	1,010 SF	72	15.6%%	
B-3	2 Bedroom/2 Bathroom	1,119 SF	38	8.2%	
C-1	3 Bedroom/2 Bathroom	1,239 SF	13	2.8%	2.8%
TOTAL			462	100%	100%

Dwelling Unit Summary – Building B					
Unit No.	Unit Type	Area	No.	Percent	Unit Percent
S-1	Studio	498 SF	18	3.9%	7.8%
S-2	Studio	532 SF	18	3.9%	
A-1	1 Bedroom/1 Bathroom	675 SF	81	7.8%	49.7%
A-2	1 Bedroom/1 Bathroom	675 SF	77	17.5%	
A-3	1 Bedroom/1 Bathroom	697 SF	6	16.6%	
A-4	1 Bedroom/1 Bathroom	756 SF	45	1.3%	
A-5	1 Bedroom/1 Bathroom	805 SF	21	9.7%	
B-1	2 Bedroom/2 Bathroom	956 SF	72	15.6%	40.8%
B-2	2 Bedroom/2 Bathroom	1,010 SF	83	17.9%	
B-3	2 Bedroom/2 Bathroom	1,119 SF	34	7.3%	
C-1	3 Bedroom/2 Bathroom	1,239 SF	8	1.7%	1.7%
TOTAL			463	100%	100%

The open space requirements of the Meredith International Centre Specific Plan require that the project provide a minimum of 60 square feet of private open space, and 250 square feet of common open space, per dwelling unit for the Urban Residential land use district. The applicant has proposed a range of private open space with 0 square feet for studios, 40 square feet for one-bedroom units, and 50 square feet

for both 2 and 3-bedroom units. Additionally, approximately 299 square feet of common open space per dwelling unit has been provided (totaling 284,281 square feet), which exceeds the minimum common open space requirement for the project.

The project is highly amenitized, including a 2-story clubhouse, a large pool and spa courtyard. The clubhouse includes interior amenities such as a gym and exercise area, a lounge, restrooms, mail and parcel rooms, cabanas (open to the pool/spa courtyard), decorative water feature, outdoor kitchen, barbecues, shade canopies, and outdoor seating area. Each building also features a pool and spa courtyard with adjacent fitness amenities.

Other amenities provided at various locations throughout the project include densely landscaped passive open space areas, outdoor seating with shade structures, decorative water features, tot lots with play structures and shade canopies, outdoor fitness areas, volleyball court, and two dog parks.

(c) Site Access/Circulation — The project site is accessed from Inland Empire Boulevard by a central signalized vehicular entry point, pursuant to the requirements of the Meredith International Centre Specific Plan. The main driveway is intended for use by project residents, visitors, and retail consumers. Commercial parking is situated along the retail space, while residential access is proposed to be gated and secured, with access to the main gate controlled by a manned guardhouse. Residents will be able to access the main gate utilizing an electronic controller, bypassing the guardhouse. Visitors will require clearance at the guardhouse before entering the project site. The main gate driveway has been designed with a turnaround for vehicles that mistakenly access the driveway.

Two secondary gates along Inland Empire Boulevard for right-in right-out access are proposed to the west and east of the main driveway. These secondary gates will not be manned, and like the main gate, tenants will access the secondary gate utilizing an electronic controller. The secondary driveway has also been designed with a turnaround for vehicles that mistakenly access the driveway.

A system of two-way private drives, with 90-degree resident and visitor parking, provides vehicular circulation throughout the project site and access to the parking garages. Pedestrian circulation through the site and access to individual buildings is provided by a system of landscaped paseos and walkways adjacent to private drives.

(d) Parking — The Project has provided off-street parking pursuant to the “Multi-Family Residential” and “General Retail” parking standards specified in the Development Code. The off-street parking calculations for each building are as follows:

The Development Code specifies the following parking requirements for multiple-family residential uses:

Type of Use	Building Area and/or No. of Units	Parking Ratio	Spaces Required	Spaces Provided
Studio	60 units	1.5 spaces per dwelling, including one space in a garage or carport	90	1,717
One-Bedroom	458 units	1.75 spaces per dwelling, including one space in a garage or carport	802	
2-Bedrooms	386 units	2.0 spaces per dwelling, including one space in a garage or carport	772	
3-Bedrooms	21 units	2.5 spaces per dwelling, including one space in a garage or carport	53	
Guest/Visitor Parking	925 units	Greater than 100 dwelling units—One space per 6 dwelling units	154	154
General Retail	5,000 SF	4 spaces per 1,000 SF of GFA	20	29
Leasing Office	4,812 SF	1 space per 2,000 SF of GFA (APA PAS Report 510/511 for model homes)	3	9
TOTAL			1,894	1,909

(e) Architecture —Architecturally, the proposed buildings incorporate a light sand stucco finish, brown and red blend of concrete roof tiles, decorative wrought iron elements, decorative false terra cotta gable vents and chimney caps, series of small decorative niches, recessed vinyl windows, metal awnings above various windows, faux wood shutters, brick veneer, decorative trellises at ground level over pilasters, storefront glazing at building lobbies, and decorative light fixtures. The mechanical equipment will be roof-mounted and obscured from public view by the parapet walls and, if necessary, equipment screens, which will incorporate design features consistent with the building architecture.

Staff believes that the proposed project illustrates the type of high-quality residential architecture promoted by the Meredith International Centre Specific Plan and the City’s Development Code. This is exemplified through the use of:

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

Incorporation of base and top treatments defined by the layering of design elements, including horizontal changes in the exterior wall plane, and changes in exterior color (use of color blocking) and materials.

(f) Landscaping — In general, the project provides substantial landscaping the full length of the project street frontages, throughout off-street parking areas, and throughout stormwater retention areas, for an overall landscape coverage of approximately 33.9% percent. A landscaped setback has been provided along the full length of Inland Empire Boulevard street frontage, which varies from 5 feet to 40 feet in depth, measured from the street property line to the nearest buildings. Additionally, a series of

intensely landscaped paseos, which vary from 20-feet to 40-feet in width, provide pedestrian connections throughout the site and link the recreation amenities that are dispersed throughout the project.

A variety of accent and shade trees in 24-inch, 36-inch and 48-inch box sizes have been provided to enhance the project. Moreover, decorative paving and lighting will be provided at vehicular entries, pedestrian walkways, and other key locations throughout the project.

(g) Utilities (drainage, sewer) — All necessary public utilities (water and sewer) were previously installed in Inland Empire Boulevard in conjunction with the construction of SRG / Meredith International Centre, 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 vegetated swales which lead to underground stormwater infiltration systems installed for the project. Any overflow drainage will be conveyed to the public street by way of parkway culverts.

Part II—RECITALS

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

WHEREAS, the environmental impacts of this project were reviewed in conjunction with an Addendum to the Meredith International Centre Specific Plan Amendment Environmental Impact Report (SCH# 2014051020) certified by City Council on April 7, 2015, in conjunction with File Nos. PGPA13-005 and PSPA14-003, and this Application introduces no new significant environmental impacts; and

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

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

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Development Advisory Board ("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 ("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 November 18, 2019, the DAB of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

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

Part III—THE DECISION

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

SECTION 1: *Environmental Determination and Findings.* As the recommending body for the Project, the DAB has reviewed and considered the information contained in the 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 reviewed in conjunction with an Addendum to the Meredith International Centre Specific Plan Amendment Environmental Impact Report (SCH# 2014051020) certified by City Council on April 7, 2015.

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

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

(4) The Addendum contains a complete and accurate reporting of the environmental impacts associated with the Project, and reflects the independent judgment of the DAB; and

(5) There is no substantial evidence in the administrative record supporting a fair argument that the project may result in significant environmental impacts; and

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

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

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

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

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

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

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

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

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

SECTION 3: Housing Element Compliance. Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending body for the Project, the DAB finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The project site is one of the properties listed in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix, and the proposed project is consistent with the number of dwelling units (925) and density (47 du/ac) specified in the Available Land Inventory.

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

SECTION 5: Concluding Facts and Reasons. Based upon the substantial evidence presented to the DAB during the above-referenced hearing and upon the specific findings set forth in Sections 1 through 4, above, the DAB hereby concludes as follows:

(1) ***The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.*** The proposed Project is located within the Mixed Use land use district of the Policy Plan Land Use Map, and the Urban Commercial land use district of the Meredith International Centre Specific Plan. The proposed Development Plan is being processed concurrently with a Specific Plan Amendment (File No. PSPA19-002) to establish a Mixed-Use Overlay district on 22.39 acres of land within a portion of the Planning Area 2 (Urban Commercial) land use district. The change, if approved, will be reflected in Meredith International Centre Specific Plan. The development standards and conditions under which the proposed Project will be constructed and maintained, is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan; and

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

(3) ***The proposed development will complement and/or improve upon the quality of existing development in the vicinity of the project and the minimum safeguards necessary to protect the public health, safety and general welfare have been required of the proposed project.*** The Development Advisory Board has required certain safeguards, and impose certain conditions of approval, which have been established to ensure that: [i] the purposes of the Meredith International Centre 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 Meredith International Centre Specific Plan; and

(4) ***The proposed development is consistent with the development standards and design guidelines set forth in the Development Code, or applicable specific plan or planned unit development.*** The proposed Project has been reviewed for consistency with the general development standards and guidelines of the Meredith International Centre 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 (mixed use development). As a result of this review, the Development Advisory Board has determined that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the development standards and guidelines described in the Meredith International Centre Specific Plan.

SECTION 6: *Development Advisory Board Action.* Based on the findings and conclusions set forth in Sections 1 through 5, above, the DAB hereby recommends the Planning Commission APPROVES the Application subject to each and every condition set forth in the Department reports included as Attachment A of this Decision, and incorporated herein by this reference.

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

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

APPROVED AND ADOPTED this 18th day of November 2019.

Development Advisory Board Chairman

Exhibit A—PROJECT LOCATION MAP

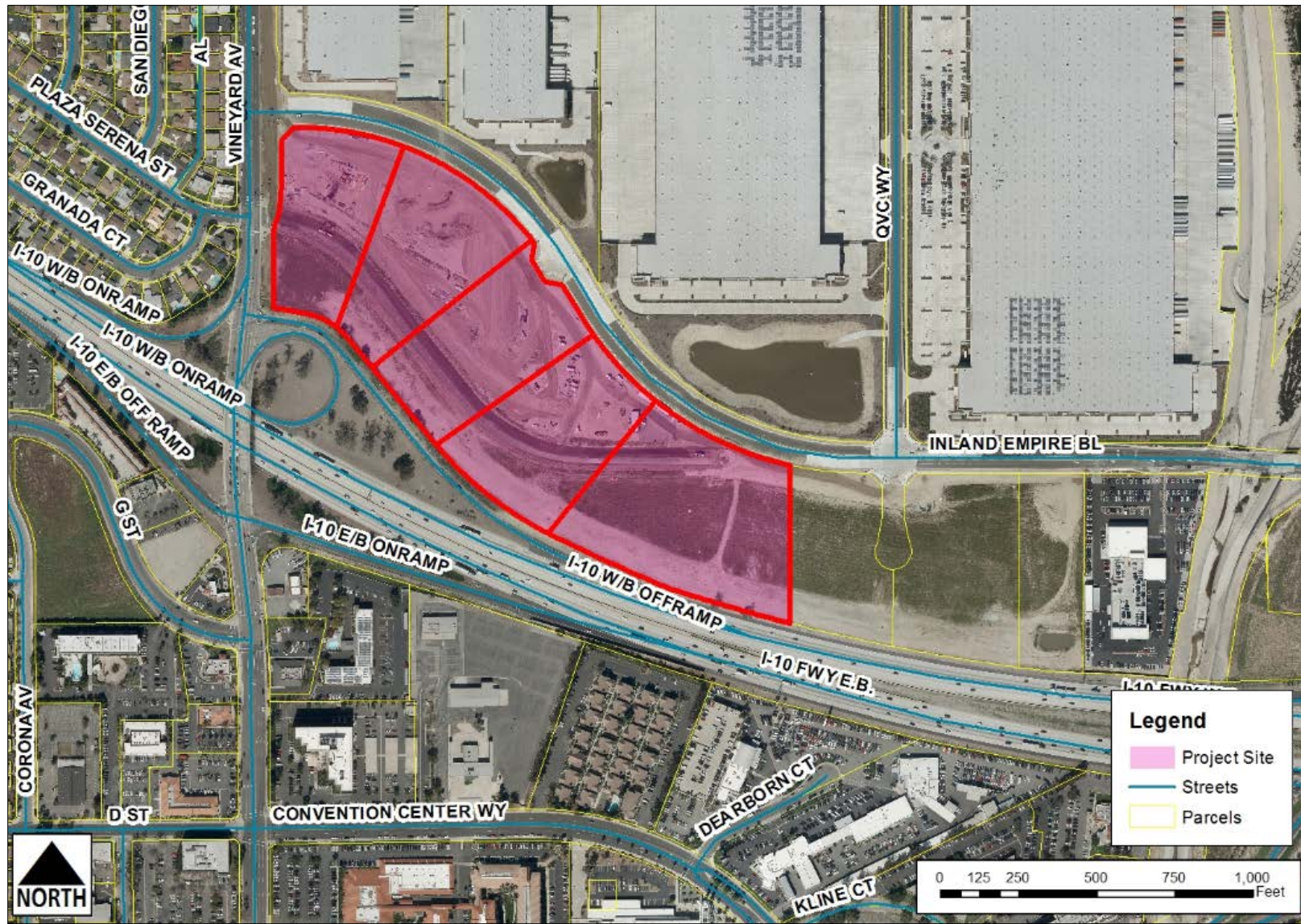
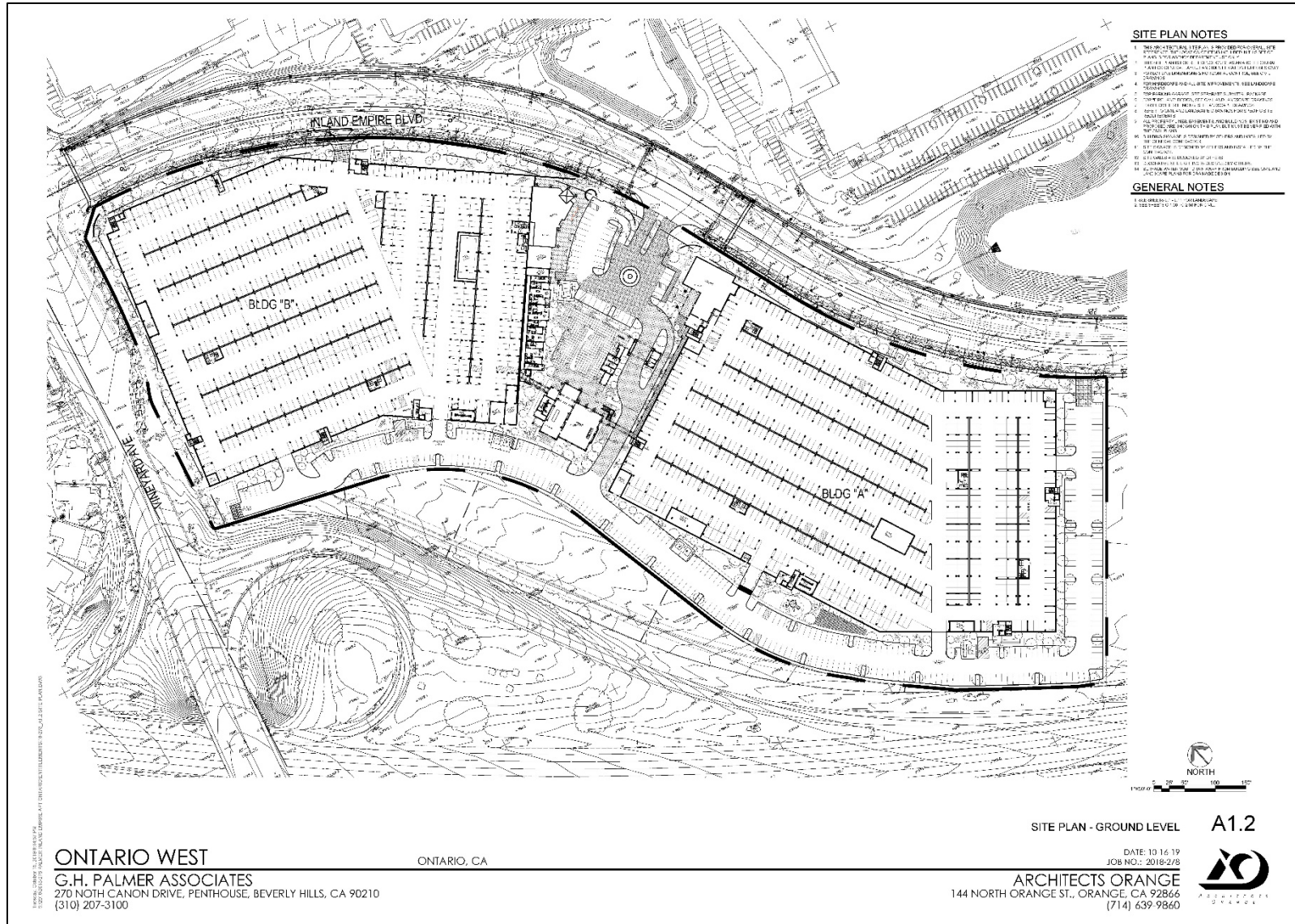


Exhibit B—SITE PLAN



ONTARIO WEST
 G.H. PALMER ASSOCIATES
 270 NORTH CANON DRIVE, PENTHOUSE, BEVERLY HILLS, CA 90210
 (310) 207-3100

ONTARIO, CA

SITE PLAN - GROUND LEVEL

A1.2

DATE: 10.16.19
 JOB NO.: 2018-278

ARCHITECTS ORANGE
 144 NORTH ORANGE ST., ORANGE, CA 92866
 (714) 639-9860



Exhibit C—EXTERIOR ELEVATIONS (BUILDING A)



Exhibit C—EXTERIOR ELEVATIONS (BUILDING B)



Exhibit C—EXTERIOR ELEVATIONS (CLUBHOUSE)

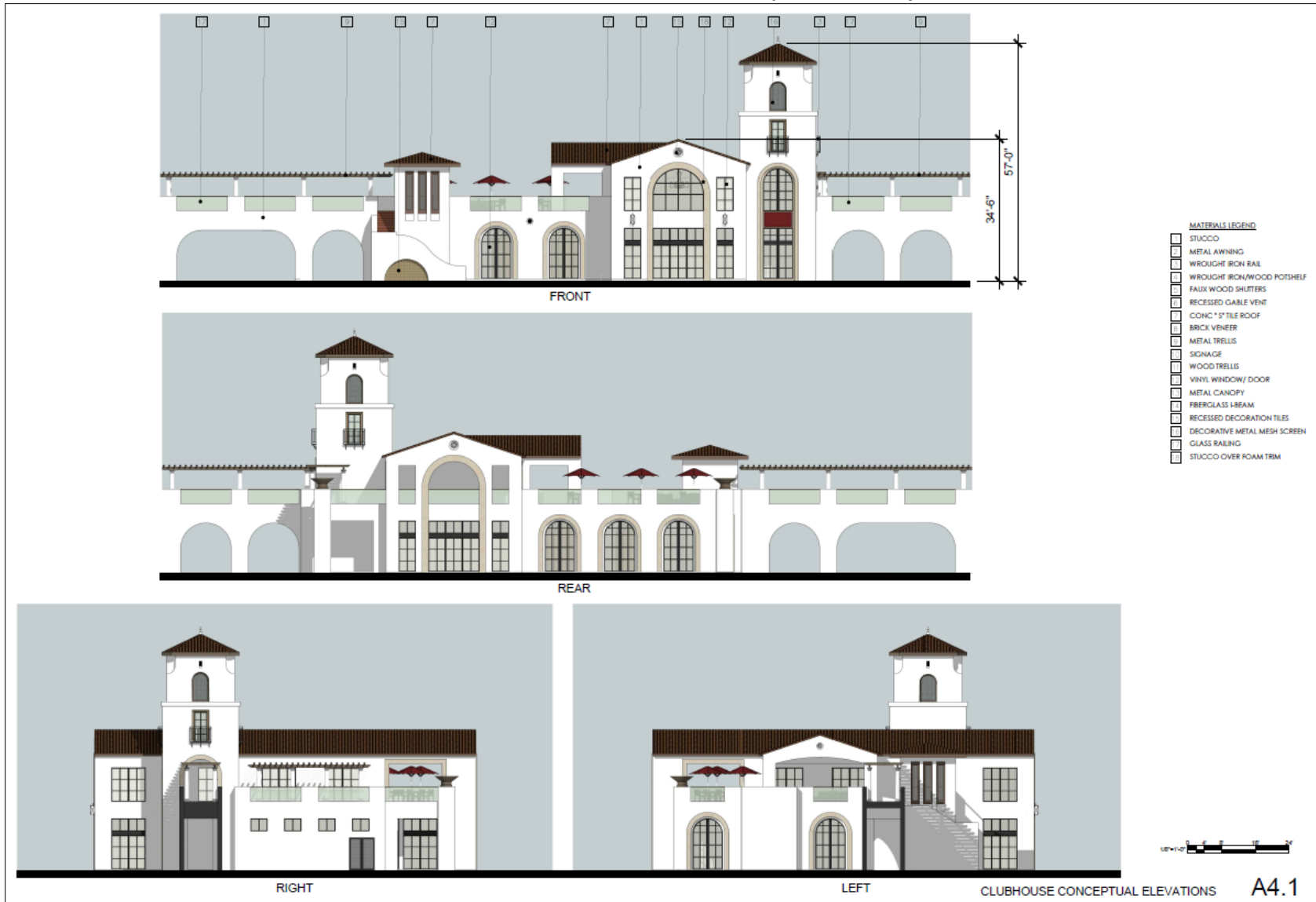


Exhibit C—EXTERIOR ELEVATIONS (GUARD HOUSE)

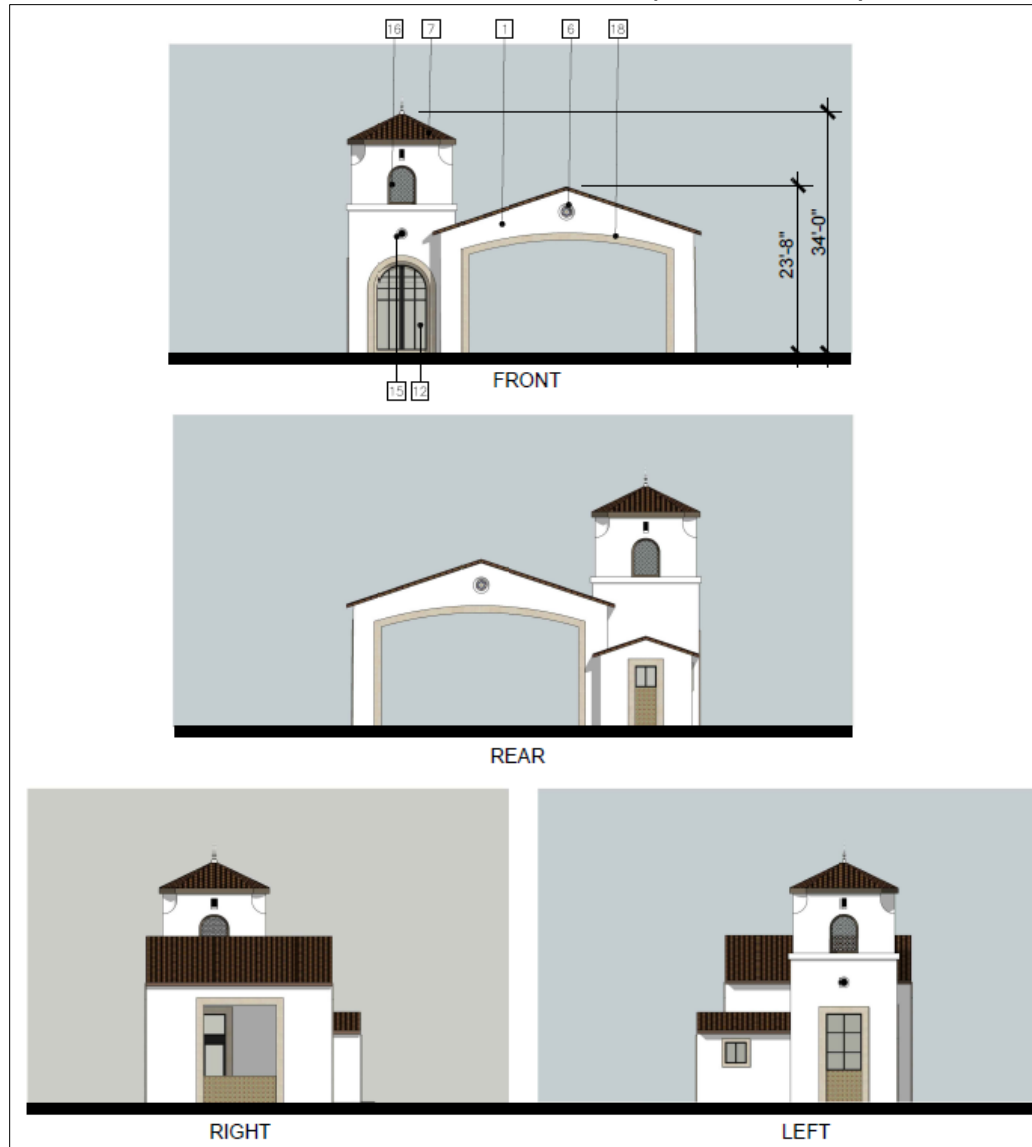


Exhibit D—LANDSCAPE PLAN (OVERALL SITE PLAN)



- EMPOWERED CONSTRUCTION**
 Green symbols indicate construction areas.

- SITE CANNON PLANTINGS**
 Specific plant species and quantities for site planting.

- LANDSCAPE PLANTINGS**
 Detailed list of plant species and quantities for various site areas.

- CONCEPT PLANT SCHEDULE**
 Table detailing plant species, quantities, and notes for the landscape plan.

- REFERENCE NOTES**
 List of notes and references related to the landscape plan, including project specifications and standards.

- CIVIL COORDINATION NOTES**
 1. Landscape areas where compaction has occurred due to grading activities and where trees or storm water infiltration areas are located shall be restored by soil banking. For trees a 12" x 12" x 18" deep area for storm water infiltration the entire area shall be restored.
- GENERAL NOTES**
 1. Utilities such as baselines and transformers shall be screened with 5' of landscape around.

PROJECT TREE REQUIREMENTS
 25% of trees shall be native California species.

Native Tree Prohibit:	20
Cholla Prohibit:	20
Yucca Prohibit:	30
Palms Prohibit:	20
Quercus Prohibit:	30
Total Native Tree Prohibit:	85
Total Trees Prohibit:	227
Total Trees Prohibit:	164

Percentage of California native trees = 85 / 227 = 37% minimum
 There are 140 existing trees on site.

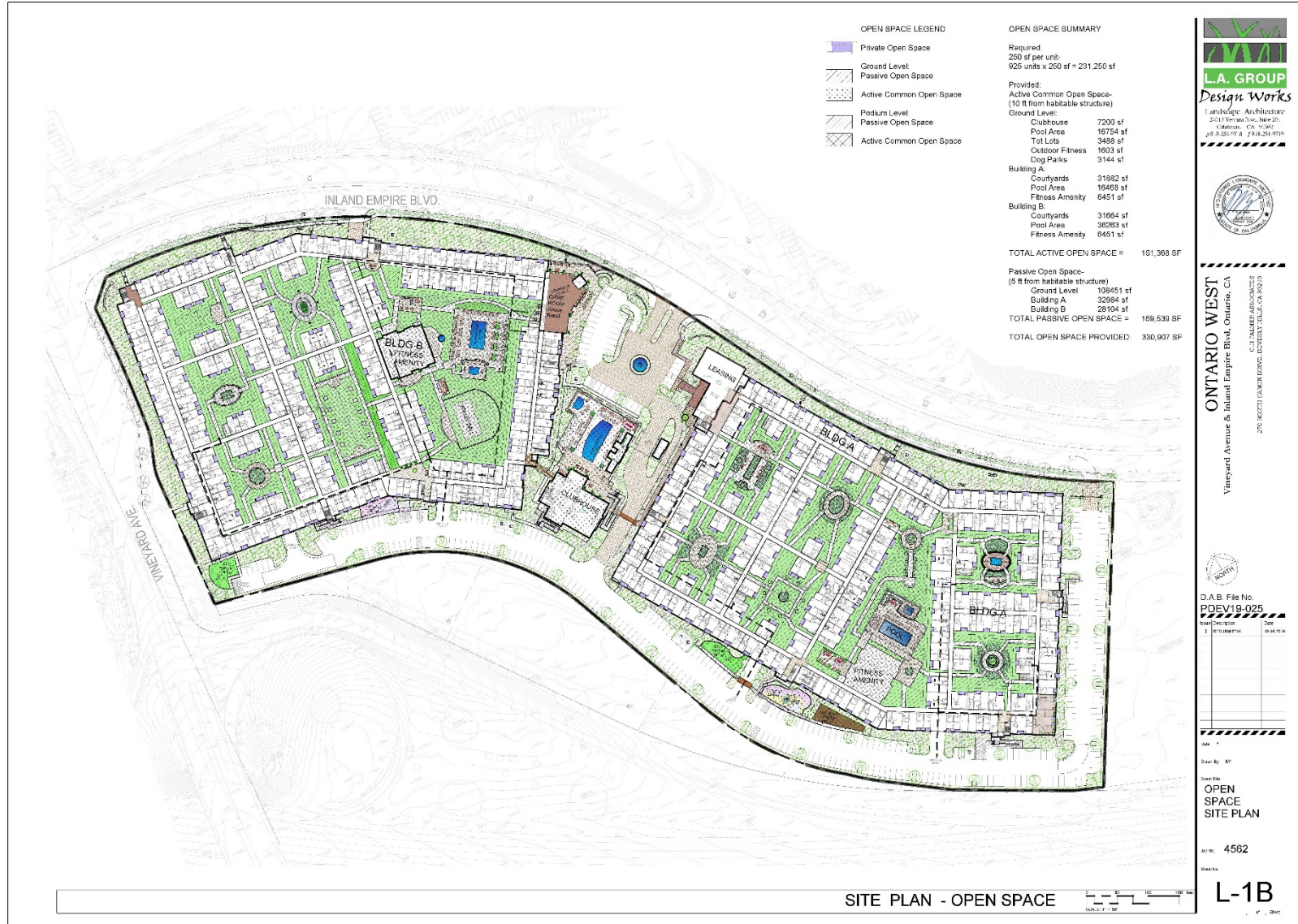


PASEOS at VINEYARD
 Vineyard Avenue & Inland Empire Blvd, Ontario, CA
 270 NORTH CALIFORNIA AVENUE, WESTGATE HILLS, CA 91761

D.A.B. File No. PDEV19-025
 1 City Staff Initials 10/16/2019

D.A.B. File No. PDEV19-025
 4562
L-1A

Exhibit D—LANDSCAPE PLAN (OPEN SPACE)



Attachment A—Departmental Conditions of Approval

(Departmental conditions of approval follow this page)



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

Planning Department Land Development Division Conditions of Approval

Meeting Date: November 18, 2019

File No: PDEV19-025

Related Files: PSPA19-002

Project Description: A Development Plan to construct a mixed-use project consisting of 925 multiple-family dwellings and 5,000 square feet of retail space on 22.39 acres of land located at the southeast corner of Vineyard Avenue and Inland Empire Boulevard, within the Planning Area 2 (Urban Commercial) land use district of the Meredith International Centre Specific Plan; APNs: 0110-311-52, 0110-311-53, 0110-311-54, and 0110-311-55; **submitted by G.H. Palmer Associates.**

Prepared By: Jeanie Irene Aguilo, Associate Planner
Phone: 909.395.2418 (direct)
Email: jaguilo@ontarioca.gov

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

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

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

2.1 Time Limits.

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

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

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

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

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

2.3 Landscaping.

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

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

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

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

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

2.5 Parking, Circulation and Access.

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

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

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

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

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

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

2.6 Site Lighting.

(a) All off-street parking facilities shall be provided with nighttime security lighting pursuant to Ontario Municipal Code Section 4-11.08 (Special Residential Building Provisions) and Section 4-11.09 (Special Commercial/Industrial Building Provisions), designed to confine emitted light to the parking

areas. Parking facilities shall be lighted from sunset until sunrise, daily, and shall be operated by a photocell switch.

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

2.7 Mechanical and Rooftop Equipment.

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

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

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

2.9 Signs. All Project signage shall comply with the requirements of Ontario Development Code Division 8.0 (Sign Regulations).

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

2.11 Environmental Review.

(a) The environmental impacts of this project were previously reviewed in conjunction with an Addendum to the Meredith International Centre Specific Plan Amendment Environmental Impact Report (SCH# 2014051020) adopted by City Council on April 7, 2015, in conjunction with File Nos. PGPA13-005 and PSPA14-003. This application introduces no new significant environmental impacts. The City's "Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" provide for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed. The previously adopted mitigation measures shall be 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.

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

2.13 Additional Fees.

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

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

2.14 Additional Requirements.

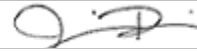
(a) Development Plan (File No. PDEV19-025) approval is contingent upon the City Council approval of related Specific Plan Amendment (File No. PSPA19-002) and Addendum to the Meredith International Centre Specific Plan Amendment Environmental Impact Report (SCH# 2014051020) adopted by City Council on April 7, 2015.

(b) The project developer shall continue to coordinate with the Native American Tribes through the SB18 consultation process and complete the consultation process prior to the Planning Commission meeting on November 26, 2019. The developer shall be required to comply with the agreed upon terms of the consultation process with the Native American Tribes.

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

PRELIMINARY PLAN CORRECTIONS

Sign Off



09/30/2019

Jamie Richardson, Sr. Landscape Planner

Date

Reviewer's Name:

Jamie Richardson, Sr. Landscape Planner

Phone:

(909) 395-2615

D.A.B. File No.:

PDEV19-025

Case Planner:

Jeanie Irene Aguilo

Project Name and Location:

Meredith Apartments PA2
 SEC of Vineyard Ave and Inland Empire

Applicant/Representative:

G.H. Palmer Associates – Darrel Malamut
 270 North Canon Drive, Penthouse
 Beverly Hills, CA 90210



A Preliminary Landscape Plan (dated 09/12/2019) meets the Standard Conditions for New Development and has been approved with the consideration that the following conditions below be met upon submittal of the landscape construction documents.



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

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

Civil/ Site Plans

1. Parkway tree locations shall be shown on civil plans and plans where utilities are proposed. Parkway trees are to be 30' apart. Show and note a 10' total space, 5' clearance each side of tree from any utility or hardscape including water, sewer, drain lines and driveways; and 10' clear from street lights. Relocate utilities to minimum clearances to allow parkway trees.
2. Adjust storm water infiltration chambers outside of required landscape areas. Storm water infiltration devices located in landscape areas shall be reviewed and plans approved by the Landscape Planning Division prior to permit issuance. Any storm water devices in parkway areas shall not displace street trees.
3. Show transformers set back 5' from paving all sides to avoid bollards and provide required screening. Coordinate with landscape plans.
4. Show backflow devices set back 4' from paving all sides. Locate on level grade
5. Show existing corner ramp (Vineyard and Inland Empire Blvd) and sidewalk per city standard drawing 1213 with max 10' or 13' of ramp and sidewalk behind at corners.
6. Provide the appropriate landscape percentage and calculations for mixed use development (not including right of way or paving).
7. Note for compaction to be no greater than 85% at landscape areas. All finished grades at 1 ½" below finished surfaces. Slopes to be maximum 3:1.

Landscape Plans

8. Recycled water shall not be utilized within pool/spa areas. Design and show for potable water in pool areas.
9. Show backflow devices with 36" high strappy leaf shrub screening and trash enclosures and

transformers, a 4'-5' high evergreen hedge screening. Do not encircle utility, show as masses and duplicate masses in other locations on regular intervals.

10. Show corner ramp and sidewalk per city standard drawing 1213.
11. Show landscaping in the perimeter planters and trees spaced 30' apart. Provide tall, narrow screening trees along the southern and eastern planter areas.
12. Remove or limit artificial turf and gravel; use low water use groundcovers and shredded bark mulch.
13. Replace *Festuca glauca*, *Salvia leucantha*, and *Magnolia*; consider *Sesleria autumnalis*, *Salvia celvelandii* and *Quercus ilex*. Use *Myrica californica* as a screening shrub or small accent tree, not shade tree.
14. Show 8' diameter of mulch only at new trees, 12' min. at existing trees. Detail irrigation dripline outside of mulched root zone.
15. Designer or developer to provide agronomical soil testing and include report on landscape construction plans.
16. Show concrete mowstrips to identify property lines along open areas or to separate ownership or between maintenance areas.
17. Note that an irrigation audit at build out of project.
18. Show minimum on-site tree sizes per the Landscape Development standards, see the Landscape Planning website. 5% 48" box, 10% 36 box, 30% 24" box, 55% 15 gallon.
19. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
20. 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. Typical fees are:
Plan Check—5 or more acres.....\$2,326.00
Inspection—Construction (up to 3 inspections per phase).....\$278.00
Inspection—Field – any additional.....\$83.00

Landscape construction plans with building permit number for plan check may be emailed to: landscapeplancheck@ontarioca.gov



CITY OF ONTARIO

MEMORANDUM

TO: Jeanie Irene Aguilo, Associate Planner
Planning Department

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

DATE: June 5, 2019

SUBJECT: PDEV19-025 - A Development Plan to construct a mixed-use project consisting of 925 multiple-family dwellings and 5,000 square feet of retail space on 22.39 acres of land located at the southeast corner of Vineyard Avenue and Inland Empire Boulevard, within the Mixed Use land use district of the Meredith International Centre Specific Plan (APNs: 0110-311-52, 0110-311-53, 0110-311-54, and 0110-311-55). Related File: PSPA19-002.

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

SITE AND BUILDING FEATURES:

- A. 2016 CBC Type of Construction: Not Listed, Type V
- B. Type of Roof Materials: Ordinary
- C. Ground Floor Area(s): Varies, Multiple Building Apartments
- D. Number of Stories: 4
- E. Total Square Footage: Varies, Multiple Building Apartments
- F. 2016 CBC Occupancy Classification(s): R - 3

CONDITIONS OF APPROVAL:

1.0 GENERAL

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

2.0 FIRE DEPARTMENT ACCESS

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

3.0 WATER SUPPLY

- ☒ 3.1 The required fire flow per Fire Department standards, based on the 2016 California Fire Code, Appendix B, is 4000 gallons per minute (g.p.m.) for 4 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.
- ☒ 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.
- ☒ 3.3 Buildings that exceed 100,000 square feet in floor area shall provide an onsite looped fire protection water line around the building(s.) The loops shall be required to have two or more points of connection from a public circulating water main.
- ☒ 3.4 The water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

4.0 FIRE PROTECTION SYSTEMS

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

- ☒ 4.6 A fire alarm system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 72. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- ☒ 4.7 Portable fire extinguishers are required to be installed prior to occupancy per Standard #C-001. Please contact the Fire Prevention Bureau to determine the exact number, type and placement required.
- ☒ 4.8 A fixed fire extinguishing system is required for the protection of hood, duct, plenum and cooking surfaces. This system must comply with National Fire Protection Association (NFPA) Standards 17A and 96. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.

5.0 BUILDING CONSTRUCTION FEATURES

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



CITY OF ONTARIO

MEMORANDUM

TO: Jeanie Aguilo, Planning Department

FROM: Officer Emily Hernandez, Police Department

DATE: May 20, 2019

SUBJECT: PDEV19-025 – A DEVELOPMENT PLAN TO CONSTRUCT 925 PODIUM APARTMENT COMPLEX AND 5,000 SQUARE FEET OF RETAIL ON MIXED USE LAND AT VINEYARD AVENUE AND INLAND EMPIRE BOULEVARD

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

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

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

CITY OF ONTARIO

MEMORANDUM

TO: PLANNING DEPARTMENT, Jeanie Irene Aguilo
FROM: BUILDING DEPARTMENT, Kevin Shear
DATE: May 08, 2019
SUBJECT: PDEV19-025

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

Conditions of Approval

1. The Site addresses will be:
Bldg A- 2000 Inland Empire Blvd
Bldg B- 1900 Inland Empire Blvd
2. Standard conditions of approval apply.

KS:lr

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV19-025 & PSPA19-002

Address: SEC of Vineyard Ave & Inland Empire Blvd

APN: 0110-311-52 thru 55

Existing Land Use: Vacant

Proposed Land Use: A Development Plan to construct 925 apartment units & SPA to establish a mixed-use overlay to allow for residential land uses

Site Acreage: 22.39 Proposed Structure Height: 62 FT

ONT-IAC Project Review: Yes

Airport Influence Area: ONT

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Jeanie Aguilo

Date: 11/14/19

CD No.: 2019-067

PALU No.: _____

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

Safety	Noise Impact	Airspace Protection	Overflight Notification
<input type="radio"/> Zone 1	<input type="radio"/> 75+ dB CNEL	<input type="checkbox"/> High Terrain Zone	<input type="checkbox"/> Avigation Easement Dedication
<input type="radio"/> Zone 1A	<input type="radio"/> 70 - 75 dB CNEL	<input checked="" type="checkbox"/> FAA Notification Surfaces	<input type="checkbox"/> Recorded Overflight Notification
<input type="checkbox"/> Zone 2	<input type="checkbox"/> 65 - 70 dB CNEL	<input checked="" type="checkbox"/> Airspace Obstruction Surfaces	<input checked="" type="checkbox"/> Real Estate Transaction Disclosure
<input type="checkbox"/> Zone 3	<input type="checkbox"/> 60 - 65 dB CNEL	<input type="checkbox"/> Airspace Avigation Easement Area	
<input type="checkbox"/> Zone 4		Allowable Height: <u>80 - 100 FT</u>	
<input type="checkbox"/> Zone 5			

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

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

Allowable Height: _____

CONSISTENCY DETERMINATION

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

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

Real Estate Transaction Disclosure is required.

Airport Planner Signature: _____



CITY OF ONTARIO

MEMORANDUM

TO: Development Advisory Board

FROM: Jeanie Irene Aguilo, Associate Planner

DATE: November 14, 2019

SUBJECT: Agenda Item D – File No. PDEV19-025

The Ontario Municipal Utilities Company (OMUC) and the Engineering Department conditions will be provided on the day of the meeting.

Meredith International Centre Specific Plan Amendment

Environmental Impact Report Addendum

SCH 2014051020
Administrative Draft
November 13, 2019

City of Ontario

This document is designed for double-sided printing to conserve natural resources

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1. INTRODUCTION AND SUMMARY

1.1 PURPOSE OF THIS REPORT

This report has been prepared by the City of Ontario (the Lead Agency)¹ as an Addendum to the March 2015 Final Environmental Impact Report for the Meredith International Centre Specific Plan Amendment (MICSPA EIR) pursuant to the applicable provisions of the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000-21189.3) and its implementing regulations (the CEQA Guidelines) (California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387). This Addendum describes certain proposed changes to the City's Meredith International Center Specific Plan (MICSP) and evaluates the potential environmental effects of such changes in compliance with the requirements of CEQA and the CEQA Guidelines.

In March 2015, the City of Ontario (the City) certified the MICSPA EIR. The MICSPA EIR consisted of two volumes: (1) a January 2015 Draft EIR, and (2) a March 2015 Final EIR.² The MICSPA EIR addressed the environmental implications of a major amendment to MICSP proposed plan encompassing an approximately 257.7-acre area in the City of Ontario. The project addressed in the MICSPA EIR established new land use, development, and urban design regulations for a 5-10-year planning period.

The MICSPA EIR addressed the following environmental topics:

- Land Use and Planning
- Traffic and Circulation
- Air Quality
- Global Climate Change and Greenhouse Gas Emissions
- Noise
- Hazards/Hazardous Materials
- Public Services and Utilities
- Hydrology/Water Quality
- Biological Resources
- Geology and Soils
- Cultural Resources
- Aesthetics
- Population and Housing
- Cumulative Impacts
- Alternatives to the Proposed Action

¹ The CEQA Guidelines define the "Lead Agency" as the public agency that has the principal responsibility for carrying out or approving a project.

² The Meredith International Specific Plan EIR, consisting of the January 2015 Draft EIR and the March 2015 Final EIR are available for review on the City's website: <https://www.ontarioca.gov/government-departments-development-planning-planning-reports/environmental-impact-reports>.

In March 2015, the City approved the MICSPA, a General Plan Amendment, and a Zoning Map Amendment and certified the MICSPA EIR. This Addendum quantitatively and qualitatively describes changes now proposed within an approximate 22.4-acre portion of Project Area 2 of the specific plan. The project proposed for the 22.4-acre site would establish a mixed-use overlay zone over the Urban Commercial uses identified in the MICSPA that will permit residential uses. This project also includes a Development Plan within the 22.4 acre site for up to 925 multi-family residential dwellings and 5,000 square feet of retail space. The Addendum evaluates those changes, and compares them to the proposed land uses identified in the original adopted MICSPA to determine that the project would qualify for an EIR Addendum under CEQA, and would not result in any of the conditions described in Section 15162 of the CEQA Guidelines requiring the preparation of a subsequent or supplemental environmental impact report.

1.2 ADDENDUM DETERMINATION

The City has determined that preparation of an Addendum to the MICSPA EIR pursuant to CEQA Guidelines section 15164 is the most appropriate method for evaluation of the revised Planning Area 2 changes. Section 15164(a) of the CEQA Guidelines states:

The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 [of the CEQA Guidelines] calling for preparation of a subsequent EIR have occurred.

Section 15162(a) of the CEQA Guidelines states:

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

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative;
or

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

Based on the information in this report, the City has determined that the necessary changes and additions to the MICSPA EIR identified in this report meet the above CEQA criteria requiring preparation of an Addendum to the MICSPA EIR. This document constitutes that Addendum.

1.3 SUMMARY OF ADDENDUM CONCLUSIONS

Section 2 of this Addendum describes the specific differences between the adopted MICSP and the proposed modifications. As explained above, the proposed change would establish a mixed-use overlay zone over the Urban Commercial uses identified in the MICSPA that will permit residential uses.

Section 3 of this Addendum describes how the differences between the adopted MICSP Planning Area 2 and the proposed modifications that would affect the impact and mitigation conclusions of the MICSPA EIR. A summary of the impacts and mitigation measures as described in the MICSPA EIR adopted in 2015 are provided in Table 1.1, which follows. Based on the analysis provided in Section 3 of this document it can be determined that the changes proposed or the “modified project” will not result in a substantial increase in the severity of any of the impacts identified in the MICSPA EIR nor would it require implementation of any new or modified mitigation measures.

In addition to the findings described, The Ontario Plan (TOP) General Plan analyzed the Meredith land area as Mixed-Use. Table LU-03 Future Buildout of the TOP specifies Meredith is envisioned as one of the most intensive developments in Ontario and is intended to accommodate an intensive, horizontal and vertical mixture of commercial, office, and residential uses based around a transit station. The portion fronting the I-10 freeway will be the most intensive mixture of mid-rise buildings, regional-serving retail and office centers, while the northern area is generally a residential village comprised of single and multi-family residential districts surrounding a vertically mixed-use village core.

The MICSPA EIR concluded that the project would result in a total of ten significant unavoidable impacts in the following environmental areas:

- Transportation and Circulation (3)
- Air quality (2)
- Noise (5)

Upon certification of the MICSPA EIR, the City Council adopted a Statement of Overriding Considerations (CEQA Guidelines section 15093) for these significant unavoidable impacts. This Addendum concludes that the Planning Area 2 changes would result in the same significant

unavoidable impacts. Consistent with CEQA Guidelines section 15162(a), the significant unavoidable impacts identified in this Addendum are not new or more severe than those identified in the certified MICSPA EIR.

2. PROPOSED PROJECT CHANGES

2.1 CURRENT MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT AND EIR

The current Meredith International Centre Specific Plan Amendment (MICSPA) is a mix of industrial, commercial, and residential land uses within five (5) planning areas, as detailed in Table 2-1 and presented geographically in Exhibit 2-1 (taken directly from the MICSPA).

**Table 2-1
Land Use Plan Statistical Summary**

Planning Area	Land Use	Acreage	Development Intensity		
			Overnight Lodging Room	Multi-Family Residential	Non-Residential Square Footage
1	Industrial	146.6	--	--	3,007,000
1A	Industrial	2.0	--	--	
2	Urban Commercial	43.7	200 ^B	--	650,000
3	Urban Commercial	25.3	400 ^B	--	480,000
4	Urban Residential	21.4	--	800	--
5	Urban Commercial	2.7	--	--	13,000 ^A
--	Circulation	16.0	--	--	--
TOTALS		257.7	600^B	800	4,150,000
			1,400^C		

A – Planning Area 5 was fully constructed at the time Specific Plan Amendment No. 1 was prepared. The building square footage of 13,000 SF is approximate.
 B – Overnight lodging rooms are included in the non-residential square footage.
 C – Overnight lodging rooms may be swapped for additional multi-family residences in Planning Area 4 at a ratio of 1:1. Alternatively, multi-family residences may be swapped for additional overnight lodging rooms in Planning Areas 2 and/or 3 at a ratio of 1:1. The number of overnight lodging rooms and residential units combined shall not exceed 1,400.

The primary goal of the project is the development of the subject site with a productive mix of industrial, commercial/retail, and residential uses. Complementary Project Objectives include the following:

- Create an integrated development that provides a full range of employment opportunities near residential uses.
- Create a planned development wherein commercial uses would benefit from the site's freeway visibility.
- Develop industrial uses that would support the Ontario International Airport and that would benefit from the Airport's proximity.
- Construct residential uses proximate to employment opportunities and commercial services.
- Provide an industrial park supporting varied warehouse distribution and industrial tenants.
- Provide safe and convenient access from trucks in a manner that minimizes any potential disruption to residential areas.
- Cluster industrial uses near existing roadways and freeways to reduce traffic congestion and air emissions.
- Facilitate goods movement locally, regionally, nationally, and internationally.
- Provide land uses that are compatible with surrounding land uses and that would not conflict with policies and environmental constraints identified in the Policy Plan.
- Complete the urbanization of the area north of I-10 and east of Vineyard Avenue with necessary infrastructure while incorporating high quality, consistent design standards.
- Provide infrastructure and public improvements necessary to support each increment of Project development, and the Project in total.
- Establish new development that would further the City's near-term and long-term fiscal goals.

In March 2015, the City of Ontario City (the City) certified the Final Environmental Impact Report for Meredith International Centre Specific Plan Amendment (Meredith International Centre Specific Plan Amendment (EIR)). The EIR consisted of two volumes:(1) a January 2015 Draft EIR, (and (2) a March 2015 Final EIR.¹ The MICSPA EIR addressed the environmental implications of the proposed plan for the Planning Area 2 area. The project addressed in the EIR established the new land use, development, and urban design regulations for a 10-year planning period. Table 2-1 shows the existing acreage and land use breakdown for the existing MICSPA and the six Planning Areas that make up the plan. Exhibit 2-1 shows the existing land use plan for the MICSPA. The entire plan comprises approximately 257.7 acres and is designed to accommodate 800 multi-family dwellings, 600 overnight lodging rooms, 3,007,000 square feet of Industrial uses and 1,143,000 square feet of Urban Commercial uses.

2.2 PLANNING AREA 2 CHANGES

The proposed project that is the subject of this Addendum, comprises 22.4 acres located in the western part of Planning Area 2 of the MICSPA. Planning Area 2 encompasses approximately 43.7 acres within the southwesterly portion of the MICSP area. It is bordered on the north by

¹ The two separate documents that constitute the Meredith International Centre Specific Plan EIR, the January 2015 Draft EIR and the March 2015 Final EIR are available for review on the City's website: <https://www.ontarioca.gov/government-departments-development-planning-planning-reports/environmental-impact-reports>

Inland Empire Boulevard, on the south by Interstate 10, on the west by North Vineyard Avenue, and on the east by the Cucamonga Creek Channel.

Planning Area 2 carries the Urban Commercial designation which would allow for a range of commercial uses, including shopping center, furniture stores, automobile sales, sit down and fast food restaurants, office uses, entertainment, and overnight lodging (multi-family residences may be swapped for additional overnight lodging rooms in Planning Areas 2). The land use mix assessed in Planning Area 2 as part of the MICSP was estimated for analytic purposes to consist of up to 355,000 square-feet (sf) of retail shopping center floor area, 180,000 sf of office space, and 115,000 sf, 200 room hotel for a total floor area of 650,000 sf and 200 overnight lodging units/hotel rooms.

Meredith is envisioned as one of the most intensive developments in Ontario and is intended to accommodate an intensive, horizontal and vertical mixture of commercial, office, and residential uses based around a possible future transit station. The portion fronting the I-10 freeway will be the most intensive mixture of mid-rise buildings, regional-serving retail and office centers, while the northern area is generally a residential village comprised of single and multi-family residential districts surrounding a vertically mixed-use village core. The proposed project establishes a Mixed-Use Overlay that, in addition to all of the uses permitted in the Urban Commercial Designation of the MICSP, would also accommodate up to 925 Multi-family dwellings and 5,000 square feet of Retail Commercial space being proposed on the westerly 22.4 acres of Planning Area 2 or approximately 51.2 percent of Planning Area 2. In order to compare and evaluate the existing land uses to the new land uses proposed under this Addendum, it was estimated that floor area dedicated to the different types of land uses would be distributed proportionately between the 22.4 acres for the proposed project and the remaining 21.3 acres in the eastern part of Planning Area 2. For example, the 355,000 square feet of retail shopping center floor area would be distributed, with 173,240 square feet allocated to the eastern part of Planning Area 2, and 181,760 for the western part ($355,000 \text{ SF} \times 51.2\% = 181,760 \text{ SF}$). The building area allocated to the western part of the existing Planning Area 2 would be replaced by the 925 dwellings and 5,000 square feet of retail commercial proposed by this project.

Table 2-2 summarizes the land use breakdowns for Planning Area 2 with the proposed changes to the western part. For reference the western part that is affected by the proposed project is labelled P.A 2 West and the remaining portion P.A. 2 East.

**Table 2-2
Summary of Proposed Planning Area 2 Changes**

Development Type	P.A. 2A Mixed-Use Overlay	P.A. 2 (Not Part of the Mixed Use Overlay)	P.A. 2 Total
Retail	5,000	173,240	178,240 sf
Office	0	87,840 sf	87,840 sf
Hotel/Overnight Lodging	0	56,120 sf (98 rooms)	56,120 sf (98 rooms)
Multifamily Residential	925 dwellings	0	925 dwellings

The Planning Area 2 changes would allow for multi-family residential, parking, retail, and private recreational centers. Exhibit 2-2 shows that part of Planning Area 2 that would be affected by the

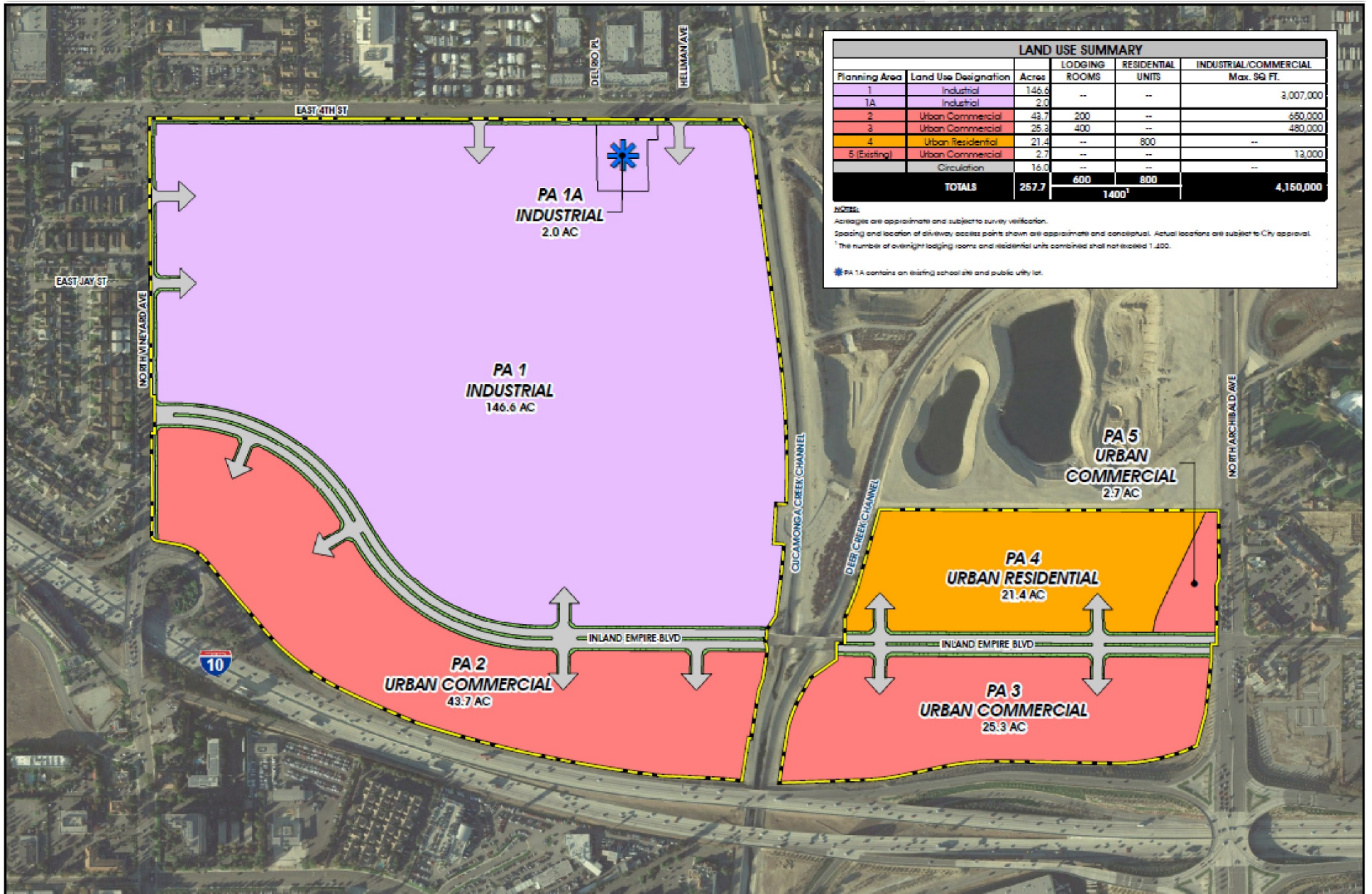
proposed project. Exhibit 2-3 is a conceptual site plan which includes two three-story buildings with over podium parking (totaling four-stories). The following approvals will be needed to implement the project.

- Specific Plan Amendment/Zone Change to re-designate the project site to Mixed-Use Overlay in order to accommodate the proposed multifamily residential use.
- Development Plan approval.

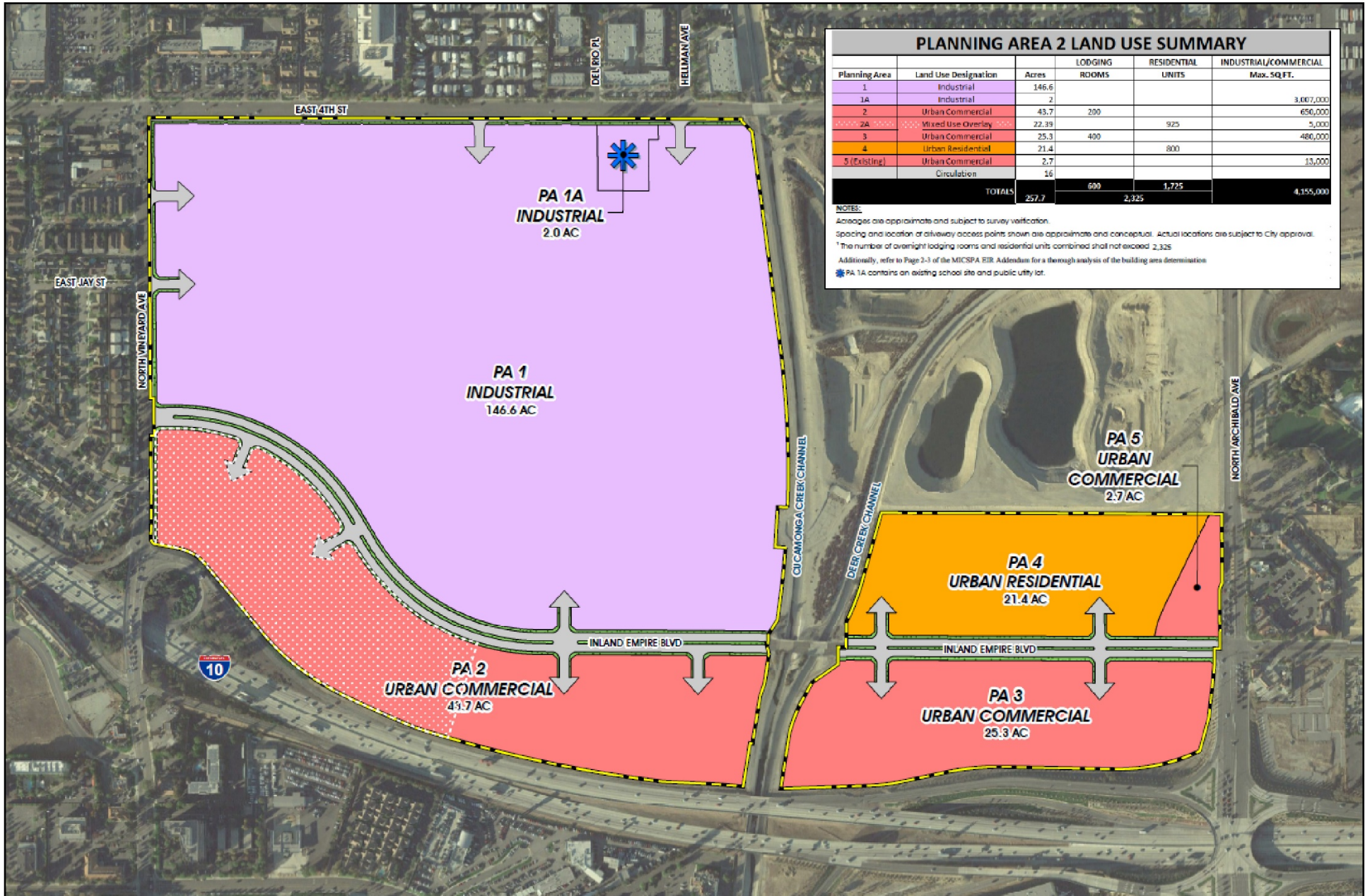
As Lead Agency, the City also intends for this EIR Addendum to provide, in combination with the certified MICSPA EIR, the CEQA documentation necessary for consideration of future individual development proposals under the amended MICSP by Responsible Agencies¹ and Trustee Agencies,² including, for example, The South Coast Air Quality Management District, the Regional Water Quality Control Board, and Caltrans.

¹ Under the CEQA Guidelines, the term "Responsible Agency" includes all public agencies, other than the Lead Agency, which have discretionary approval power over aspects of the project for which the Lead Agency has prepared an EIR.

² Under the CEQA Guidelines, the term "Trustee Agency" means a state agency having jurisdiction by law over natural resources affected by the project which are held in trust by the people of California



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BLDG "A":	
1. STUDIO:	24 UNITS (5%)
1 BR:	229 UNITS (49%)
2 BR:	197 UNITS (43%)
3 BR:	13 UNITS (3%)
TOTAL:	463 UNITS
2. PARKING REQUIRED:	941 STALLS
STUDIO:	24X1.5=36 STALLS
1 BR:	229X1.75=401 STALLS
2 BR:	197X2=394 STALLS
3 BR:	13X2.5=33 STALLS
GUEST:	468/6=77 STALLS
3. PARKING RATIO:	2.03 S/DU
BLDG "B":	
1. STUDIO:	36 UNITS (8%)
1 BR:	229 UNITS (49%)
2 BR:	189 UNITS (41%)
3 BR:	8 UNITS (2%)
TOTAL:	462 UNITS
2. PARKING REQUIRED:	930 STALLS
STUDIO:	36X1.5=54 STALLS
1 BR:	229X1.75=401 STALLS
2 BR:	189X2=378 STALLS
3 BR:	8X2.5=20 STALLS
GUEST:	468/6=77 STALLS
3. PARKING RATIO:	2.01 S/DU
4. RETAIL:	5,000 SF
5. PARKING REQUIRED:	25 STALLS
6. PARKING RATIO:	5 S/ 1000 SF
7. LEASING PARKING :	10 STALLS
TOTAL UNITS:	925 UNITS
GROSS PARCEL:	22.39 AC
GROSS DENSITY:	41.3 DU/AC
NET PARCEL:	19.85 AC
NET DENSITY:	46.6 DU/AC
TOTAL PARKING REQUIRED:	1906 STALLS
TOTAL PARKING PROVIDED:	1909 STALLS
PARKING "A":	776 STALLS
PARKING "B":	789 STALLS
SURFACE PARKING:	304 STALLS
RETAIL/LEASING:	38 STALLS
USPS STALLS:	2 STALLS

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3. RELATIONSHIP OF THE PLANNING AREA 2 CHANGES TO MICSPA EIR CONCLUSIONS

This section describes the changes or additions to the certified MICSPA EIR conclusions necessary for consideration of the proposed amendments to the Planning Area 2 changes. A complete, verbatim listing of the potentially significant impacts and recommended mitigation measures from the MICSPA EIR is available on the City's Website.

The City has determined that preparation of an Addendum to the EIR pursuant to section 15164 of the CEQA Guidelines (Addendum to an EIR or Negative Declaration) is the most appropriate method for evaluation of the proposed project. Section 15164(a) of the CEQA Guidelines states:

- 1) *The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 [of the CEQA Guidelines] calling for preparation of a subsequent EIR have occurred.*

Section 15162(a) of the CEQA Guidelines (Subsequent EIRs and Negative Declarations) states:

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

effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

In accordance with the CEQA Guidelines sections 15162 and 15164, for each environmental topic addressed in the MICSPA EIR (e.g., land use and planning; Traffic and Circulation, Air Quality, etc.), the discussion in this Addendum section indicates whether:

- Changes or additions to the previously certified MICSPA EIR are necessary to adequately address the impacts and mitigation measures of the proposed Planning Area 2 changes, and if yes, whether:
- The changes result in new significant environmental impacts or a substantial increase in the severity of the significant impacts identified in the MICSPA EIR;
- The changes require new mitigations not identified in the MICSPA EIR that the applicant [in this case, the City, as the agency implementing the MICSP] declines to adopt; or
- Changes have occurred since MICSPA EIR certification in the project circumstances (environmental setting) which would result in new significant environmental impacts or a substantial increase in the severity of a previously identified significant impact.

The subsections and impact discussions below are in the same order as the MICSPA EIR chapters.

For each environmental impact identified as "significant" in the MICSPA EIR, this Addendum concludes that the proposed Planning Area 2 changes still would result in a "significant" impact and would therefore still warrant imposition of the previously adopted mitigation measures in order to ensure that the impact would remain "less-than-significant." However, the proposed Planning Area 2 would not result in new significant environmental impacts nor increase the severity of any of the previously identified significant impacts.

Table 3-1 below provides a checklist summary of the environmental impact areas that were screened out of the MICSPA EIR as well as the new Addendum Determination for each potential impact area in light of the proposed Project changes. Impacts in Table 3-1 checked "Previously Screened Out of MICSPA EIR" were identified in the Initial Study for the MICSPA EIR as not having a potentially significant impact and were therefore not further analyzed in the EIR. Those topical areas (Agriculture and Forestry, Mineral Resources, etc.) that were found to be Less than Significant are discussed in Section 3.14, and impacts in these areas were found to also be Less than Significant for the Project proposed in this EIR Addendum. Likewise, the remaining Initial Study Checklist questions that were screened out for further review in the EIR are also less than significant.

Impacts in Table 3-1 checked "Remain Less Than Significant Impact" have been determined to be less than significant with the proposed Project changes. Impacts checked "Remain Less Than Significant with Mitigation" have been determined to be less than significant with incorporation of the previously adopted mitigation in the MICSPA EIR. Impacts checked "Remain Significant and Unavoidable" have been determined to be significant even with incorporation of previously adopted mitigation, as was found in the MICSPA EIR. Following Table 3-1 is a more detailed discussion of potential impacts of the Project evaluated in this EIR Addendum as compared to the potential impacts identified in the MICSPA EIR.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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



Signature

Jeanie Irene Aguilo, Associate Planner

Printed Name and Title

November 13, 2019

Date

City of Ontario – Planning Department

For

EVALUATION OF ENVIRONMENTAL IMPACTS

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

- a) The significance criteria or threshold, if any, used to evaluate each question; and
- b) The mitigation measure identified, if any, to reduce the impact to less than significance.

**Table 3-1
 Environmental Impact Summary Checklist**

<i>Issues</i>	<i>Remain Significant and Unavoidable</i>	<i>Remain Less Than Significant With Mitigation</i>	<i>Remain Less Than Significant Impact</i>	<i>Previously Screened Out of MICSPA EIR</i>
1. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues	Remain Significant and Unavoidable	Remain Less Than Significant With Mitigation	Remain Less Than Significant Impact	Previously Screened Out of MICSPA EIR
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<i>Issues</i>	<i>Remain Significant and Unavoidable</i>	<i>Remain Less Than Significant With Mitigation</i>	<i>Remain Less Than Significant Impact</i>	<i>Previously Screened Out of MICSPA EIR</i>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. ENERGY. Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. GEOLOGY AND SOILS. Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Issues	Remain Significant and Unavoidable	Remain Less Than Significant With Mitigation	Remain Less Than Significant Impact	Previously Screened Out of MICSPA EIR
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18.1 B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<i>Issues</i>	<i>Remain Significant and Unavoidable</i>	<i>Remain Less Than Significant With Mitigation</i>	<i>Remain Less Than Significant Impact</i>	<i>Previously Screened Out of MICSPA EIR</i>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any other water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues</i>	<i>Remain Significant and Unavoidable</i>	<i>Remain Less Than Significant With Mitigation</i>	<i>Remain Less Than Significant Impact</i>	<i>Previously Screened Out of MICSPA EIR</i>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. NOISE. Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14. POPULATION AND HOUSING. Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. PUBLIC SERVICES. Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues</i>	<i>Remain Significant and Unavoidable</i>	<i>Remain Less Than Significant With Mitigation</i>	<i>Remain Less Than Significant Impact</i>	<i>Previously Screened Out of MICSPA EIR</i>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16. RECREATION. Would the project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17. TRANSPORTATION. Would the project:				
a. Conflict with a program plan, ordinance or policy addressing of the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Would the project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
18. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				

<i>Issues</i>	<i>Remain Significant and Unavoidable</i>	<i>Remain Less Than Significant With Mitigation</i>	<i>Remain Less Than Significant Impact</i>	<i>Previously Screened Out of MICSPA EIR</i>
<p>a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</p>				
<p>a. Substantially impair an adopted emergency response plan or emergency evacuation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<i>Issues</i>	<i>Remain Significant and Unavoidable</i>	<i>Remain Less Than Significant With Mitigation</i>	<i>Remain Less Than Significant Impact</i>	<i>Previously Screened Out of MICSPA EIR</i>
21. MANDATORY FINDINGS OF SIGNIFICANCE.				
<p>a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</p>	☒	☐	☐	☐
<p>b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)</p>	☒	☐	☐	☐
<p>c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>	☒	☐	☐	☐
<p><u>Note:</u> Authority cited: Public Resources Code sections 21083, 21083.05, 21083.09.</p> <p><u>Reference:</u> Gov. Code section 65088.4; Public Resources Code sections 21073, 21074, 21080(c), 21080.1, 21080.3, 21080.3.1, 21080.3.2, 21082.3, 21083, 21083.3, 21083.5, 21084.2, 21084.3, 21093, 21094, 21095 and 21151; <i>Sundstrom v. County of Mendocino</i> (1988) 202 Cal.App.3d 296; <i>Leonoff v. Monterey Board of Supervisors</i> (1990) 222 Cal.App.3d 1337; <i>Eureka Citizens for Responsible Govt. v. City of Eureka</i> (2007) 147 Cal.App.4th 357; <i>Protect the Historic Amador Waterways v. Amador Water Agency</i> (2004) 116 Cal.App.4th 1099, 1109; <i>San Franciscans Upholding the Downtown Plan v. City and County of San Francisco</i> (2002) 102 Cal.App.4th 656.</p>				

3.1 LAND USE AND PLANNING

The relationships of the Planning Area 2 (P.A. 2) changes to the previously certified MICSPA EIR land use and planning impact and mitigation conclusions are described below.

Physically Divide an Established Community or Result in Land Use Incompatibilities. The certified MICSPA EIR determined that this effect would be *less than significant*. Configuration and orientation of land uses under the Project combined with integral development standards and design guidelines, act to preclude division or disruption of land uses, whether those land uses be internal or external to the Project. Also, physical arrangement of surrounding areas would not be modified or otherwise substantively affected by the project. The proposed changes to P.A. 2 include no changes or new conditions that would alter this conclusion, based on the following information:

- (1) the boundaries of the 257-acre MICSPA area would not change; (2) No new roads or other infrastructure features are being proposed, and therefore would not divide any established community.

Conflict with Any Applicable Land Use Plan, Policy, or Regulation adopted for the Purpose of Avoiding or Mitigating an Environmental Effect. The certified MICSPA EIR determined that this impact would be less-than-significant. The MICSPA EIR determined that the Specific Plan would establish land use plans, development standards, and design guidelines directing the ultimate buildout of the Project site. Land uses and development reflected within the proposed Meredith SPA can be feasibly implemented consistent with applicable provisions of the City General Plan (as amended) and City Development Code. Prior to issuance of building permits, the City would review the final development plans for individual projects within the Specific Plan Area to ensure consistency with the Meredith SPA land use plans, design guidelines; and where applicable, City Development Code requirements.

The Project is also considered to be consistent with, and would support mobility, economy, and sustainability goals and policies articulated in the *2012-2035 RTP/SCS*.

The proposed capacity exchange includes no changes or new conditions that would alter this conclusion, based on the following information: (1) the boundaries of the 257-acre MICSPA area would not change; (2) The proposed project would continue to apply with all applicable City General Plan, Specific Plan, development code requirements and other municipal code requirements. (3) the proposed project will not create or exacerbated any potential environmental impacts that have not already been addressed by the MICSPA EIR. ***With the capacity exchange, this impact would remain less-than-significant.***

Conflict With Any Applicable Habitat Conservation Plan or Natural Communities Plan. The Initial Study prepared for the MICSPA EIR determined that there would be no impact with respect to this issue. The project site is not located within any applicable habitat conservation plan or natural communities conservation plans. As a result, there are no adverse environmental impacts and no analysis of this issue was included in the Draft EIR.

Since the boundaries of the MICSPA are not expanding and no habitat conservation plans have been enacted with the MICSPA, there would be no new impacts with respect to the proposed project.

3.2 TRAFFIC AND CIRCULATION

Conflict with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The MICSPA EIR addressed potential impacts for Existing (2014) Conditions; Year 2017 Conditions reflecting completion and occupancy of the Project's Planning Area 1 industrial land uses, together with development of 86,000 square feet of commercial/retail uses in Planning Area 2; Year 2020 Conditions reflecting buildout of the Project site in total; and Year 2035 Conditions reflecting completion and occupancy of the Project in the context of City Buildout Conditions envisioned under The Ontario Plan (TOP). The EIR determined that the approved Project's compliance with the City of Ontario DIF Program and payment of Fair Share Fees would fulfill mitigation requirements for Project contributions to potentially significant traffic/transportation impacts at facilities under the sole jurisdiction of the City of Ontario. However, at extra-jurisdictional or shared jurisdictional locations determined to be subject to potentially significant Project-related traffic/transportation impacts, Project compliance with the City DIF Program and payment of Fair Share Fees would not ensure timely completion of required improvements. Further, at certain Study Area locations, implementation of required

improvements would require additional right-of-way, acquisition of which may not be feasible. Within these discussions, potentially significant Project-related traffic/transportation impacts at extra-jurisdictional or shared jurisdictional locations; or at locations where additional right-of-way be required, were determined to remain **significant and unavoidable** pending completion of the required improvements.

On this basis, pending the completion of required improvements, Project traffic impacts at the following Study Area intersections were determined to be cumulatively **significant and unavoidable** under at least one of the analysis scenarios noted above (Existing Conditions, Year 2017 Conditions, Year 2020 Conditions, and/or Year 2035 Conditions).

- Archibald Avenue at Arrow Route (Intersection #2)
- Baker Avenue at 8th Street (Intersection #3)
- Hellman Avenue at 6th Street (Intersection #9)
- Haven Avenue at 6th Street (Intersection # 12)
- I-10 EB Ramp at 4th Street (Intersection #14)
- Vineyard Avenue at 4th Street (Intersection #20)
- Archibald Avenue at 4th Street (Intersection #23)
- Haven Avenue at 4th Street (Intersection #25)
- Archibald Avenue at Inland Empire Boulevard (Intersection #28)
- Vineyard Avenue at I-10 EB Ramps (Intersection #32)

It was also determined that Project traffic would contribute to cumulatively significant impacts affecting analyzed freeway facilities within the Study Area. As discussed within the MICSPA EIR, there are no feasible means for the Project Applicant or the City of Ontario to mitigate cumulatively significant freeway facilities impacts, and these impacts are accordingly recognized as cumulatively **significant and unavoidable**. All other Project-related traffic and circulation impacts would be less-than-significant, or would be reduced to levels that are less-than-significant with implementation of the mitigation measures identified herein.

A Trip Generation Assessment for the proposed P.A. 2 project was generated by Linscott, Law & Greenspan Engineers (LLG), dated March 28, 2019 (see appendix A). The trip generation assessment focuses on the trip generation of the proposed Project in comparison to the land use development totals assumed for the approved Project as evaluated in the *Traffic Impact Analysis for the Meredith International Centre Specific Plan Amendment*, prepared by LLG, dated January 22, 2015.

According to the approved MICSPA EIR, Planning Area 2 (PA-2) carries the Urban Commercial designation which would allow for a range of commercial uses, including shopping center, furniture store, automobile sales, sit-down and fast food restaurants, office uses, entertainment, and overnight lodging (multi-family residences may be swapped for additional overnight lodging rooms in Planning Areas 2). The land use mix assessed in PA-2 as a part of the MICSPA EIR consists of up to 355,000 square-feet (SF) of retail shopping center floor area, 180,000 SF of office space, and an 115,000 SF, 200-room hotel for a total floor area of 650,000 SF and 200 overnight lodging units/hotel rooms.

As identified the Circulation Plan of the MICSP, access to the western half of PA-2 is limited to Inland Empire Boulevard via a right-turn only driveway and a future full access signalized intersection. Access to the eastern half of PA-2 is now provided via the signalized intersection of Del Rio Place at Inland Empire Boulevard and two right-turn only driveways that serve Audi Ontario.

The proposed Project includes development of up to 925 multi-family residential dwelling units with 5,000 SF of ground floor retail/commercial space within two (2) four-story buildings on the westernmost 22.39± acres of PA-2's total 44.7± acreage. The remaining 21.3± acres of PA-2 is comprised of five (5) separate parcel of land that could be developed with range of commercial uses as allowed by the Urban Commercial designation.

Building A, which is located on the eastern half of the Project site, is proposed as a three-story apartment podium over a 1-story parking structure with approximately 463 apartments consisting of 24 studio units, 229 one-bedroom units, 197 two-bedroom units, and 13 three-bedroom units. Building B, which is located on the western half of the Project site, is proposed as a three-story apartment podium over a 1-story parking structure with approximately 462 apartment homes consisting of 36 studio units, 229 one-bedroom units, 189 two-bedroom units, and 8 three-bedroom units, with 5,000 SF of ground floor retail/commercial space. Parking for the Project will be provided via two (2) single-level parking structures with a combined total of 1,909 spaces, a total of 304 surface parking spaces, and an additional 38 spaces assigned for leasing/retail use.

A summary of the proposed Project's trip generation potential on a daily basis and during the AM peak hour and PM peak hour, assuming development of up 925 multifamily residential dwelling units and 5,000 SF retail, is presented in Table 4 of the Trip Generation Assessment. This table also summarizes the development potential for the five (5) remaining parcels, under the assumption that each parcel would be developed with the maximum retail/shopping center uses anticipated by the MICSPA EIR, as well as each parcel's trip generation potential. A comparison to each parcels trip budget allocation, which was summarized in Table 1 of the Trip Generation Assessment, is provided as well.

According to the Trip Generation Assessment, the trip generation forecast for the proposed Project totals 6,027 daily trips, with 452 trips (92 inbound, 360 outbound) during the AM peak hour and 558 trips (360 inbound, 198 outbound) during the PM peak hour. The Project's site trip budget allocation of the total Maximum Trip Cap for PA-2 is estimated to total 8,363 daily trips, with 336 trips (243 inbound, 93 outbound) during the AM peak hour and 609 trips (254 inbound, 355 outbound) during the PM peak hour.

A comparison of the proposed Project trips with that of the approved Project's trip budget allocation indicates that the net trip generation for the proposed Project would result in 2,336 fewer daily trips, 116 more AM peak hour trips and 51 fewer PM peak hour trips (See *Table 4 Row [C]*). For the five (5) remaining parcels, a review of the middle and lower portion of Table 4 shows that on a daily basis, each parcel would generate between 183 and 285 more daily trips when compared to each site's estimated trip budget allocation, but during the weekday peak commute hours, each parcel would generate between 16 and 29 fewer AM peak hour trips and the same amount of trips during the PM peak hour (See *Table 4 Row [F], [I], [L], [O], and [R]*).

From a “trip budgeting” point of view, the AM and PM peak hours typically govern as traffic studies focus the potential impact of a development project during the weekday AM peak hour and PM peak hour. While daily traffic is of interest, it is not the basis of peak hour service level calculations that are conducted during the preparation of traffic studies.

In total, and as shown in the last row of Table 4 (see Row I), the proposed Project plus the five (5) remaining parcels of PA-2 have a combined trip generation potential totaling up to 15,249 daily trips (one half arriving, one half departing), with 659 trips (219 inbound, 440 outbound) produced during the AM peak hour and 1,143 trips (640 inbound, 503 outbound) produced during the PM peak hour on a “typical” weekday.

When compared to the Maximum Trip Cap for PA-2 of the MICSPA EIR (See Row II of Table 4), which totals 16,399 daily trips (one half arriving, one half departing), with 659 trips (476 inbound, 183 outbound) produced during the AM peak hour and 1,194 trips (498 inbound, 696 outbound) produced during the PM peak hour on a “typical” weekday, the Project plus the five (5) remaining parcels of PA-2 would result in 1,150 fewer more daily trips, the same amount of AM peak hour trips and 51 fewer PM peak hour trips (See Table 4 Row III).

Based on the results of the trip generation comparison summarized above, it is concluded that the proposed Project trip generation fits within the approved trip budget allocation for PA-2 as assessed in the MICSPA EIR.

With implementation of the proposed Project, the project site would have a maximum land use development potential of 925 multi-family residential units with 5,000 SF of retail space, while the five (5) remaining parcels of PA-2, combined, retain the ability to develop, assuming mixed-use retail, up to 239,970 SF of floor area. Table 5 of the Trip Generation Assessment presents a summary of the maximum development potential for the proposed Project as well as the five (5) remaining parcels of PA-2, in comparison to the land use mix assessed in PA-2 as a part of the approved Project.

As such, given the results of the trip generation comparison, it is concluded that the peak hour trips resulting from implementation of the proposed Project, in combination with the remaining five (5) parcels of PA-2 would not create any new traffic impacts beyond those already previously identified in January 2015 MICSP TIA. Hence, it is concluded that the findings, conclusions and recommendations of the *Traffic Impact Analysis for the Meredith International Centre Specific Plan Amendment, prepared by LLG, dated January 22, 2015* remain valid.

Conflict with an Applicable Congestion Management Program. Since the revised proposed P.A. 2 project would result in fewer vehicle trips than the originally adopted MICSPA EIR, congestion management impacts would be no greater (and probably less) than those evaluate in the MICSPA EIR. ***With the capacity exchange, this impact would remain less-than-significant.***

Substantially Increase Hazards Due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). The MICSPA EIR noted that in order to ensure appropriate design and implementation of all Project circulation improvements, the final design of the Project site plan, to include locations and design of proposed driveways, shall be reviewed and approved by the City Traffic Engineer. In addition, it was noted that representatives of the City’s Police and Fire Departments will review the Project’s plans in regard

to emergency access. The EIR further noted that efficient and safe operations of the Project would be provided by on-site and localized circulation and intersection improvements included as components of the approved Project.

On-site traffic signing and striping would be implemented in conjunction with detailed construction plans for the approved Project site. Sight distance at each project access point would be reviewed with respect to standard Caltrans and City of Ontario sight distance standards at the time of preparation of final grading, landscape and street improvement plans. Based on the preceding, it was determined that the approved Project would not substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or result in inadequate emergency access.

It is also recognized that temporary and short-term traffic detours and traffic disruption could result during Project construction activities. These interim and transient impacts would be considered potentially significant for the duration of Project construction activities. Management and control of construction traffic would be addressed through the preparation and submittal of a construction area traffic management plan, to be reviewed and approved by City prior to or concurrent with Project building plan review(s). The Project Construction Area Traffic Management Plan (Plan) would identify traffic controls for any street closures, detours, or other potential disruptions to traffic circulation during Project construction. The Plan would also be required to identify construction vehicle access routes, and hours of construction traffic.

As supported by the preceding discussions, the MICSPA EIR determined that the potential for the Project to substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or result in inadequate emergency access is considered less-than-significant.

The proposed Project will not include any changes that will substantially increase hazards due to a geometric design feature or incompatible uses, or lead to any new substantial increases to hazards that were not previously analyzed in the MICSPA EIR. **Therefore, impacts will remain less than significant.**

Result in Change of Air Traffic Patterns. The Ontario International Airport (ONT) is located southerly adjacent to these properties, across East Airport Drive. No other airports or airfields are located proximate to the Project site or would otherwise be potentially affected by the Project.

As noted in the MICSPA EIR, the approved Project does not propose or require development or operations that would conflict with state law, federal regulations and/or adopted master plans and land use compatibility plans for the ONT and/or Chino Airport. Nor does the approved Project propose elements or aspects that would interfere with or obstruct City coordination with laws, regulations or plans for the ONT and/or Chino Airport. The approved Project does not propose or require amendment to the Ontario International Airport Land Use Compatibility Plan (ONT ALUCP). Nor would the approved Project otherwise interfere or obstruct the City's administration and maintenance of the ONT ALUCP. The City fulfills its state Airport Land Compatibility requirements pursuant to the "Alternative Process." Under the Alternative Process affected agencies are responsible for conducting their own consistency evaluations for new development and/or major land use actions within their portions of the ONT AIA. In this regard, the City of Ontario is responsible for ALUCP consistency evaluations/determinations for the approved Project.

The MICSPA EIR determined that Land uses and development that would be realized pursuant to the approved Project would conform to all applicable provisions and restrictions of the ONT ALUCP as determined by the City. In this latter regard, all future development on the Specific Plan area would be required to comply with design guidelines established in the Meredith SPA, as well as the applicable requirements of the City of Ontario Development Code (please refer to City of Ontario Municipal Code Title 9, Development Code, Chapter 1 Zoning and Land Use Requirements, Sec. 9-1.2980. Airport Safety Zones). In combination, it was determined that compliance with provisions of the Meredith SPA and the City Development Code would preclude any potential inconsistencies with the ONT ALUCP, including but not limited to potential for the approved Project to result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. As supported by the preceding discussion, it was determined that the potential for the approved Project to result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks is considered less-than-significant.

Land uses and development that would be realized pursuant to the proposed Project would conform to all applicable provisions and restrictions of the ONT ALUCP as determined by the City. The proposed Project would also be required to comply with design guidelines established in the MICSPA, as well as the applicable requirements of the City of Ontario Development Code. Therefore, the potential for the proposed Project to result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks would remain less-than-significant. ***With the capacity exchange, this impact would remain less-than-significant.***

3.3 AIR QUALITY

Conflict with or obstruct implementation of the applicable air quality plan. The MICSPA EIR determined that the approved Project would not result in or cause NAAQS or CAAQS violations. It was determined that the approved Project's proposed land use designation for the subject site did not materially affect potential development intensities when compared to those assumed in the adopted The Ontario Plan Policy Plan, The Ontario Plan EIR, and the current AQMP. Further, it was determined that the approved Project's proposed change in land use designation for the subject site would not generate operational-source criteria pollutant emissions not already reflected in the current AQMP regional emissions inventory. Based on this, the approved Project was considered to be consistent with the AQMP.

However, as discussed in the MICSPA EIR, the approved Project's construction and operational emissions would be ***significant and unavoidable*** after implementation of mitigation measures, and would therefore result in a violation of an air quality standard and/or contribute substantially to an existing or projected air quality violation. The MICSPA EIR determined that maximum daily construction-source emissions of volatile organic compounds (VOC), oxides of nitrogen (NO_x) and Carbon Monoxide (CO) would exceed applicable SCAQMD regional thresholds. It was also determined that under 2017 Conditions, maximum daily operational-source emissions of VOC, NO_x, CO, Particulate Matter ≤10 microns in diameter (PM₁₀), and Particulate Matter ≤2.5 microns in diameter (PM_{2.5}), would exceed applicable SCAQMD regional thresholds. Further, the MICSPA EIR determined that under Project buildout conditions in 2020, maximum daily operational-source emission of VOC, NO_x, CO, PM₁₀, and PM_{2.5} would exceed applicable SCAQMD regional thresholds. Each of these impacts was determined to be ***significant and unavoidable*** after

implementation of mitigation.

Moreover, the South Coast Air Basin, which encompasses the site, is designated as non-attainment for ozone, PM₁₀, and PM_{2.5}. Therefore, it was determined that construction-source VOC and NO_x emissions regional threshold exceedances would result in a cumulatively considerable net increase in criteria pollutants (ozone and PM₁₀/PM_{2.5}) for which the Project region is non-attainment. Additionally, it was determined that operational-source VOC, NO_x, PM₁₀, and PM_{2.5} emissions regional threshold exceedances would result in a cumulatively considerable net increase in criteria pollutants (ozone and PM₁₀/PM_{2.5}) for which the Project region is non-attainment. These are considered cumulatively significant air quality impacts.

Finally, the MICSPA EIR determined that maximum daily construction-source emissions would exceed applicable Localized Significance Thresholds (LSTs) for PM₁₀. However, it was determined that application of mitigation would reduce these impacts to levels that would not exceed applicable SCAQMD LSTs. With relation to operational-source LSTs, the MICSPA EIR determined that maximum daily operational-source emissions concentrations would not exceed applicable LSTs, and would not require mitigation.

Similar short-term construction-related and long-term operation-related air quality impacts will result from development of the proposed Project. It is anticipated that even with incorporation of mitigation, impacts related to violations of air quality standards and/or contributions to an existing or projected air quality violation will remain **significant and unavoidable**. Therefore, the proposed Project will conflict with or obstruct implementation of the adopted Ontario Plan Policy Plan, Ontario Plan EIR, and the current AQMP. The proposed Project would not result in significant construction-related, operation-related, or cumulative air quality impacts not already considered and addressed in The Ontario Plan EIR or the MICSPA EIR. **With the capacity exchange, this impact for the P.A. revised project will not be any greater than the original MICSPA EIR.**

Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. The MICSPA EIR determined that even with application of mitigation, maximum daily construction-source emissions would exceed SCAQMD regional thresholds for VOC, NO_x, and CO. Project construction-source emissions of VOC, NO_x, and CO were therefore determined to be individually and cumulatively significant. The MICSPA EIR determined that under 2017 conditions, even with the application of mitigation, maximum daily operational-source emissions would exceed applicable SCAQMD thresholds for VOC, NO_x, CO, PM₁₀, and PM_{2.5}. These Project operational-source exceedances were therefore determined to be individually and cumulatively significant. Further, the MICSPA EIR determined that under 2020 buildout conditions, even with application of mitigation, maximum daily operational-source emissions would exceed applicable SCAQMD thresholds for VOC, NO_x, CO, PM₁₀, and PM_{2.5}. These Project operational-source exceedances were therefore determined to be individually and cumulatively significant.

Similar impacts with respect to short-term construction-related air quality emissions and long-term operation-related air quality emissions are expected to occur with development of the proposed Project. It is anticipated that even with incorporation of mitigation, individually and cumulatively considerable net increases in criteria pollutants for which the region is non-attainment will remain **significant and unavoidable**. However, these impacts will be no greater than those analyzed in

the MICSPA EIR, and may be slightly less due to the reduction of vehicle trips that would occur

Expose sensitive receptors to substantial pollutant concentrations. Sensitive receptors are defined as populations that are more susceptible to the effects of pollution than the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. According to the SCAQMD, projects have the potential to create significant impacts if they are located within one-quarter mile of sensitive receptors and would emit toxic air contaminants identified in SCAQMD Rule 1401.

For chronic noncarcinogenic effects, the MICSPA EIR determined that the SCAQMD hazard threshold index of 1.0 would not be exceeded, and a less-than-significant impact would occur. Maximum PM₁₀ and PM_{2.5} emissions concentrations attributable to freeway sources would not exceed applicable SCAQMD significance thresholds, and would therefore be less-than-significant. Maximum CO concentrations attributable to freeway sources, when added to the existing background concentration would not cause an exceedance of the CAAQS for CO concentrations, and would therefore be less-than-significant. Maximum NO₂ concentrations attributable to freeway sources when added to the existing background concentration would not cause an exceedance of the CAAQS for NO₂ concentrations, and would therefore be **less-than-significant**.

Offsite Freeway-Source Pollutants

In 2005, the California Air Resources Board (ARB) promulgated an advisory recommendation to avoid setting sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day. The ARB indicates that due to traffic-generated pollutants, there is an estimated increased cancer risk incidence of 300 to 1,700 per million within this domain. At some point however, the increased cancer risk incidence due to the effects of freeway/roadway corridor pollutants become indistinguishable from the ambient air quality condition. In this regard, the effects of freeway/roadway-source pollutants that may impact the proposed Project site are already acknowledged and accounted for within the ambient air quality discussions presented within the MICSPA EIR for the approved Project. More specifically, the MATES-III Study data for the approved Project site comprehensively reflects increased TAC-source cancer risks affecting the City and Project site, inclusive of increased cancer risks due to freeway/roadway pollutant sources. It is, however, recognized that the effects of freeway traffic pollutants on the Project site would likely be more acute and discernible in those areas nearer freeway/roadway corridors, including the proposed Plan amendment area which is immediately adjacent to the I-10 Freeway and would include residential land uses.

The MICSPA EIR noted that Planning Area 4 within the proposed Meredith Specific Plan Amendment Project (Meredith SPA, SPA, Project) proposes Urban Residential land uses that would be located approximately 1,000 feet northerly of the Interstate 10 (I-10) freeway. Separating and buffering these Urban Residential land uses from adverse air pollutant, noise, and light and glare effects of I-10 freeway traffic, the Meredith SPA appropriately proposes intervening commercial land uses which are less susceptible to the effects of freeway traffic. Substantial landscaping/screening elements separating the Project Urban Residential land uses from the I-10 Freeway were also proposed as elements of the Meredith SPA. Please refer also to land use planning, design/development, and landscape/screening discussions presented in the MICSPA EIR.

The 2005 ARB guidance noted previously, information made available through the MATES-III Study, and it was determined that the configuration and design of the approved Project suggested that further assessment of freeway-source pollutant impacts was not warranted. Notwithstanding, the MICSPA EIR included an Off-Site Freeway-Source Air Toxic and Criteria Pollutant Health Risk Assessment, which was intended to:

- Comply with and support CEQA Section 15003 (i) policies addressing adequacy, completeness, and a good-faith effort at full disclosure;
- Disaggregate potential freeway-source air pollutant health effects from other background conditions; and
- Identify means to reduce the specific effects of freeway-source pollutants at the Project site.

The approved Project Off-Site Freeway-Source Air Toxic and Criteria Pollutant Health Risk Assessment (included as MICSPA EIR Appendix D) fully evaluated potential off-site freeway mobile source air toxic and criteria pollutant health risk impacts that may affect the residential component (Planning Area 4) of the proposed Meredith Specific Plan Amendment. Findings and conclusions of the Assessment are summarized below.

For carcinogenic exposures, it was determined that the incremental increased risk at the maximum exposed residential receptor (MEIR) totaled 20 in one million, which would exceed the SCAQMD threshold of 10 in one million. However, it was noted that this level of exposure is consistent with and is already recognized within the SCAQMD Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-III Study) data for the approved Project area. In this regard, the MATES-III Study indicates that irrespective of the Project, exposure to ambient toxic air contaminants (TACs) in total (inclusive of TACs generated by I-10 freeway traffic) would result in increased local carcinogenic exposures ranging from 1,096 in one million to 1,426 in one million. The MATES-III Study estimates the average ambient cumulative TAC-source cancer risk for the Basin as whole at 1,200 incidents per million population. This was considered to be a potentially significant impact in the approved MICSPA EIR. As such, mitigation measure 4.3.6 was incorporated. It was determined that with incorporation of mitigation measure 4.3.6, freeway source carcinogenic health risks at the Project site would total 7.14 in one million, which would not exceed the SCAQMD cancer risk threshold of 10 in one million. Therefore, it was determined that impacts would be **less than significant with mitigation**.

The proposed Project will incorporate mitigation measure 4.3.6, which will require residential units within the Project site to include installation and maintenance of air filtration systems. With incorporation of mitigation, impacts from freeway-source pollutants on proposed residential receptors will be **less than significant**.

Additionally, in the *California Building Industry Association v. Bay Area Air Quality Management District* (2015), 62 Cal. 4th 369 (CBIA) case the California Supreme Court determined that CEQA does not generally require an impacts analysis of the existing environmental conditions on the future residents of a proposed project and generally only requires an analysis of the proposed project's impact on the environment. However, the CBIA case also stated that when a proposed project brings development and people into an area already subject to specific hazards and the

new development/people exacerbate the existing hazards, then CEQA requires an analysis of the hazards and the proposed project's effect in terms of increasing the risks related to those hazards. In regard to air quality hazards, TACs are defined as substances that may cause or contribute to an increase in deaths or in serious illness, or that may pose a present or potential hazard to human health. As such, if a proposed project would not exacerbate pre-existing hazards (e.g., TAC health risks) then an analysis of those hazards and the proposed project's effect on increasing those hazards is not required. The proposed Project is a mixed-use commercial-residential project and will not be a source of toxic air contaminants. The existing conditions on the Project site only include vacant land that does not contain any operational land uses that emit toxic air contaminants. Therefore, the proposed Project does not exacerbate pre-existing hazards and therefore, the impact is considered **less than significant**.

Mitigation:

- MM 4.3.6 Residential units within the Project site shall include the installation and maintenance of air filtration systems with efficiencies equal to or exceeding a Minimum Efficiency Reporting Value (MERV) 13 as defined by the American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2.

Create Objectional Odors affecting a substantial number of people. The MICSPA EIR determined that the approved Project did not propose land uses or activities typically associated with emitting objectionable odors. However, it was concluded that the approved Project could generate localized odors due to construction equipment exhaust, application of asphalt and architectural coatings during construction activities, and temporary storage of typical solid waste. Any construction-source odor emissions were determined to be temporary and intermittent in nature and would cease upon completion of construction. With regard to the approved Project's operations, it was determined that Project-generated solid waste would be stored and disposed of according with regulations and the Project would also be required to comply with SCAQMD Rule 402, acting to minimize potential occurrences of public nuisance odors. Therefore, it was determined that the potential for the approved Project to create objectionable odors affecting a substantial number of people would be **less than significant** and no mitigation was required.

The proposed Project will have similar short-term, construction-related and long-term, operation-related impacts related to odors. The proposed Project does not proposed any land uses or activities typically associated with emitting objectionable odors. Construction-related odors will be short-term and will cease at the end of construction. Therefore, impacts related to objectionable odors will remain less than significant. **With the capacity exchange, this impact would remain less-than-significant.**

3.4 GLOBAL CLIMATE CHANGE AND GREENHOUSE GAS EMISSIONS

Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. The MICSPA EIR determined that the approved Project's GHG emissions impacts would be less than significant with compliance with State policies and requirements and application of operational-source air quality Mitigation Measure 4.3.4. Therefore, it was determined that the approved Project was consistent with, or otherwise not in conflict with, recommended measures and actions in the CARB Scoping Plan. The Scoping

Plan establishes strategies and measures that would achieve GHG reductions goals set forth in the Global Warming Solutions Act of 2006 (AB 32). More specifically, the CARB Scoping Plan calls for an approximately 28.5 percent reduction in GHG emissions when compared to BAU conditions. Similarly, The Ontario Plan EIR indicates that AB 32 compliance would be achieved through an approximately 30.0 percent reduction in GHG emission when compared to a BAU Scenario. It was also determined that the approved Project was consistent with the applicable City of Ontario Policy Plan Goals and Policies, would comply with and implement applicable The Ontario Plan EIR Air Quality/ GHG Emissions mitigation measures. The MICSPA EIR analysis showed that the approved Project GHG emissions would be reduced by approximately 32.81percent when compared to a 2020 BAU Scenario. It was also shown that the approved Project would generate an estimated 73,645.72 metric tons CO₂e emissions when compared to existing conditions. In context, the City of Ontario 2008 GHG emissions as estimated under the CCAP totaled 2.5 million metric tons CO₂e.⁷ Project GHG emissions would represent approximately 3 percent of the City's estimated 2008 GHG emissions total. As discussed in the CCAP:

An individual project cannot generate enough GHG emissions to influence global climate change. The project participates in this potential impact by its incremental contribution combined with the cumulative increase of all other sources of GHGs, which when taken together may have a significant impact on global climate change . . . Because the City's CAP addresses GHG emissions reduction, is in concert with AB 32 and international efforts to address global climate change, and includes specific local requirements that will substantially lessen the cumulative problem, compliance with the CAP fulfills the description of mitigation found in *CEQA Guidelines* §15130(a)(3) and §15183.5. (CCAP, p. 2-5). As such, it was determined that the approved Meredith SPA Project would be consistent with the CCAP, would be in concert with AB 32 and international efforts to address global climate change, and would reflect specific local requirements that would substantially lessen cumulative GHG emissions impacts. The approved Meredith SPA Project would therefore also fulfill the description of mitigation found in *CEQA Guidelines* §15130(a)(3) and §15183.5. It was determined the approved Project's incremental contribution to GHG emissions impacts would therefore not be cumulatively considerable.

A Technical Memorandum was prepared for the proposed Project by Taha Environmental Planners, and dated May 1, 2019. The Technical Memorandum assesses the potential GHG emissions impacts associated with construction and operation of the proposed Project and focuses on the incremental difference in future GHG emissions that would result from implementation of urban residential and commercial (retail) development in lieu of the urban commercial development assessed in the CalEEMod was used to estimate annual GHG emissions that would result from implementation of the proposed project in conjunction with other maximum potential development in Parcels 12–16. Table 3-2 presents the annual GHG emissions estimates for the proposed project and the maximum potential development in the remaining Planning Area 2 parcels, as well as the approved uses from the Meredith DEIR for an operational year of 2022.

As shown in Table 3-2, below, implementation of the Proposed Project would generate approximately 11,740.4 MTCO₂e of GHG emissions annually. When combined with the maximum expected development in the other five Planning Area 2 parcels, the total annual GHG emissions would be approximately 22,055.8 MTCO₂e, which represents an increase of approximately 1,597.9 MTCO₂e annually relative to the approved uses in the Meredith DEIR. The increase in operational emissions is predominantly attributed to the additional energy and water demand

associated with residential development, as well as the change in trip types and lengths compared to commercial shopping center trips. The land uses modeled in Parcels 12–16 were speculatively conservative, in that the maximum potential development permitted by the approved Meredith DEIR were assumed to be built to full capacity. The incremental increase in Planning Area 2 GHG emissions would represent a two percent increase relative to the GHG emissions that were assessed in the Meredith DEIR for the entire Specific Plan area and would increase annual GHG emissions from 73,645.7 MTCO₂e to 75,243.6 MTCO₂e. The total annual GHG emissions would represent a 31.3 percent reduction relative to the BAU scenario assessed in the Meredith DEIR, which would exceed the 30 percent reduction required for consistency with AB 32 compliance as determined in The Ontario Plan EIR.

**Table 3-2
Planning Area 2 Annual GHG Emissions Comparison**

Project/Parcel	Source & Emissions (MTCO ₂ e/year)					Total Emissions (MTCO ₂ e/year)
	Area	Energy	Mobile	Waste	Water	
Meredith DEIR PA-2	<0.1	2,005.4	17,677.5	326.7	190.3	20,199.9
Meredith DEIR PA-2 Amortized Construction Emissions (30-Year Average MTCO ₂ e/year)						258.0
Total Approved Uses Annual GHG Emissions (Year 2022, MTCO₂e)						20,457.9
Proposed Project	16.0	1,750.1	9,347.6	218.4	275.8	11,607.9
Proposed Project Amortized Construction Emissions (30-Year Average MTCO ₂ e/year)						132.5
Parcels 12–16	<0.1	619.2	9,212.2	126.7	99.2	10,057.4
Meredith DEIR PA-2 Amortized Construction Emissions (30-Year Average MTCO ₂ e/year/year)						258.0
Proposed Planning Area 2 Annual GHG Emissions (MTCO₂e)						22,055.8
Net Planning Area 2 Annual GHG Emissions (MTCO₂e)						1,597.9
Meredith International Centre Specific Plan DEIR Net Annual GHG Emissions (MTCO ₂ e)						73,645.7
Updated Specific Plan Annual GHG Emissions (MTCO₂e)						75,243.6
Business-As-Usual (BAU) Scenario Emissions (MTCO ₂ e)						109,608.8
Net Reduction Relative to BAU (MTCO₂e)						(-34,365.2)
Percent Reduction Relative to BAU						31.3%
SOURCE: TAHA, 2019.						

The emissions estimates presented in Table 3-2 represent a conservative characterization of the proposed project's GHG emissions for several reasons:

- Construction emissions for proposed Planning Area 2 uses include all construction emissions previously analyzed for Planning Area 2 in the Meredith DEIR in addition to those for the proposed project, and therefore are partially duplicative; actual Planning Area 2 construction emissions would likely be less than 390.5 MTCO₂e annually.
- Maximum potential development was assumed for each of Parcels 12–16; it is possible that actual development within these parcels would not be built to capacity, reducing annual emissions.

Furthermore, the City of Ontario 2014 CCAP Appendix B, *Greenhouse Gas Emissions CEQA Thresholds and Screening Tables*, provides screening tables for assessing project design features that will reduce GHG emissions relative to conventional building practices. Instructions for employing the *Screening Table for Implementation of GHG Reduction Measures for Residential Development* state that, “[p]rojects 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.” Table 3-3 presents an overview of the design features incorporated into the proposed project that would reduce GHG emissions. As shown in Table 3-3, the proposed Project would garner 120 points in the screening table. **Therefore, GHG emissions that would be generated by the proposed Project would be less-than-significant.**

**Table 3-3
Proposed Project Design Features to Reduce GHG Emissions**

Feature	Description	Project Points
Building Envelope		
Insulation	Enhanced Insulation (rigid wall insulation R-13, roof/attic: R-38)	15
Windows	Greatly Enhanced Window Insulation (0.28 or less U-Factor, 0.22 or less SHGC)	9
Cool Roof	Greatly Enhanced Cool Roof (CRRC Rated 0.35 aged solar reflectance, 0.75 thermal emittance)	14
Indoor Space Efficiencies		
Heating/Cooling Distribution System	Modest Duct insulation (R-6)	7
Water Heaters	High Efficiency Water Heater (0.72 Energy Factor)	15
Artificial Lighting	Very High Efficiency Lights (100% of in-unit fixtures are high efficacy)	12
Appliances	Energy Star Refrigerator (new); Energy Star Dish Washer (new)	2
Residential Renewable Energy Generation		
Photovoltaic (Solar PV)	30 percent of the power needs of the project	20
Residential Water Conservation		
Water Efficient Irrigation Systems	Weather-based irrigation control systems or moisture sensors (demonstrate 20% reduced water use)	3
Recycled Water	Recycled connections (purple pipe) to irrigation system on site	6
Showers	Water Efficient Showerheads (2.0 gpm)	3
Toilets	Water Efficient Toilets (1.5 gpm)	3
Faucets	Water Efficient Faucets (1.28 gpm)	3
Neighborhood Electric Vehicle Infrastructure		
Electric Vehicle Recharging	Install electric vehicle charging stations in the garages of residential units	8
Total Residential Screening Table Points Accrued		120
SOURCE: Shamin Engineering Consultants, Inc., 2018.		

Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The MICSPA EIR determined that the approved Project was consistent with and supports AB 32 and the CARB Scoping Plan; is consistent with applicable City of Ontario Policy Plan Goals and Policies; and would comply with and implement applicable TOP EIR mitigation measures. At present, there are no other applicable plans, policies or regulations adopted for the purpose of reducing the Project’s GHG emissions. It was noted that City/CARB AB 32 compliance would be achieved provided there was a minimum 30.0 percent reduction in statewide Business As Usual GHG emissions, when considering the time frame 1990 to 2020. Project GHG emissions levels that are consistent with the noted 30.0 percent GHG emissions reductions targets would be considered compliant with AB 32, and potential Project

GHG emissions/Global Climate Change impacts would be considered less-than-significant. Based in this, it was determined that the approved Project would be consistent with and would support to applicable plans, policies and regulations adopted for the purpose of reducing the emissions of greenhouse gases. The potential for the Project to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases is therefore considered ***less-than-significant***.

The proposed project (6,027 trips) and other Planning Area 2 uses (9,222 trips) would result in 1,150 fewer daily vehicle trips (15,249 trips) than the approved uses in the Meredith DEIR (16,399 trips). Although the annual GHG emissions would increase by up to approximately 1,597.9 MTCO₂e relative to the approved uses, total specific plan GHG emissions would represent a 31.3 percent reduction relative to the business-as-usual scenario analyzed in the Meredith DEIR, which exceeds The Ontario Plan reduction goal of 30 percent. Additionally, as shown in Table 6-2, the proposed project would implement design features sufficient to accrue 120 points in the *Screening Table for Implementation of GHG Reduction Measures for Residential Development*, demonstrating that the proposed project is consistent with the reduction goals set forth in the 2014 CCAP, which was designed to be consistent with AB 32 and statewide GHG emissions reduction efforts. As such, implementation of the proposed project would not conflict with any applicable plan, policy, or regulation adopted related to reducing GHG emissions, and this impact would be less-than-significant. ***With the capacity exchange, this impact would remain less-than-significant.***

3.5 NOISE

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. The MICSPA EIR noted that construction is not considered a source of permanent noise increases. As it pertains to substantial temporary increases in ambient noise levels, it was determined in the EIR that even with incorporation of mitigation measures 4.5.1 through 4.5.5 (see Table 1-1 for text of mitigation measures), construction noise levels will still likely exceed the City's 65 dBA Leq construction noise level threshold due to the Project's close proximity to noise-sensitive receptors. While mitigation measures 4.5.1 through 4.5.5 would reduce construction noise to the extent feasible, it is anticipated that noise associated with the construction of the approved Project would exceed applicable City of Ontario standards. As such, it was determined that Project construction activities would result in a substantial temporary and periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.

As it pertains to off-site vehicular-source noise impacts, the MICSPA EIR determined that the approved Project would create a substantial permanent increase in traffic-related noise levels and expose persons to noise levels in excess of the exterior noise level standards at the adjacent land uses along certain study area roadways. In these instances, because Project vehicular-source noise would be additive to already unacceptable and cumulatively significant ambient noise conditions, Project vehicular-source noise impacts would also be cumulatively considerable. However, no feasible mitigation measures exist that would reduce off-site vehicular-source noise impacts to less-than-significant levels. The results of this analysis are consistent with the findings of the City of Ontario Policy Plan Environmental Impact Report (EIR) which states: "No mitigation measures are available that would prevent noise levels along major transportation corridors from increasing as a result of substantial increases in traffic volumes..." As such, off-site vehicular-

source noise impacts as a result of the Project were determined to be **significant and unavoidable**.

As it pertains to on-site exterior noise impacts, the MICSPA EIR determined that patios of future residential uses facing Archibald Avenue, Inland Empire Boulevard, and the I-10 Freeway would experience exterior noise levels in excess of the City of Ontario's exterior noise level criteria for multi-family residential developments. However, with implementation of mitigation measure 4.5.6, it was determined that the mitigated future exterior noise levels will range from 51.7 to 65.0 dBA CNEL, which meets the City of Ontario 65 dBA CNEL exterior noise level standard. Therefore, this impact was considered less than significant with the incorporation of mitigation measure 4.5.6

As it pertains to on-site interior noise impacts, the MICSPA EIR indicates that under a windows closed condition and with a means of mechanical ventilation (e.g., air conditioning), future noise levels at the first and second floor building façades at buildings facing Archibald Avenue and the I-10 Freeway City of Ontario 45 dBA CNEL interior noise level standards can be satisfied using standard windows. Additionally, standard windows are sufficient to satisfy interior noise level standards at first floor building façades along Inland Empire Boulevard. However, noise levels received at the second story windows along this façade may exceed City standards and are considered potentially significant. With implementation of mitigation measures 4.5.7 and 4.5.8, mitigated interior noise levels will range from 35.9 to 44.0 dBA CNEL, which is below the City standard of 45 dBA CNEL. As such, this impact was determined to be less than significant with mitigation.

As it pertains to operational stationary area-source noise impacts, the MICSPA EIR determined that under two development scenarios (Option A or B), Project operational stationary area-source noise would not cause or result in an exceedance of the maximum acceptable ambient condition (65 dBA daytime/45 dBA nighttime). Nor would the approved Project operational stationary area-source noise result in an increase of 1.5 dBA or greater in instances where noise levels without the Project already exceed the maximum acceptable ambient condition. On this basis, it was determined that Project operational noise would not result in exposure of persons to, or generation of, noise levels in excess of standards established in the City's General Plan or Noise Ordinance. However, to further reduce potential operational noise levels received at adjacent residential land uses, the MICSPA EIR incorporated mitigation measures 4.5.9 through 4.5.13.

The proposed Project will have similar impacts to the approved Project. A Noise Technical Memorandum was prepared by Taha Environmental Planners, and dated July 2, 2019. The Technical Memorandum noted that it is important for new residential land uses be located in noise compatible environments and comply with the 45 dBA CNEL interior noise standard for any habitable room under the State of California Title 24 requirement. As discussed above, the proposed Project will result in substantial temporary increases in ambient noise levels related to construction. These increases will remain **significant and unavoidable** for the proposed Project even with mitigation incorporated. As it pertains to permanent increases in ambient noise levels related to vehicle traffic, on-site interior and on-site exterior noise impacts can be reduce to less than significant through mitigation. When it comes to operational stationary area-source noise, impacts will remain less than significant with mitigation.

With the capacity exchange, overall impacts would be similar to those analyzed in the MICSPA EIR.

Generation of excessive groundborne vibration or groundborne noise levels. The MICSPA EIR determined that receiver location R4, located in the City of Rancho Cucamonga, is expected to experience peak vibration levels exceeding the City of Rancho Cucamonga vibration standards with levels approaching 0.0046 in/sec., and mitigation measure 4.5.15 was incorporated. It was determined that although mitigation measure 4.5.14 will avoid impacts to receiver location R4 when feasible, construction of Planning Area 1 is still expected to generate vibration levels exceeding applicable City of Rancho Cucamonga vibration significance criteria. It is also noted that construction-source vibration impacts would be intermittent and transitory, occurring only when construction equipment is operating proximate to the Project site perimeter. Construction activities at the Project site would be restricted to daytime hours consistent with City requirements, thereby precluding potential construction-source vibration impacts during sensitive nighttime hours.

The proposed Project will have similar vibration impacts to the approved Project. Vibration impacts at receiver location R4 will remain **significant and unavoidable** with incorporation of mitigation.

Mitigation:

MM 4.5.14 The operation of heavy equipment shall only occur between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, or Saturdays, and between 9:00 a.m. and 6:00 on Sundays, and avoided at the Project site boundary nearest receiver location R4 whenever feasible.

Impacts for the revised proposed P.A. 2 project will be similar to those analyzed in the MICSPA EIR.

For a project located within the vicinity of a private airstrip or noise impact zones of the airport land use compatibility plan for ONT and Chino Airports, would the project expose people residing or working in the project area to excessive noise levels. The MICSPA EIR determined that noise impacts related to airports will be **less than significant**. Therefore, the proposed Project would have similar **less than significant** impacts.

3.6 HAZARDS/HAZARDOUS MATERIALS

The relationships of the Planning Area 2 changes to the previously certified MICSPA EIR hazards and hazardous materials impact and mitigation conclusions are described below.

Hazardous Materials Transport, Use, or Disposal Impacts. The Initial Study prepared for the MICSPA EIR determined that there would be less than significant impact with respect to this issue. The Initial Study determined that during construction activities, the project will require limited transport of potentially hazardous materials (e.g., paints, solvents, fertilizer, etc.) to and from the project site. Additionally, operation of the project could involve the temporary storage and handling of potentially hazardous materials such as pesticides, fertilizers, or paint products that are pre-packaged for distribution and use. This type of storage, transfer, use and disposal of potentially hazardous materials is extensively regulated at the local, State and federal levels. It was not anticipated that the development of the project would result in conditions that are not currently addressed by existing regulations. On this basis, potential impacts due to routine transport, use,

or disposal of hazardous materials were considered less-than-significant, and no adverse environmental impacts and no additional analysis of this issue was included in the Draft EIR.

The revised proposed project within P.A. 2 would not result in any additional effect beyond those evaluated in the Initial Study. Transport and use and disposal of hazardous materials will continue to be extensively regulated and there is nothing new or unique about the currently proposed project that would result in potential impacts with respect to this issue. ***With the capacity exchange, this impact would remain less-than-significant.***

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

The Initial Study prepared for the MICSPA EIR determined that there would be less than significant impact with respect to this issue and no additional analysis of this issue was included in the EIR. The Initial Study determined that during construction activities, the project will require limited transport of potentially hazardous materials (e.g., paints, solvents, fertilizer, etc.), and, similar to the preceding impact issue, handling, transport, use and disposal of such materials is highly regulated.

The revised proposed project within P.A. 2 would not result in any additional effect beyond those evaluated in the Initial Study. Transport and use and disposal of hazardous materials will continue to be extensively regulated and there is nothing new or unique about the currently proposed project that would result in potential impacts with respect to this issue. ***With the capacity exchange, this impact would remain less-than-significant.***

Emissions or Handling of Hazardous Materials With ¼ mile of Schools. The certified MICSPA EIR determined that this impact would be less-than-significant with mitigation (See Table 1-1 to review the mitigation measures). The EIR identified one school, Italo M. Bernt School, located along the south side of 4th street within the boundary of the MICSPA. However, this school has since been demolished and there are no other schools within 1/4 miles of P.A. 2. Therefore, the proposed capacity exchange would not result in any additional or more severe impacts with respect to this issue. ***With the capacity exchange, this impact would remain less-than-significant.***

Located on a Site Included on a List of Hazardous Materials Sites (Gov't Code Section 65962.5). The Initial Study prepared for the MICSPA EIR determined that there would be no impact with respect to this issue and no additional analysis was included in the EIR. The MICSPA does not encompass sites listed on the hazardous materials sites list compiled pursuant to Government Code Section 65962.5. The currently proposed project does not change this condition so it would not create any additional impacts. ***With the capacity exchange, this impact would remain less-than-significant.***

Safety hazard for people residing or working in the project area for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. The certified MICSPA EIR determined that this impact would be less-than-significant. The EIR indicated the Project site is located approximately 0.5 miles northerly of the Ontario International Airport and is located within the identified Airport Influence Area. As such, the Project is subject to the ONT ALUCP, which sets limits on future land

uses and development near the airport in response to noise, safety, airspace protection, and overflight impacts of current and future airport activity. The EIR further indicates the Project is located outside of all identified safety zones for the Airport and would be developed in accordance with all City regulations and the ONT ALUCP, precluding significant impacts with respect to safety. None of the characteristics of the proposed changes to P.A. 2 would create new or increase the severity of impacts with respect to this issue. ***With the capacity exchange, this impact would remain less-than-significant.***

Projects Within the Vicinity of a Private Airstrip. The Initial Study prepared for the MICSPA EIR determined that there would be no impact with respect to this issue and no additional analysis was included in the EIR. No private airstrips are located within two miles of the MICSPA. ***With the capacity exchange, this impact would remain less- than-significant.***

Exposure of People or Structures to Significant Risk of Loss, Injury or Death Due to Wildfires. The Initial Study prepared for the MICSPA EIR determined that there would be no impact with respect to this issue and no additional analysis was included in the EIR. The MICSPA is located in an urbanizing area and no wildlands are located within it's vicinity. ***With the capacity exchange, this impact would remain less- than-significant.***

3.7 PUBLIC SERVICES AND UTILITIES

- a. Substantial adverse physical effects from the construction of new or altered government facilities needed to maintain acceptable service ratios, response times, or other performance objectives for fire or police protection services, schools, parks, or other public facilities.
- b. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
- c. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- d. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- e. Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed.
- f. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- g. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.
- h. Comply with federal, state, and local statutes and regulations related to solid waste.

Impact Questions for Public Services (Item "a" above)

The certified EIR concluded that impacts to fire or police protection services, schools, parks, or other public facilities was ***less than significant.***

Fire Protection Services. The project area is served by the Ontario Fire Department and Station 5 is less than 1 mile from the Project. The certified EIR noted that there would be an incremental increase in demand for fire and EMS services. However, all developmental plans for projects in

the Project area would be subject to review by the City and the Fire Department to ensure compliance with the following (1) the inclusion of emergency access and fire flow requirements; (s) any fire prevention, protection, and/or suppression requirements as specified under existing City Ordinances; payment of development impact fees, and (3) applicable Building Code and Fire Code provisions. Additionally, project developers will be required to contribute developmental impact fees and tax revenue attributable to the Project will, in part, pay for fire protection services.

Police Protection Services. The certified EIR determined that this impact would be less-than-significant. The proposed project includes no changes or new conditions that would alter this conclusion, based on the following information: (1) the Ontario Police Department, City Planning Department, and City Building Department would continue to evaluate individual future development proposals for safety and security; (2) developmental fees along with property taxes and sales taxes will provide supplemental funding for police protection services in the Project area.

Schools. The certified EIR determined that this impact would be less-than-significant. Project area K-12 schools are provided by The Cucamonga Elementary School District and the Chaffey Joint Union High School District. The Project amendment which includes an increase in the number of residential units within Planning Area 2 would create incremental increases of demand for school services at the local districts. Consistent with the certified EIR, school impacts would be mitigated with the payment of school impact fees paid with the issuance of the building permit.

Parks. As stated in the Meredith International Centre SPA Initial Study from 2014, impacts to Parks would be less than significant as the Projects in the Specific Plan area would be required to pay park developmental fees. Impacts could be further mitigated by residential uses incorporating onsite recreational facilities to serve residents. As such, impacts to Parks would remain less than significant.

Other Public Facilities. The Meredith International Centre SPA Initial Study from 2014 states that the Project would require established public agency oversight by City Planning and the Building and Safety Divisions as well as the Public Works Department. The initial study notes these tasks as routine and the Project would not require provision of new facilities. This would not change under this amendment.

Summary for Public Services and Comparison the P.A. 2 Project. The certified EIR determined that impacts to public services would be *less-than-significant*. This amendment to the EIR does not change these findings. Although there would still be an incremental increase in demand for public facilities and services, the impacts would be offset by the payment of developmental impact fees and subsequent property and sales taxes. Additionally, if new public facilities were deemed necessary in the future, these facilities would undergo environmental review, as required under CEQA. With the amendment, this impact would remain *less-than-significant*.

Utilities

Water Supply. Water supply in Ontario is provided by multiple sources including the Chino Groundwater Basin, the Chino Desalter Authority, Treated State Water Project and Water Facilities Authority sources, and recycled water from the Inland Empire Utilities Agency (IEUA). The Water Supply Assessment (WSA) completed as a part of the certified EIR notes that the City

has an existing water supply of 103.04 million gallons per day (mgd) and maximum demand of about half (53.87 mgd) of the available supply (See Appendix D).

Under the certified EIR, it was anticipated that water demand would be 151,400 gallons per day (gpd) or approximately 170 acre-feet per year (AFY). For comparison, water use under the amendment is calculated in two steps. First, water use in the remaining parcels (those within Planning Area 2 not considered in this amendment). Next water use is calculated for the residential units and retail area considered under this amendment. The remaining parcels consist of 21.75 acres of urban/commercial use, using the loading factors as included in the WSA (completed for the certified EIR), water use is calculated as follows:

$$21.75 \text{ acres} \times 2,200 \text{ gpd/ac} = 47,850 \text{ gpd (54 AFY)}$$

The residential water use estimate was provided by the WSA completed as a part of the certified EIR. There were no estimates of water use for retail or commercial uses in square feet; as such, the loading factor was obtained from a City of Los Angeles EIR (2003) that includes estimates of water use by land use type.

$$925 \text{ urban residential units} \times 152 \text{ gpd/dwelling unit} = 140,600 \text{ gpd (157 AFY)}$$

$$5000 \text{ square feet commercial} \times 88 \text{ gpd/1000 square feet} = 440 \text{ gpd (0.5 AFY)}$$

As such, total water consumption in Planning Area 2 is anticipated to be approximately 188,890 gpd (212 AFY), an increase of 42 AFY as compared to the certified EIR. The WSA notes that the demand for the entire Meredith International Centre Specific Plan Area represents 0.8% of the available supply within the City. The additional 42 AFY projected under this amendment represents 0.05% of the available supply.

Wastewater Treatment. Wastewater within the project area is conveyed via trunk sewers to two wastewater treatment plants operated by IEUA (Regional Water Reclamation Plants No. 1 and No. 5). According to the certified EIR, the plants have approximately 15 mgd available capacity and the capacity was anticipated to increase due to planned facility upgrades. IEUA treats water to meet discharge requirements consistent with water reuse as recycled water. The certified EIR conservatively assumes that 100% of the water serving the project would also need to be treated. As such, this analysis assumes that 188,890 gpd (or 0.2 mgd) would need to be treated as water treatment facilities.

Stormwater Drainage. Planning Area 2 is identified as being within "Watershed 5" as identified in the certified EIR. Runoff from this area will flow south easterly on the surface and within storm drain systems and discharge into the existing private storm drain system located along the southerly property line, adjacent to the Caltrans property. The private storm drain discharges directly into the Cucamonga Creek Channel. This project will incorporate all necessary drainage and storm water management systems to accept and manage stormwater drainage consistent with local and state regulations.

Solid Waste The certified EIR applies the City's solid waste generation rates to project annual solid waste generation. These factors are applied below to develop an estimate of solid waste generation under the amendment. The EIR notes that the amount of solid waste expected to be generated under the Specific Plan (97,738 tons per year) was substantially less (about one

quarter) as compared to calculations under The Ontario Plan EIR (33,345 tons per year). Most of the waste within the City is sent to the El Sobrante Landfill in Corona.

Impact Questions for Utilities

Regional Water Quality Control Board wastewater treatment Impacts. The Initial Study for the Meredith International Center Specific Plan Amendment noted that this impact was less than significant, and no additional analysis was provided in the EIR. According to the Initial Study, the project proposes typical residential, commercial and residential uses and would not result in a discharge of pollutants that were not accommodated by the regional treatment facilities. ***The amendment does not change the overall type of land uses and therefore the impact would remain less than significant and similar to the impacts analyzed in the MICSPA.***

Water Supply Impacts. The certified EIR determined that this impact would be less-than-significant. The project would create an incremental increase in areawide demand for water. As noted above, the Project area has the available water to serve the changes considered under this amendment. As noted above, the project is anticipated to create an additional 42 AFY demand for water representing 0.05% of the supply available within the City's service area and this would not require the construction of new water supply facilities. Additionally, the project will pay Developmental Impact Fees and construction of onsite infrastructure to provide drinking water to the project area. ***This impact would remain less- than-significant.***

Wastewater Treatment Impacts. The certified EIR noted this impact to be less than significant. The project would create an incremental increase in areawide demand for wastewater treatment. As noted above, the Project area has the available wastewater treatment capacity to serve the area considered under this amendment. The certified EIR conservatively assumes that 100% of the water serving the project would also need to be treated. As such, this analysis assumes that 188,890 gpd (or 0.2 mgd) would need to be treated as water treatment facilities (well within available capacity). Additionally, the project applicant would be required to pay sewer connection fees established by the City to pay for any future required improvements. ***The impact remains less than significant and similar to the impacts analyzed in the MICSPA EIR.***

Stormwater Drainage Impacts. The certified EIR determined that this impact would be less-than-significant. The proposed amendment includes no changes or new conditions that would alter this conclusion, based on the following information: (1) surface runoff is determined by a parcel's impervious surface and not by land use or density; (2) all new developments still would be subject to the stormwater regulations that require post-development storm water discharge to be equal to or less than pre-development discharge.

Solid Waste Impacts. Impacts related to solid waste were determined by the certified EIR as being less than significant. The project will generate incremental increases in demand on landfill capacity. However, the certified EIR determined that adequate capacity was available at regional landfills (including the El Sobrante Landfill in Corona). The project will also participate in City recycling programs, pay developmental fees related to solid waste management. Additionally, the project will comply with federal, state, and local statutes and regulations related to solid waste. ***This impact would remain less- than-significant and similar to the impacts analyzed in the MICSPA EIR.***

3.8 HYDROLOGY/WATER QUALITY

Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. As determined in the MICSPA EIR, the approved Project is mandated to acquire all necessary permits, and comply with City of Ontario and SARWQCB requirements, acting to preclude, or substantively reduce the potential of the Project to violate any water quality standards or waste discharge requirements. More specifically, consistent with established building code regulations, a site-specific drainage studies reflecting precise pad locations, proposed drainage structures, detention facilities, etc., are required prior to the issuance of building permits.

It was determined that the approved Project would connect to the existing sanitary sewer system serving the Project area, and does not propose or require septic systems or other alternative treatment of wastewater. Further, the approved Project's plans for connection to existing sanitary sewer infrastructure facilities are subject to review and approval by the City. The Project Applicant will also be required to apply for service and pay a mandated Connection Fee and ongoing Service Fees. Fees paid by the approved Project will be applied toward maintenance and expansion of City conveyance and treatment facilities. Wastewater generated by the approved Project will be typical of urban generators and wastewater resulting for the approved Project uses will not require treatment beyond that provided by existing City facilities.

Moreover, it was determined that the approved Project will be developed and operated in compliance with City/SARWQCB regulations and water quality standards. More specifically, the approved Project will provide connection to, and interface with, existing and proposed drainage systems in the least invasive manner possible. Design, configuration, and locations of proposed drainage system improvements will be reviewed and approved by the City prior to, or concurrent with, application for grading permits.

It was also determined that, to the extent feasible, the approved Project design will employ permeable materials and landscaped areas to enhance on-site capture and absorption of stormflows. The approved Project will also provide for elimination/reduction of pollutant discharges, including capture and treatment of dry weather and first flush runoff in a manner consistent with City and SARWQCB policies and requirements.

All storm water discharges from the approved Project were noted to be required to comply with applicable provisions of the County's National Pollutant Discharge Elimination System (NPDES) permit. Consistent with SARWQCB and City requirements, waste materials will not be discharged to drainage areas, streambeds, or streams from the approved Project. Nor will spoil sites be located in areas that could result in spoil materials being washed into a water body.

Consistent with SARWQCB and City requirements, it was determined that appropriate Best Management Practices (BMPs) will be employed throughout construction processes, thereby controlling potential discharge of pollutants, preventing sewage spills, and avoiding discharge of sediments into streets, storm water channels, or waterways. As reflected in the approved Project's required Storm Water Pollution Prevention Plan (SWPPP), selected BMPs will act to:

- Control and prevent potential contaminant spills;
- Prevent runoff from off-site areas from flow across the construction site(s);
- Slow runoff rates across the site;

- Provide soils stabilization; and
- Remove sediment from on-site runoff before it leaves the site.

Similarly, it was noted that the approved Project's mandated WQMP will act to control potential discharge of pollutants, prevent sewage spills, and avoid discharge of sediments into streets, storm water channels, or waterways due to operational activities over the life of the Project. All required drainage improvements will be designed and implemented to the satisfaction of the City and SARWQCB.

Based on the preceding discussion, it was concluded that the potential for the approved Project to violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality is determined to be ***less-than-significant***.

The proposed Project will also be required to acquire all necessary permits, and comply with City of Ontario and SARWQCB requirements, acting to preclude, or substantively reduce the potential of the Project to violate any water quality standards or waste discharge requirements. More specifically, consistent with established building code regulations, a site-specific drainage studies reflecting precise pad locations, proposed drainage structures, detention facilities, etc., are required prior to the issuance of building permits. All the same requirements of the approved Project will be required for the proposed Project. Therefore, impacts will remain ***less than significant***.

Substantially alter the existing drainage pattern of the site or area, and;

Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, and;

Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water that would exceed the capacity of the existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

It was determined in the MICSPA EIR that the approved Project Stormwater Management System addresses potential post-development hydrologic impacts. The approved Project would incorporate all necessary drainage and storm water management systems, and will comply with all storm water system design, construction, and operational requirements mandated under the City Municipal Code and within regulations established by other agencies, such as the SARWQCB and California Department of Water Resources. In combination, the Project's storm water management components, and compliance with regulatory requirements act to preclude potentially adverse drainage and storm water runoff impacts. The Project drainage concept will maintain the site's primary drainage patterns, and will implement drainage systems and detention areas to accept developed storm water discharges from the Project site and off-site sources. Table 3-4 presents a comparison of the pre-development and post-development runoff rates from the Project site.

**Table 3-4
 Runoff Rates**

Watershed	Pre-Development	Post-Development
1	198.8 cfs	121.1 cfs
2	14.9 cfs	110.3 cfs
3	28.9 cfs	104.0 cfs
4	6.3 cfs	21.4 cfs
5	83.4 cfs	98.6 cfs
6	-	136.4 cfs
<i>Total</i>	<i>332.3 cfs</i>	<i>591.8 cfs</i>

Source: Meredith Property Conceptual Hydrology Report (RBF Consulting) April 2014.

As shown above, it was determined that impervious surfaces implemented by the approved Project could potentially increase runoff by up to 259.5 cfs. However, storm water conveyance and detention capabilities will be required to ensure that post-development storm water runoff volumes and velocities do not exceed pre-development conditions. This will be accomplished through the use of natural swales and mechanical detention systems that will allow measured storm water releases in a manner that will not increase the overall burden downstream. The precise system and detailed design will be developed, and approved by the City, at the time each increment of the Project is developed. The detention systems will be designed consistent with the recommendations of the required site-specific drainage studies.

The Project storm water management system will be developed and operated in compliance with City/SARWQCB regulations and water quality standards. The Project will provide connection to existing and proposed drainage systems in the least invasive manner possible. Design, configuration, and locations of proposed drainage system improvements will be reviewed and approved by the City/SARWQCB prior to, or concurrent with, application for grading permits. As such, it was determined that implementation of the approved Project storm water management system would maintain existing drainage patterns and would not contribute runoff water which would exceed the capacity of the existing or planned storm water drainage systems.

The MICSPA EIR also determined that the approved Project's SWPPP and compliance with regulatory requirements addresses construction source water quality impacts. During site preparation activities prior to construction, existing groundcover will be removed from the site, exposing the Project area to increased wind and water erosion potentials. Further, construction site runoff may carry increased loads of sediment, heavy metals and petroleum hydrocarbons (from machinery) which could degrade water quality. In accordance with NPDES requirements, the Project Applicant will be required to prepare a construction activities erosion control plan to alleviate potential sedimentation and storm water discharge contamination impacts of the Project.

It was determined that the approved Project Applicant would be responsible for compliance with the General Construction NPDES permit from the SARWQCB by filing a Notice of Intent to Commence Construction Activities. Under the General Construction Permit, discharge of materials other than storm water is prohibited. The Applicant would be required to prepare, retain at the construction site, and implement a Storm Water Pollution Prevention Plan (SWPPP) which identifies the sources of sediments and other pollutants that affect the quality of storm water discharge, and implement practices to reduce sediment and other pollutants to storm water

discharge. The SWPPP also identifies both construction and post-construction BMPs to reduce sediments and other pollutants. BMPs mandated by the requisite NPDES permit typically include installation of filter fabric fences, sandbars and check-dams. Proposed construction BMPs to be incorporated in the approved Project include, but are not limited to, the following:

- Silt Fences
- Check Dams
- Gravel Bag Berms
- Street Sweeping and Vacuuming
- Sand Bag Barriers
- Storm Drain Inlet Protection
- Wind Erosion Control
- Stabilized Construction Entrance/Exit
- Entrance/Exit Tire Wash

As such, it was determined that implementation of the Project SWPPP and compliance with applicable NPDES and SARWQCB requirements will reduce potential construction-source water quality impacts of the approved Project below the level of significance.

Finally, it was determined in the MICSPA EIR that the approved Project WQMP and compliance with regulatory requirements would address operational-source water quality impacts. Over the life of the approved Project, contaminants such as oil, fuel and grease that are spilled or left behind by vehicular traffic, collect and concentrate on paved surfaces. During storm events, these contaminants are washed into the storm drain system and may potentially degrade receiving water quality. It was noted that storm water runoff from paved surfaces within the developed Project area could carry a variety of urban wastes, including greases and oils and small amounts of metals which are common by-products of vehicular travel. In addition, it was noted that storm runoff will likely contain residual amounts of fertilizers and plant additives washed off from landscaped areas within the Project site.

Recognizing the potential hazards of such urban runoff, the EPA has issued regulations which required municipalities to participate in the NPDES. As part of this program, San Bernardino County has received an NPDES permit for urban runoff. Compliance with the provisions specified in the NPDES permit ensures proper management and disposal of urban runoff from the Project.

It was determined that the approved Project Applicant would be responsible for obtaining a General Permit for storm water discharge from the SARWQCB, in accordance with the Notice of Intent instructions. Under the General Permit, discharge of materials other than storm water is prohibited. In support of the above requirements, the Project Applicant shall also develop and implement a Project-specific Water Quality Management Plan (WQMP) addressing all post-construction pollutant discharges. BMPs to be implemented under the WQMP include, but are not limited to, the following:

Source Control/Non-Structural BMPs

- Education or Property Owners
- Spill Contingency Plan
- Employee Training/Education Program
- Street Sweeping of Private Streets and Parking Lots
- Common Area Catch Basin Inspection
- Landscape Planning
- Hillside Landscaping
- Roof Runoff Controls
- Efficient Irrigation
- Protection of Slopes and Channels
- Storm Drainage Signage
- Inlet Trash Racks
- Energy Dissipaters
- Trash Storage Areas and Litter Control
- Maintenance Bays and Docks Drainage Controls
- Outdoor Material Storage Area Drainage Controls

Site Design/Structural BMPs

- Infiltration and Biofiltration Basins
- Maximize Permeable Areas
- Minimize Street, Sidewalk, and Parking Lot Aisle Widths
- Minimize Impervious Hardscape Features
- Maintain Natural Drainage Patterns
- Incorporate Drought-Tolerant Landscaping
- Perforated Pipes and Gravel Filtration Areas
- On-Site Vegetated Swales
- Convey Runoff to Landscaping/Permeable Areas Prior to Discharge to Storm Drains
- Drain Sidewalks and Walkways to Adjacent Landscape Areas
- Integration of Landscaping and Drainage Designs

Based on compliance with applicable NPDES requirements, and implementation of the Project WQMP to include any additional requirements stipulated by the City and/or SARWQCB, the potential for the approved Project to: result in a potential for discharge of storm water pollutants

from post-construction activities; otherwise result in any other potential impacts to storm water runoff from post-construction activities; or otherwise substantially degrade water quality, was determined to be less-than-significant. Based on the preceding discussion, the potential for the approved Project to substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, result in substantial erosion or siltation on- or off-site, create or contribute runoff water which would exceed the capacity of the existing or planned storm water drainage systems, or provide substantial additional sources of polluted runoff, was determined to be ***less-than-significant***.

The proposed Project will also incorporate all necessary drainage and storm water management systems, and will comply with all storm water system design, construction, and operational requirements mandated under the City Municipal Code and within regulations established by other agencies, such as the SARWQCB and California Department of Water Resources. Similar to the approved Project, in combination, the proposed Project's storm water management components, and compliance with regulatory requirements act to preclude potentially adverse drainage and storm water runoff impacts. The proposed Project drainage concept will maintain the site's primary drainage patterns, and will implement drainage systems and detention areas to accept developed storm water discharges from the Project site and off-site sources. Storm water conveyance and detention capabilities will also be required of the proposed Project to ensure that post-development storm water runoff volumes and velocities do not exceed pre-development conditions. This will be accomplished through the use of natural swales and mechanical detention systems that will allow measured storm water releases in a manner that will not increase the overall burden downstream. The precise system and detailed design will be developed, and approved by the City, at the time each increment of the Project is developed. The detention systems will be designed consistent with the recommendations of the required site-specific drainage studies. The proposed Project storm water management system will also be developed and operated in compliance with City/SARWQCB regulations and water quality standards. The proposed Project will provide connection to existing and proposed drainage systems in the least invasive manner possible. Design, configuration, and locations of proposed drainage system improvements will be reviewed and approved by the City/SARWQCB prior to, or concurrent with, application for grading permits. Implementation of the proposed Project storm water management system would maintain existing drainage patterns and would not contribute runoff water which would exceed the capacity of the existing or planned storm water drainage systems. Further, implementation of the proposed Project SWPPP and compliance with applicable NPDES and SARWQCB requirements will reduce potential construction-source water quality impacts of the proposed Project below levels of significance. Finally, the proposed Project Applicant will be responsible for obtaining a General Permit for storm water discharge from the SARWQCB, in accordance with the Notice of Intent instructions. Under the General Permit, discharge of materials other than storm water is prohibited. In support of the above requirements, the Project Applicant shall also develop and implement a Project-specific Water Quality Management Plan (WQMP) addressing all post-construction pollutant discharges.

Based on compliance with applicable NPDES requirements, and implementation of the Project WQMP to include any additional requirements stipulated by the City and/or SARWQCB, the potential for the proposed Project to: result in a potential for discharge of storm water pollutants from post-construction activities; otherwise result in any other potential impacts to storm water runoff from post-construction activities; or otherwise substantially degrade water quality, will remain less-than-significant. Based on the preceding discussion, the potential for the proposed

Project to substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, result in substantial erosion or siltation on- or off-site, create or contribute runoff water which would exceed the capacity of the existing or planned storm water drainage systems, or provide substantial additional sources of polluted runoff, will remain **less-than-significant**. **With the capacity exchange, overall impacts would be similar to those analyzed in the MICSPA EIR.**

In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation. As previously mentioned, the westerly portion of the Project site is located within the dam inundation area for San Antonio Dam. Catastrophic failure of the San Antonio Dam when it is at or near capacity could spread water two to four feet deep over the western and central parts of the City. The Draft EIR prepared for The Ontario Plan concluded that the probability of catastrophic failure is very low. Furthermore, the City of Ontario Fire Department maintains a list of emergency procedures to be followed in the event of a failure. Because the likelihood of catastrophic failure of the San Antonio Dam is very low and the City is prepared in the event of such failure, impacts were determined to be less-than-significant for the approved Project. This determination holds for the proposed Project and impacts will remain less than significant.

3.9 BIOLOGICAL RESOURCES

The relationships of the proposed P.A. 2 capacity exchange to the previously certified MICSPA EIR biological resources impact and mitigation conclusions are described below.

Substantial Effects on Special-Status Species and Sensitive Natural Communities. The certified MICSPA EIR determined that this impact would be potentially significant with respect to two sensitive species, the California horned lark and the burrowing owl, unless mitigation is provided.

The EIR also indicated the onsite drainage may be subject to the jurisdiction of the U.S. Army Corps of Engineers 404 program and the California Department of Fish and Wildlife 1600 program; consequently, consultation with these agencies is required to confirm this conclusion. As such, permitting may be required through these agencies, as well as the California Regional Water Quality Control Board; however, this issue is unlikely to affect P.A. 2 as the only ephemeral natural drainage identified within the MICSPA is near the eastern boundary of the specific plan near Archibald Avenue.

In order to address potential impacts to the California horned lark and the burrowing owl, the MICSPA EIR imposes mitigation measures 4.9.1 through 4.9.4 which provide for pre-construction surveys, methods for avoiding nesting birds and, if burrowing owls are found, relocation and site-specific mitigation plans to offset potential impacts. The revised proposed project within P.A. 2 would not result in any additional impacts beyond those evaluated in the MICSPA EIR as it would still be subject to the mitigation measures in the MICSPA EIR. **With the capacity exchange, this impact would remain less- than-significant with mitigation.**

Substantial Adverse Effect on Riparian Habitat or Other Sensitive Natural Communities. The Initial Study prepared for the MICSPA EIR determined that there would be no impact with respect to this issue and no additional analysis was included in the EIR. The Initial Study indicated that the project site is not in a sensitive biological area, does not contain riparian habitat or other

sensitive natural community. The revised proposed project within P.A. 2 would not result in any additional impacts beyond those evaluated in the Initial Study. ***With the capacity exchange, there would still be no impact.***

Substantial Adverse Effect on Federally Protected Wetlands. The Initial Study prepared for the MICSPA EIR determined that there would be no impact with respect to this issue and no additional analysis was included in the EIR. The Initial Study indicated that the MICSPA and surrounding areas do not contain federally protected wetlands. The revised proposed project within P.A. 2 would not result in any additional impacts beyond those evaluated in the Initial Study. ***With the capacity exchange, this impact would remain less- than-significant.***

Interfere Substantially With the Movement of Native Resident or Migratory Fish or Wildlife Species, Migratory Corridors or Wildlife Nursery Sites. The Initial Study prepared for the MICSPA EIR determined that there would be a less than significant impact with respect to this issue and no additional analysis was included in the EIR. The Initial Study indicated that due to the disturbed nature of the MICSPA project site and surrounding roadways and development, the potential for native wildlife species to use the project site as a migratory corridor or nursery site is unlikely. The revised proposed project within P.A. 2 would not result in any additional impacts beyond those evaluated in the Initial Study. ***With the capacity exchange, this impact would remain less than significant.***

Conflict With Local Policies or Ordinances Protection Biological Resources. The Initial Study prepared for the MICSPA EIR determined that there would be no impact with respect to this issue and no additional analysis was included in the EIR. The Initial Study indicated that the City of Ontario does not have any ordinances protecting biological resources. The revised proposed project within P.A. 2 would not result in any additional impacts beyond those evaluated in the Initial Study. ***With the capacity exchange, there would still be no impact.***

Conflict With an Adopted Habitat Conservation Plan or Natural Community Conservation Plan. The Initial Study prepared for the MICSPA EIR determined that there would be no impact with respect to this issue and no additional analysis was included in the EIR. The Initial Study indicated that the project is not part of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. The revised proposed project within P.A. 2 would not result in any additional impacts beyond those evaluated in the Initial Study. ***With the capacity exchange, there would still be no impact.***

3.10 GEOLOGY AND SOILS

Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction; or be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. The MICSPA EIR noted that the approved Project Geotechnical Investigation concluded that that site is not subject to significant ground rupture, liquefaction, lateral spreading, or landslide hazards. However, the near-surface native soils vary in density and composition, and laboratory testing indicates that some of the near surface soils may be collapsible and subject to minor consolidation under the anticipated loads. Based on their variable strengths and densities, these soils could result in excessive post-construction settlement. ***This was determined to be a potentially significant impact.***

The Geotechnical Study prepared for the approved Project is considered preliminary since precise development and grading plans were not yet available. The study recommends remedial grading to remove the upper portion of the alluvial soils, and states that the underlying soils are of higher strength. Following excavation, the subgrade soils should be evaluated by a geotechnical engineer to verify their suitability. These on-site conditions and recommendations will be verified within a Final Geotechnical Study, typically prepared when specific development plans are prepared. The approved Project was required to conform to all recommendations presented within the Final study, as required by mitigation measure 4.10.1. ***With mitigation incorporated, the MICSPA EIR determined that this impact would be less than significant.***

The proposed Project will also be subject to the same risks associated with excessive post-construction settlement. However, with incorporation of mitigation measure 4.10.1, these risks will be reduced to less than significant. No new significant impacts have been identified with the proposed Project.

Mitigation:

MM 4.10.1 Design and development of the Project shall comply with recommendations and performance standards identified within the Final Geotechnical Study. Where the Project Geotechnical Study is silent, requirements of the California Building Code as adopted and implemented by the City shall prevail.

Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property. As discussed in the MICSPA EIR, the California Building Code establishes methodologies and guidelines for identification of expansive soils, and establishes responsive design standards which act to avoid potentially adverse effects of expansive soils on facilities. Section 1802.3 of the 2010 California Building Code directs expansive soil tendency be graded by its Expansion Index. A soil's Expansion Index is defined by its potential to swell when wet or saturated. The CBC mandates that "special [foundation] design consideration" be employed if the Expansion Index is 20, or greater.

Unmitigated effects of expansive or otherwise unstable soils may adversely affect roadway subgrades, concrete slabs-on-grade, and building foundations. It was determined that in the event of a severe earthquake in the vicinity of the Project, structural foundations and floors may be damaged if constructed in, or over, expansive or unstable soils.

It was also determined that the near-surface sediments in the northern and central parts of the City (where the Project site is located) are composed primarily of granular soils, which are usually non-expansive or have very low expansion potential. Additionally, as discussed in the Project Geotechnical Study . . . "Laboratory testing performed on a representative sample of the near surface soils indicates that these materials possess very low expansion potential (EI = 0). Based on these test results, no design considerations related to expansive soils are considered warranted for this site."

It is also noted in the MICSPA EIR that, as a matter of course, a final geotechnical study will be prepared for the site to verify all conclusions made within the preliminary study. The proposed

Project would also be required to prepare a final geotechnical study and be required to comply with all recommendations presented within the final study.

As supported by the preceding discussion, the potential for the proposed Project to be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2010)⁶ is considered ***less-than-significant***.

3.11 CULTURAL RESOURCES

The relationships of Planning Area 2 changes to the previously certified MICSPA EIR cultural and historic resources impact and mitigation conclusions are described below.

Impacts on Historical and Archaeological Resources. The certified MICSPA EIR determined that this impact would be less-than-significant. The EIR indicates that the project site is clear of any significant historical or archaeological resources, that the potential to for identifying prehistoric or historic archaeological resources is very low. Despite the determination in the EIR that impacts would be less than significant Mitigation Measures 4.11.1 through 4.11.7 (See Table 1.1 for the text of the Mitigation Measures) have been incorporated into the EIR. The mitigation measures address grading monitoring, coordination with affected tribes, and procedures related to the discovery, evaluation and disposition of artifacts that are found to fully ensure the protection of cultural resources that may be present.

The revised proposed project within P.A. 2 would not result in any additional impacts beyond those evaluated in the MICSPA EIR as it would still be subject to the mitigation measures in the MICSPA EIR. ***With the capacity exchange, this impact would remain less- than-significant with existing mitigation.***

Impacts on Paleontological Resources. The certified MICSPA EIR determined that this impact would be less-than-significant with mitigation (See Table 1-1 to review mitigation measures). The EIR indicated that no evidence of paleontological resources was identified during the cultural resources survey of the site and none was expected in the younger alluvial deposits. However, the potential for evidence of fossil-bearing soils is still possible, depending on the nature of the project related excavations and site preparation. If older alluvial deposits are encountered, there is a potential for the identification of fossil specimens and the area(s) should be considered sensitive for such resources. In order to address this potential impact, Mitigation Measure 4.11.8 has been imposed by the EIR to require monitoring of grading and excavation activities in older alluvial deposits, including any excavation that exceeds eight feet in depth.

With implementation of Mitigation Measure 4.11.8 impacts would be less than significant. The revised proposed project within P.A. 2 would not result in any additional impacts beyond those already evaluated in the MICSPA EIR as it would still be subject to the Cultural Resources mitigation measure (4.11.8) in the MICSPA EIR. ***With the capacity exchange, this impact would remain less than significant with mitigation.***

Disturbance of Human Remains. The Initial Study prepared for the MICSPA EIR determined that there would be a less than significant impact with respect to this issue and no additional analysis was included in the EIR. The Initial Study indicated that the likelihood of encountering human remains in the course of Developing the MICSP is minimal. The revised proposed project within P.A. 2 would not result in any additional impacts beyond those evaluated in the Initial Study.

With the capacity exchange, there would still be no impact.

3.12 AESTHETICS

The relationships of the Planning Area 2 changes to the previously certified MICSPA EIR aesthetics and shadows impact and mitigation conclusions are described below.

Impacts on Scenic Vistas. As discussed in the MICSPA EIR, prior to the issuance of development permits, plans for individual projects within the Specific Plan Area would be reviewed by the City to ensure conformance with provisions of the Meredith SPA, the City Development Code, and Policy Plan Goals and Policies; thereby ensuring that the Project and the proposed changes Planning Area 2, as developed, would not substantially degrade the existing visual character or quality of the site and its surroundings. With P.A. 2 changes, this impact would remain less than significant. No Designated scenic vista exists in the City. ***With the capacity exchange this impact would remain less than significant.***

Substantial Damage to Scenic Resources Within a State Scenic Highway. The Initial Study prepared for the MICSPA EIR determined that there would be no impact with respect to this issue and no additional analysis was included in the EIR. There are no State scenic highways that are visible from the project site. Therefore, there can be no impacts for this issue associated with the P.A. 2 changes. ***With the capacity exchange there would still be no impact.***

Impacts/Degradation of Visual Character. The MICSPA EIR determined that impacts would be ***less than significant.*** The MICSPA would implement an integrated and cohesive mixed-use development. The plan includes an array of design guidelines to ensure that development is visually attractive and does not degrade the visual character of the project site or its surroundings. These design guidelines address building form and materials, colors and textures, landscaping, and building massing and screening. The revised proposed project within P.A. 2 would not result in any additional impacts beyond those evaluated in the MICSPA EIR. ***With the P.A. 2 changes, this impact would remain less than significant.***

Light and Glare Impacts. The certified MICSPA EIR determined that this impact would be less-than-significant. The Planning Area 2 changes would be directed under the zoning and design requirements of the MICSPA. ***With the Planning Area 2 changes, this impact would remain less-than-significant.***

3.13 POPULATION AND HOUSING

The relationships of the Planning Area 2 changes to the previously certified MICSPA EIR population and housing impact and mitigation conclusions are described below.

Induce Substantial Population Growth. The certified MICSPA EIR determined that this impact would be less than significant. The EIR indicates that the Industrial, commercial/retail, and residential development, and supporting infrastructure improvements described in the *Meredith International Centre Specific Plan Amendment* would accommodate anticipated population growth within the City and region. In this regard, the MICSPA is not considered growth-inducing, but rather is a response to current and anticipated demands for industrial, commercial/retail, and residential products that would act to further, and would not conflict with, the Policy Plan Vision (General Plan) and associated growth projections for the City and the subject site.

The proposed change to P.A. 2 reduces the estimated buildout from 650,000 square feet to 322,200 square feet of non-residential floor area and would add another 925 multi-family dwellings for a total of 1,725 dwellings (including 800 dwellings in Planning Area 4). Although the proposed change would increase dwellings and associated population, according to the MICSPA EIR the total of 1,725 dwellings would be well below the 2,958 residential units assumed in the Policy Plan (General Plan) buildout. Therefore, the increase in residential units would be consistent with Citywide policy and growth projections and potential impacts from the P.A. 2 changes will be less than significant, and similar to the adopted MICSPA. ***With the capacity exchange this impact would remain less than significant.***

Displacement of Housing and People. The certified MICSPA EIR determined that this impact would be less-than-significant. The Initial Study prepared for the MICSPA EIR determined that there would be no impact with respect to this issue and no additional analysis was included in the EIR. There is no existing housing or persons residing within the MICSP. The proposed capacity exchange includes no changes or new conditions that would alter this fact. ***With the capacity exchange, this impact would remain less-than-significant.***

3.14 OTHER CEQA CHECKLIST AREAS NOT EVALUATED IN THE MICSPA EIR

This section discusses CEQA “appendix G” Checklist topical areas that were either completely screened out for further review in the MICSPA EIR based on findings of the Initial Study prepared for the EIR or were included as part of the State CEQA Checklist after the certification of the MICSPA EIR.

(b) 3.14.1 AGRICULTURE AND FORESTRY

The Initial Study prepared for the MICSPA EIR determined that there would be no impact with respect to any of the issue areas under the topic of Agriculture and Forestry and no additional analysis was included in the EIR. The MICSPA site does not include any land classified as farmland, there are no agriculture or timber operations on the project site nor is there any land within or adjacent to the project site that is zoned for agricultural or timber production uses. None of the project site is subject to a Williamson Act Land Conservation Contract. The revised proposed project within P.A. 2 would not result in any additional impacts beyond those evaluated in the Initial Study. ***With the capacity exchange, there would still be no impact.***

(c) 3.14.2 ENERGY

The State CEQA Guidelines were revised at the beginning of 2019 and included the addition of Energy Question in the “Appendix G:” Environmental Checklist. Two questions were included.

Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy sources, during project construction or operation?

Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Although these CEQA checklist questions did not exist when the MICSPA EIR was certified in 2015, energy use was evaluated extensively in the EIR (See Section 5-6 starting on page 5-103). Based on this analysis, the MICSPA EIR determined that construction and operations for development within the MICSPA would not result in the inefficient, wasteful or unnecessary consumption of energy, and potential project impacts in these regards are less-than-significant. Mitigation Measure 4.3.4 also requires all development projects to achieve a minimum 5% increase in energy efficiencies beyond incumbent California Building Code Title 24 performance standards. The revised proposed project within P.A. 2 will also comply with the requirements of the City's Climate Action Plan (CAP). Compliance with the CAP will be achieved through the implementation of an array of project design features that will conserve or reduce energy use, (i.e. improved insulation, water use reduction, use of recycled water, solar energy, etc.).

(d) 3.14.3 MINERAL RESOURCES

The Initial Study prepared for the MICSPA EIR determined that there would less than significant impacts with respect to any of the issue areas under the topic of Mineral Resources and no additional analysis was included in the EIR.

Analysis in the Initial Study indicated that there are two (2) areas in the entire City that are designated by the California Geological Survey as Resource Sectors containing construction aggregate of "regional significance." These are the Deer and Day Fans Resource Sector and the Day Creek Fan, Mira Loma Area Resource Sector. The MICSPA is located within the Deer and Day Fans Resource Sector, D-14. The Initial Study reference the EIR for The Ontario Plan (Page 5.11-6) which indicates that Resource Sector D-14, (approximately 268 acres) is vacant but it is entirely surrounded by residential, commercial, and industrial uses. Therefore, the use of Resource Sector D-14 for mineral extraction is likely to be infeasible because of adjacent residential uses.

The revised proposed project within P.A. 2 would not result in any additional impacts beyond those evaluated in the Initial Study.

(e) 3.14.4 RECREATION

The Initial Study prepared for the MICSPA EIR determined that there would less than significant impact with respect to any of the issue areas under the topic of Recreation and no additional analysis was included in the EIR. Issues considered under this topic include potential increase in the use of parks or other recreational facilities that would lead to the deterioration of such facilities or require the construction or expansion of other facilities.

Analysis in the Initial Study indicates that all new residential development is required to participate in the City's established Park Development Impact Fee program, which was established pursuant to the Quimby Act (Government Code Section 66477). The City currently requires five (5) acres of developed parkland per 1,000 residents. As part of the City's standard development review process, the total area of the MICSPA parkland dedication will be determined upon submittal of development plans and an in-lieu fee will be assessed and paid by project applicants prior to the issuance of occupancy permits.

Additionally, private open space/recreation amenities are required as part of multi-family development proposals. As such, a portion of the proposed apartment project's recreational

demands will be met by these on-site amenities.

Since the revised proposed project within P.A. 2 will be required to pay park fees or provide In-lieu land dedications, and will be required to provide private open space/recreation amenities, potential Recreation impacts would be offset and there would not be any additional impacts beyond those evaluated in the Initial Study.

(f) 3.14.5 TRIBAL CULTURAL RESOURCES

The State CEQA Guidelines were revised in 2016 and included the addition of Tribal Cultural Resources in the “Appendix G:” Environmental Checklist which addresses whether a project would:

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

- i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
- ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Although some of the aspects of these questions are similar to those addressed under the Cultural Resources topic, these questions focus directly on Native American cultural resources. The analysis provided in the Cultural Resources section of the MICSPA EIR did not identify any historical or archaeological resources including Native American Resources. In addition, no comments were received from Native American tribes on the Draft EIR when it was circulated for public review.

The MICSPA does include a suite of Cultural Resource Mitigation Measures to address Native American resources (see Mitigation Measures 4.11 through 4.17 in Table 1-1). These measures include requirements for Native American monitors during excavation/grading, procedures for halting work if artifacts are found, and provisions for notification/consultation with affected tribes regarding the recovery, treatment and disposition of artifacts.

(g) 3.14.6 WILDFIRE

The State CEQA Guidelines were revised at the beginning of 2019 and included the addition of a new topic to address Wildfire in the “Appendix G:” Environmental Checklist. This new topic contains four questions that address various issues related to Wildfire risk such as evacuation routes and procedures, exposure to conditions conducive to wildfires and potential exposure to post fire risks due to flooding, mudslides or landslides. Analysis of these conditions are only required for a project that is near or within State Responsibility Areas or areas or lands classified as very high fire hazard severity zones; since the MICSPA is surrounded by developed and does not meet any of these conditions this item does not apply to the proposed P.A. 2 project.

(h) 3.14.7 CUMULATIVE IMPACTS

Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts” (CEQA Guidelines section 15355).

Cumulative impacts on transportation and circulation are discussed separately in section 3.6 above because cumulative conditions are evaluated within the sequence of quantitative traffic modeling. In addition, the certified MICSPA EIR determined that cumulative impacts related to the following environmental topics would be less-than-significant:

- land use and planning
- traffic and circulation
- air quality
- global climate change and greenhouse gas emissions
- population and housing
- public services and utilities
- hydrology and water quality
- biological resources
- cultural resources
- aesthetics
- population and housing

Consistent with potential “project” impacts resulting from the MICSP itself, the MICSPA EIR determined that cumulative impacts related to the following topics (except transportation and circulation; see section 3.6) would be significant and unavoidable:

- Construction-source emissions of VOC, NO_x, and CO would exceed applicable SCAQMD regional thresholds.
- Operational-source VOC, NO_x, PM₁₀, and PM_{2.5} emissions would exceed applicable SCAQMD regional thresholds.
- Project-vehicular-source noise contributions to ambient noise conditions along certain Study Area roadway segments would be individually significant and cumulatively considerable.

As concluded by the MICSPA EIR, none of the cumulative impacts required mitigations beyond those already identified for MICSP-specific impacts.

Conclusion. As evidenced by the analyses in this Addendum, the proposed Planning Area 2 change would not change any of the cumulative impact conclusions, and no new mitigation is required.

SUMMARY OF IMPACTS AND MITIGATION

The impacts and mitigation measures shown in Table 3-5, below, were taken directly and verbatim from the original MICSPA EIR and is provided in this documents for ease of reference.

**Table 3-5
Summary of Impacts and Mitigation**

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
4.1 Land Use Planning			
Physically divide an established community or result in land use incompatibilities.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
4.2 Traffic and Circulation			
Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.	Potentially Significant at Study Area intersections.	<p>4.2.1</p> <ul style="list-style-type: none"> • <i>Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the improvements summarized at Table 4.2-21 at the intersection of: I-10 EB Ramp at 4th Street (Study Area Intersection 14);</i> • <i>Prior to the issuance of the first Certificate of Occupancy for the Project, the Project Applicant shall construct the improvements summarized at Table 4.2-21 at the intersection of: Haven Avenue</i> 	<p>Less-Than-Significant Impacts. The Project Applicant would timely construct required improvements at Haven Avenue at Inland Empire Boulevard (Study Area Intersection 30), reducing impacts to levels that are less-than-significant.</p> <p>Significant and Unavoidable Impacts. The Project would pay requisite fees toward mitigation of potentially significant cumulative traffic impacts, thereby fulfilling the Project's mitigation requirements.</p>

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
		<p><i>at Inland Empire Boulevard (Study Area Intersection 30);</i></p> <p><i>4.2.2 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of Year 2017 improvements as summarized at Table 4.2-21 at the intersections of:</i></p> <ul style="list-style-type: none"> <i>• Archibald Avenue at Arrow Route (Study Area Intersection 2);</i> <i>• I-10 EB Ramp at 4th Street (Study Area Intersection 14); and</i> <i>• Haven Avenue at 4th Street (Study Area Intersection 25).</i> <p><i>4.2.3 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of Year required 2020 improvements as summarized at Table 4.2-21 at the intersections of:</i></p> <ul style="list-style-type: none"> <i>• Archibald Avenue at Arrow Route (Study Area Intersection 2);</i> <i>• I-10 EB Ramp at 4th Street (Study Area Intersection 14);</i> <i>• Archibald Avenue at 4th Street (Study Area Intersection 23)</i> <i>• Haven Avenue at 4th Street (Study Area Intersection 25);</i> <i>• Archibald Avenue at Inland Empire Boulevard (Study Area Intersection 28); and</i> 	<p>Notwithstanding, due to jurisdictional limitations and/or right(s)-of-way constraints. Project traffic impacts at the following Area Study intersections are considered cumulatively significant and unavoidable under at least one of the TIA analysis scenarios (Existing Conditions, Year 2017 Conditions, Year 2020 Conditions, and/or Year 2035 Conditions):</p> <ul style="list-style-type: none"> <i>• Archibald Avenue at Arrow Route (Study Area Intersection 2);</i> <i>• Baker Avenue at 8th Street (Study Area Intersection 3);</i> <i>• Hellman Avenue at 6th Street (Study Area Intersection 9);</i> <i>• Haven Avenue at 6th Street (Study Area Intersection 12);</i> <i>• I-10 EB Ramp at 4th Street (Study Area Intersection 14);⁶</i> <i>• Vineyard Avenue at 4th Street (Study Area Intersection 20);</i> <i>• Archibald Avenue at 4th Street (Study Area Intersection 23);</i>

⁶ Significant impacts at I-10 EB Ramp at 4th Street (Study Area Intersection 14) under the “Existing Plus Project” analytic scenario are considered Project-specific.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
		<ul style="list-style-type: none"> • Vineyard Avenue at I-10 EB Ramps (Study Area Intersection 32) <p>4.2.4 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of Year 2035 improvements as summarized at Table 4.2-24 at the intersections of:</p> <ul style="list-style-type: none"> • Archibald Avenue at Arrow Route (Study Area Intersection 2); • Baker Avenue at 8th Street (Study Area Intersection 3); • Hellman Avenue at 6th Street (Study Area Intersection 9); • Haven Avenue at 6th Street (Study Area Intersection 12); • Vineyard Avenue at 4th Street (Study Area Intersection 20); • Archibald Avenue at 4th Street (Study Area Intersection 23); • Haven Avenue at 4th Street (Study Area Intersection 25); and • Archibald Avenue at Inland Empire Boulevard (Study Area Intersection 28) <p>4.2.5 Prior to the issuance of building permits, the Project applicant shall participate in the City's DIF program and in addition shall pay the Project's fair share for the improvements identified at Mitigation Measures 4.2.1 through 4.2.4 in the amount(s) agreed to by the City and Project Applicant. The City shall ensure that the improvements specified at Mitigation Measures 4.2.1 through 4.2.4</p>	<ul style="list-style-type: none"> • Haven Avenue at 4th Street (Study Area Intersection 25); • Archibald Avenue at Inland Empire Boulevard (Study Area Intersection 28); and • Vineyard Avenue at I-10 EB Ramps (Study Area Intersection 32).

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
		<p><i>which are under the City of Ontario jurisdiction be constructed pursuant to the fee program at that point in time necessary to avoid identified potentially significant impacts.</i></p> <p><i>4.2.6 Certain of the improvements identified at Mitigation Measures 4.2.1 through 4.2.4 are proposed for intersections that either share a mutual border with the City of Rancho Cucamonga or are wholly located within the City of Rancho Cucamonga. Because the City of Ontario does not have plenary control over intersections that share a border with the City of Rancho Cucamonga or are wholly located within the City of Rancho Cucamonga, the City of Ontario cannot guarantee that such improvements will be constructed. Thus, the following additional mitigation is required: The City of Ontario shall participate in a multi-jurisdictional effort with the City of Rancho Cucamonga to develop a study to identify fair share contribution funding sources attributable to and paid from private and public development to supplement other regional and State funding sources necessary to implement the improvements identified at Mitigation Measures 4.2.1 through 4.2.4 that are located in the City of Rancho Cucamonga. The study shall include fair-share contributions related to private and or public development based on nexus requirements contained</i></p>	

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
		<p><i>in the Mitigation Fee Act (Govt. Code § 66000 et seq.) and 14 Cal. Code of Regs. §15126.4(a)(4) and, to this end, the study shall recognize that impacts attributable to City of Rancho Cucamonga facilities that are not attributable to development located within the City of Ontario are not paying in excess of such developments' fair share obligations. The fee study shall also be compliant with Government Code § 66001(g) and any other applicable provisions of law. The study shall set forth a timeline and other agreed-upon relevant criteria for implementation of the recommendations contained within the study to the extent the other agencies agree to participate in the fee study program. Because the City of Ontario and the City of Rancho Cucamonga are responsible to implement this mitigation measure, the Project Applicant shall have no compliance obligations with respect to this Mitigation Measure.</i></p> <p><i>4.2.7 Fair-share amount(s) agreed to by the City and Project Applicant for non-DIF improvements at intersections that share a mutual border with the City of Rancho Cucamonga, or are wholly located within the City of Rancho Cucamonga, shall be paid by the Applicant to the City of Ontario prior to the issuance of the Project's final certificate of occupancy. The City of</i></p>	

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
		<p><i>Ontario shall hold the Project Applicant's Fair Share Contribution in trust and shall apply the Project Applicant's Fair Share Contribution to any fee program adopted or agreed upon by the City of Ontario and the City of Rancho Cucamonga as a result of implementation of Mitigation Measure 4.2.6. If, within five (5) years of the date of collection of the Project Applicant's Fair Share Contribution the City of Ontario and the City of Rancho Cucamonga do not comply with Mitigation Measure 4.2.6, then the Project Applicant's Fair Share Contribution shall be returned to the Project Applicant.</i></p> <p><i>4.2.8 Certain of the improvements identified at Mitigation Measures 4.2.1 through 4.2.4 are proposed for intersections under shared City of Ontario/Caltrans jurisdiction. Because the City of Ontario does not have plenary control over intersections under shared City of Ontario/Caltrans jurisdiction, the City of Ontario cannot guarantee that such improvements will be constructed. Thus, the following additional mitigation is required: The City of Ontario shall participate in a multi-jurisdictional effort with Caltrans to develop a study to identify fair share contribution funding sources attributable to and paid from private and public development to supplement other regional and State</i></p>	

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
		<p><i>funding sources necessary to implement the improvements identified at Mitigation Measures 4.2.1 through 4.2.4 that are under shared City of Ontario/Caltrans jurisdiction. The study shall include fair-share contributions related to private and or public development based on nexus requirements contained in the Mitigation Fee Act (Govt. Code § 66000 et seq.) and 14 Cal. Code of Regs. §15126.4(a)(4) and, to this end, the study shall recognize that impacts attributable to Caltrans facilities that are not attributable to development located within the City of Ontario are not paying in excess of such developments' fair share obligations. The fee study shall also be compliant with Government Code § 66001(g) and any other applicable provisions of law. The study shall set forth a timeline and other agreed-upon relevant criteria for implementation of the recommendations contained within the study to the extent the other agencies agree to participate in the fee study program. Because the City of Ontario and Caltrans are responsible to implement this mitigation measure, the Project Applicant shall have no compliance obligations with respect to this Mitigation Measure.</i></p> <p><i>4.2.9 Fair-share amount(s) agreed to by the City and Project Applicant for non-DIF improvements at intersections that are under City of Ontario/Caltrans jurisdiction, shall be paid by the Applicant</i></p>	

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
		<p><i>to the City of Ontario prior to the issuance of the Project's final certificate of occupancy. The City of Ontario shall hold the Project Applicant's Fair Share Contribution in trust and shall apply the Project Applicant's Fair Share Contribution to any fee program adopted or agreed upon by the City of Ontario and Caltrans as a result of implementation of Mitigation Measure 4.2.8. If, within five (5) years of the date of collection of the Project Applicant's Fair Share Contribution the City of Ontario and Caltrans do not comply with Mitigation Measure 4.2.8, then the Project Applicant's Fair Share Contribution shall be returned to the Project Applicant.</i></p>	
	<p>Potentially Significant at Study Area freeway facilities.</p>	<p>Mitigation of freeway facilities impacts is addressed through regional improvements plans and programs. Germane to the Project, 1-10 Corridor Project and I-15 Corridor Project and Comprehensive Corridor Study would, when implemented, act to improve regional freeway operations, including freeways serving the Project. However, all freeway facilities within the Study Area are under Caltrans jurisdiction, and there is no mechanism by which the Lead Agency (City of Ontario) or the Project Applicant can autonomously construct, or guarantee the construction of, any improvements to these freeways segments. Traditional funding mechanisms used to improve the freeway mainline include San</p>	<p>Significant and Unavoidable. Project traffic would contribute to cumulatively significant impacts affecting at analyzed freeway facilities within the Study Area. There are no feasible means for the Project Applicant or the City of Ontario to mitigate cumulatively significant freeway facilities impacts, and these impacts are accordingly recognized as cumulatively significant and unavoidable.⁷</p>

⁷ Under Existing Plus Project Conditions (Project Buildout) Project-specific traffic contributions to eastbound 1-10 between Milliken Avenue and I-15 (Study Area freeway segment No. 21) would be considered significant.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
		Bernardino County's Measure "I" retail sales tax revenue for transportation, state and federal gas tax, and formula distributions from vehicle registration fees. Future employees/patrons of the project contribute indirectly to freeway improvements through these sources. State Highway improvements are programmed pursuant to the State Transportation Improvement Program (STIP).	
Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.	Potentially Significant.	Please refer to Mitigation Measures 4.2.1 through 4.2.9.	Significant and Unavoidable. The Project would pay all requisite fees for improvements at Study Area CMP facilities. However, based on jurisdictional constraints and/or right(s) of way limitations, timely completion of improvements required for mitigation of cumulatively significant impacts at CMP facilities within the Study Area cannot be assured. Pending completion of required improvements, Project contributions to impacts affecting Study Area CMP facilities are therefore considered cumulatively considerable.
Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or result in inadequate emergency access.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
4.3 Air Quality			
Conflict with or obstruct implementation of the applicable air quality plan.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	Potentially Significant.	<p>4.3.1 <i>The following requirements shall be incorporated into Project plans and specifications in order to ensure implementation of SCAQMD Rule 403 and limit fugitive dust emissions:</i></p> <ul style="list-style-type: none"> • <i>All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour;</i> • <i>The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day;</i> • <i>The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less; and</i> 	<p>Significant and Unavoidable. Even with the application of mitigation, the following impacts would remain significant:</p> <ul style="list-style-type: none"> • Project construction-source emissions would exceed applicable SCAQMD regional thresholds for VOC, NOx, and CO. • Under 2017 conditions, Project operational-source VOC, NOx, CO, PM10, and PM2.5 emissions would exceed applicable regional thresholds.⁹ • Under 2020 conditions, Project operational-source VOC, NOx, CO, PM10, and PM2.5 emissions would exceed applicable regional thresholds.

⁹ Under 2017 Interim Development Conditions, the Project AQIA indicates the operational-source PM 2.5 emissions would not exceed SCAQMD regional thresholds. If employing the Draft Warehouse Truck Trip Study protocols and assumptions, there would be a PM 2.5 emissions regional threshold exceedance under 2017 Interim Development Conditions. Conservatively, and as a matter of public disclosure, operational-source PM 2.5 emissions are recognized as significant and unavoidable under 2017 Interim Development Conditions. Please refer also to the supplemental air quality analyses presented at EIR Appendix D.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
		<ul style="list-style-type: none"> • Only “Zero-Volatile Organic Compounds” paints (no more than 150 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications consistent with South Coast Air Quality Management District Rule 1113 shall be used. <p>4.3.2 Grading plans shall reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling.</p> <p>4.3.3 During grading activity, all rubber tired dozers and scrapers (\geq 150 horsepower) shall be CARB Tier 3 Certified or better. Additionally, during grading activity, total horsepower-hours per day for all equipment shall not exceed 149,840; and the maximum (actively graded) disturbance area shall not exceed 26 acres per day.</p> <p>4.3.4 Prior to the issuance of building permits, the Project Applicant shall submit energy demand calculations to the City (Planning and Building Departments) demonstrating that the increment of the Project for which building permits are being requested would achieve a minimum 5% increase in energy efficiencies beyond incumbent California Building Code Title 24 performance standards. Representative energy efficiency/energy conservation</p>	

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
		<p><i>measures to be incorporated in the Project would include, but would not be limited to, those listed below (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that would comparably reduce energy consumption and promote energy conservation would also be acceptable):</i></p> <ul style="list-style-type: none"> • <i>Increase in insulation such that heat transfer and thermal bridging is minimized;</i> • <i>Limit air leakage through the structure and/or within the heating and cooling distribution system;</i> • <i>Use of energy-efficient space heating and cooling equipment;</i> • <i>Installation of electrical hook-ups at loading dock areas;</i> • <i>Installation of dual-paned or other energy efficient windows;</i> • <i>Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;</i> • <i>Installation of automatic devices to turn off lights where they are not needed;</i> • <i>Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings;</i> 	

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
		<ul style="list-style-type: none"> • <i>Design of buildings with “cool roofs” using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors;</i> • <i>Design of buildings to accommodate photo-voltaic solar electricity systems or the installation of photo-voltaic solar electricity systems; and</i> • <i>Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.</i> <p><i>4.3.5 The developer of the industrial phase of the Project (Planning Area 1) will install on the roofs of the warehouse buildings a photo-voltaic electrical generation system (PV system) capable of generating 1,600,000 kilowatt hours per year.⁸ The developer may install the required PV system in phases on a pro rata square foot basis as each building is completed; or if the PV system is to be installed on a single building, all of the PV system necessary to supply the PV estimated electrical generation shall be installed within two years (24 months) of the first building that does not include a PV system receives a certificate of occupancy.</i></p>	

⁸ 3 This electricity generation estimate is based on the amount of electricity to be consumed within Planning Area 1 at buildout and full occupancy.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
Expose sensitive receptors to substantial pollutant concentrations.	Potentially Significant. (Project exposure to freeway-source pollutants)	4.3.6 Residential units within the Project site shall include the installation and maintenance of air filtration systems with efficiencies equal to or exceeding a Minimum Efficiency Reporting Value (MERV) 13 as defined by the American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2.	Less-Than-Significant. Application of Mitigation Measure 4.3.6 would ensure that Project sensitive receptors (Project residential uses) would not be exposed to substantial pollutant concentrations
Create objectionable odors affecting a substantial number of people.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard, including releasing emissions which exceed quantitative thresholds for ozone precursors.	Potentially Significant.	Please refer to Mitigation Measures 4.3.1 through 4.3.5.	Significant and Unavoidable. Mitigation Measures 4.3.1 through 4.3.5 would reduce Project construction-source and operational-source emissions to the extent feasible. However, construction-source VOC and NOx emission exceedances, and operational-source VOC, NOx, PM10, and PM2.5 emissions exceedances would persist, and would result in a cumulatively considerable net increase in ozone, PM10, and PM2.5 for which the Project region is non-attainment under an applicable federal or state ambient air quality standard. These impacts would be cumulatively considerable even with the application of mitigation.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
4.4 Global Climate Change and Greenhouse Gas Emissions			
Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	Less-Than-Significant.	No mitigation is necessary. GHG emissions would nonetheless be reduced coincident with criteria pollutant emissions reductions achieved by Mitigation Measures 4.3.1 through 4.3.6.	Not applicable.
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	Less-Than-Significant.	No mitigation is necessary. GHG emissions would nonetheless be reduced coincident with criteria pollutant emissions reductions achieved by Mitigation Measures 4.3.1 through 4.3.6.	Not applicable.
4.5 Noise			
Project construction activities and associated noise would result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	Potentially Significant.	<p><i>4.5.1 Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-generating Project construction activities shall occur between the permitted hours of 7:00 a.m. and 6:00 p.m. on weekdays, or Saturdays, and between 9:00 a.m. and 6:00 p.m. on Sundays. The Project construction supervisor shall ensure compliance with the note and the City shall conduct periodic inspection at its discretion.</i></p> <p><i>4.5.2 Install temporary noise control barriers that provide a minimum noise level attenuation of 10.0 dBA when Project construction occurs near existing noise-sensitive structures. The noise control barrier must present a solid face from top to bottom. The noise control barrier must be high enough and long enough to block the view of the noise source.</i></p>	Significant and Unavoidable. Even with the incorporation of Mitigation Measures 4.5.1 through 4.5.5, construction-source noise levels would likely exceed applicable standards at certain receptors.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
		<p><i>Unnecessary openings shall not be made.</i></p> <ul style="list-style-type: none"> • <i>The noise barriers must be maintained and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired.</i> • <i>The noise control barriers and associated elements shall be completely removed and the site appropriately restored upon the conclusion of the construction activity.</i> <p><i>4.5.3 During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receivers nearest the Project site.</i></p> <p><i>4.5.4 The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receivers nearest the Project site (i.e., to the south) during all Project construction.</i></p> <p><i>4.5.5 The construction contractor shall limit haul truck deliveries to the same hours</i></p>	

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
		<p><i>specified for construction equipment (between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, or Saturdays, and between 9:00 a.m. and 6:00 p.m. on Sundays). The Project Applicant shall prepare a haul route exhibit for review and approval by the City of Ontario Planning Division prior to commencement of construction activities. The haul route exhibit shall design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise.</i></p>	
<p>Project construction activities and associated noise would result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.</p>	<p>Construction noise is not considered a source of permanent noise increases, and associated threshold questions are not germane.</p>	<p>Not Applicable.</p>	<p>Not Applicable.</p>
<p>Project construction activities and associated noise would result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.</p>	<p>Potentially Significant.</p>	<p>Please refer to Mitigation Measures 4.5.1 through 4.5.5.</p>	<p>Significant and Unavoidable. While the preceding Mitigation Measures 4.5.1 through 4.5.5 will reduce construction noise to the extent feasible, it is anticipated that noise associated with the construction of the Project would result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.</p>
<p>Project vehicular source noise would result in exposure of persons to, or generation of, noise levels in excess of</p>	<p>Potentially Significant.</p>	<p>4.5.6 <i>First floor residential patio areas adjacent to Inland Empire Boulevard</i></p>	<p>Less-Than-Significant Impacts. Implementation of Mitigation Measures 4.5.6 through 4.5.8</p>

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
standards established in the City's General Plan or Noise Ordinance, or other applicable standards of other agencies.		<p><i>shall include the construction of 6-foot high noise barriers.</i></p> <p>4.5.7 <i>All residential uses proposed within the Specific Plan shall be equipped with a means of mechanical ventilation (e.g., air conditioning).</i></p> <p>4.5.8 <i>All second floor residential façades facing Inland Empire Boulevard shall require upgraded windows with a minimum STC rating of 29.</i></p>	<p>would reduce on-site exterior and interior noise to less-than-significant levels consistent with applicable standards.</p> <p>Significant and Unavoidable Impacts. Project vehicular-source noise contributions to ambient noise conditions affecting certain Study Area roadways would exceed applicable standards, and would be individually significant and cumulatively considerable. No mitigation measures are available that would prevent noise levels along major transportation corridors from increasing as a result of substantial increases in traffic volumes.</p>
Project vehicular source noise would result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.	Vehicular-source noise is addressed as a permanent source of noise, rather than a temporary or periodic source of noise increases. As such, associated threshold questions are not germane.	Not Applicable.	Not Applicable.
Project vehicular source noise would result in a substantial permanent increase in ambient noise levels in the	Potentially Significant.	Please refer to Mitigation Measures 4.5.6 through 4.5.8.	Less-Than-Significant Impacts. Implementation of Mitigation Measures 4.5.6 through 4.5.8

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
<p>Project vicinity above levels existing without the Project.</p>			<p>would reduce on-site exterior and interior noise to levels not considered to be a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.</p> <p>Significant and Unavoidable Impacts. Project vehicular-source noise contributions to ambient noise conditions along affecting certain Study Area roadways would represent a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project. No mitigation measures are available that would prevent noise levels along major transportation corridors from increasing as a result of substantial increases in traffic volumes.</p>
<p>Project operational noise would result in exposure of persons to, or generation of, noise levels in excess of standards established in the City's General Plan or Noise Ordinance.</p>	<p>Less-Than-Significant.</p>	<p>4.5.9 <i>If the Project is developed under the Option A scenario:</i></p> <ul style="list-style-type: none"> • <i>Construct the recommended 8-foot high noise barriers at the western and eastern boundaries of Planning Area 4, as shown on Exhibit 10-A of the Noise Impact Analysis.</i> <p>4.5.10 <i>If the Project is developed under the Option B scenario:</i></p>	<p>To further reduce potential operational noise levels received at adjacent residential land uses, Project Noise Impact Analysis recommendations are incorporated here as mitigation.</p>

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
		<ul style="list-style-type: none"> • <i>Construct the recommended 8-foot high noise barriers at the western and eastern boundaries of Planning Area 4, as shown on Exhibit 10-B of the Noise Impact Analysis.</i> • <i>Construct the recommended 8-foot high noise barrier at the southern property boundary at the existing school, as shown on Exhibit 10-B of the Noise Impact Analysis.</i> <p><i>4.5.11 All trucks, tractors, and forklifts shall be operated with proper operating and well maintained mufflers.</i></p> <p><i>4.5.12 Maintain quality pavement conditions that are free of bumps to minimize truck noise.</i></p> <p><i>4.5.13 The truck access gates and loading docks within the truck court on the project site shall be posted with signs which state:</i></p> <ul style="list-style-type: none"> • <i>Truck drivers shall turn off engines when not in use;</i> • <i>Diesel trucks servicing the Project shall not idle for more than five (5) minutes; and</i> • <i>Post telephone numbers of the building facilities manager to report violations.</i> 	
<p>Project operational noise would result in a substantial temporary or periodic increase in ambient noise levels in the</p>	<p>Less-Than-Significant.</p>	<p>No mitigation is necessary.</p>	<p>Not applicable.</p>

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
Project vicinity above levels existing without the Project.			
Project operational noise would result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project would expose people residing or working in the project area to excessive noise levels.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise.	Potentially Significant.	<i>4.5.14 The operation of heavy equipment shall only occur between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, or Saturdays, and between 9:00 a.m. and 6:00 p.m. on Sundays, and avoided at the Project site boundary nearest receiver location R4 whenever feasible.</i>	Significant and Unavoidable. Even with the incorporation of Mitigation Measures 4.5.14 construction-source vibration levels would likely exceed applicable standards at certain receptors.
4.6 Hazards/Hazardous Materials			
Create a significant hazard to the public or the environment through emitting hazardous emissions or handling acutely hazardous materials, substances, or waste within one-quarter of a mile of an existing or proposed school.	Potentially Significant.	<i>4.6.1 Prior to the issuance of grading permits, soil samples shall be taken from various areas of the Project site. Any soils found to contain pesticide levels in excess of the residential and/or industrial/commercial soil screening levels (presented in Table 4.6-1 of this EIR) shall be treated onsite or disposed of offsite, consistent with Section 4.6.4.5 of this EIR. Additional samples shall be collected from the perimeter and bottom of the excavation to confirm that</i>	Less-Than-Significant. Application of Mitigation Measures 4.6.1 and 4.6.2 would ensure that the potential for the Project to create a significant hazard to the public or the environment through emitting hazardous emissions or handling acutely hazardous materials, substances, or waste within one-quarter of a mile of an existing or proposed school is

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
		<p><i>pesticide concentrations in excess of the screening levels do not remain. Any additional impacted soil identified during this process shall be removed and additional confirmatory samples shall be obtained until non-actionable concentrations are obtained.</i></p> <p><i>4.6.2 Prior to demolition or major renovations to the Italo M. Bernt School, a comprehensive asbestos and LBP survey shall be completed of suspect materials. If discovered, ACMs and peeling LBP shall be removed and disposed of by a State-licensed abatement contractor prior to demolition/renovation. Similarly, if during grading activities, buried asbestos-containing transite pipes are discovered, these materials shall also be removed and disposed of by a State-licensed abatement contractor. The Project developer shall submit documentation to the City Building Department that asbestos and lead-based paint issues are not applicable to their property, or that appropriate actions, as detailed in Section 4.6.4.5 of this EIR, will be taken to abate asbestos or lead-based paint issues prior to development of the site.</i></p>	<p>reduced to a level that is less-than-significant.</p>
<p>Result in a safety hazard for people residing or working in the project area for a project located within an airport</p>	<p>Less-Than-Significant.</p>	<p>No mitigation is necessary.</p>	<p>Not applicable.</p>

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport.			
4.7 Public Services and Utilities			
Result in or cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities; or result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire or police protection services or schools.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Have sufficient water supplies available to serve the project from existing entitlements and resources, or	Less-Than-Significant.	No mitigation is necessary.	Not applicable.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
are new or expanded entitlements needed.			
Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; Comply with federal, state, and local statutes and regulations related to solid waste.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
4.8 Hydrology and Water Quality			
Violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding or substantial erosion or siltation on- or off-site; Create or contribute runoff water which would exceed the capacity of the existing or planned storm water drainage systems or provide	Less-Than-Significant.	No mitigation is necessary.	Not applicable.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
substantial additional sources of polluted runoff.			
Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
4.9 Biological Resources			
Substantially affect, either directly or through habitat modifications, any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS).	Potentially Significant.	<p><i>4.9.1 Avoidance of Nesting Migratory Birds: If possible, all vegetation removal activities shall be scheduled from August 1 to February 1, which is outside the general avian nesting season. This would ensure that no active nests would be disturbed and that removal could proceed rapidly. If vegetation is to be cleared during the nesting season, all suitable habitat will be thoroughly surveyed within 72 hours prior to clearing for the presence of nesting birds by a qualified biologist (Project Biologist). The Project Biologist shall be approved by the City and retained by the Applicant. The survey results shall be submitted by the Project Applicant to the City Planning Department. If any active nests are detected, the area shall be flagged and mapped on the construction plans along with a minimum 300-foot buffer, with the final buffer distance to be determined by the Project Biologist. The buffer area shall be avoided until, as determined by the Project Biologist, the nesting cycle is complete or it is concluded that the nest has failed. In addition, the Project Biologist shall be</i></p>	<p>Less-Than-Significant. Application of Mitigation Measures 4.9.1 through 4.9.7 would ensure that the potential for the Project to substantially affect, either directly or through habitat modifications, any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS) is reduced to a level that is less-than-significant.</p>

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
		<p><i>present on the site to monitor the vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed.</i></p> <p><i>4.9.2 Burrowing Owl Avoidance: Breeding season avoidance measures for the burrowing owl including, but not limited to, those that follow shall be implemented. A pre-construction survey for resident burrowing owls shall be conducted by a qualified Project Biologist within 30 days prior to construction activities. If ground-disturbing activities are delayed or suspended for more than 30 days after the pre-construction survey, the site will be resurveyed for owls. Pre-construction survey methodology shall be based on Appendix D (Breeding and Non-breeding Season Surveys and Reports) of the CDFW Staff Report on Burrowing Owl Mitigation (CDFW) March 7, 2012 (CDFW Burrowing Owl Mitigation Staff Report). Results of the pre-construction survey shall be provided to CDFW and the City. If the pre-construction survey does not identify burrowing owls on the Project site, then no further mitigation shall be required. If burrowing owls are found to be utilizing the Project site during the pre-construction survey, measures shall be developed by the Project Biologist in coordination with CDFW to avoid impacting occupied burrows during the</i></p>	

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
		<p><i>nesting period. These measures shall be based on the most current CDFW protocols and would minimally include establishment of buffer setbacks from occupied burrows and owl monitoring during Project construction activities.</i></p> <p><i>4.9.3 Burrowing Owl Passive Exclusion: During the non-breeding season (September 1 through January 31), if burrows occupied by migratory or non-migratory resident burrowing owls are detected during a pre-construction survey, then burrow exclusion and/or closure may be used to passively exclude owls from those burrows. Burrow exclusion and/or closure shall only be conducted by the Project Biologist in consultation and coordination with CDFW employing incumbent CDFW guidelines.</i></p> <p><i>4.9.4 Mitigation for Displaced Owls: In consultation with the City, Project Applicant, Project Biologist, and CDFW, and consistent with mitigation strategies outlined in the CDFW Burrowing Owl Mitigation Staff Report, a mitigation plan shall be developed for the “take” of any owls displaced through Project construction activities. Strategies may include, but are not limited to, participation in the permanent conservation of off-site habitat replacement area(s), and/or</i></p>	

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
		<p><i>purchase of available burrowing owl conservation bank credits.</i></p> <p><i>4.9.5 Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the Applicant shall obtain a Regional Board 401 Certification, or a written waiver of the requirement for such an agreement or permit, from the California Regional Water Quality Control Board. Written verification of such a permit or waiver shall be provided to the City of Ontario Planning Department.</i></p> <p><i>4.9.6 Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the Applicant shall obtain a stream bed alteration agreement or permit, or a written waiver of the requirement for such an agreement or permit, from the California Department of Fish and Wildlife. Information to be provided as part of the Streambed Alteration Agreement (if required) shall include but not be limited to the following:</i></p> <ul style="list-style-type: none"> <i>• Delineation of lakes, streams, and associated habitat that will be temporarily and/or permanently impacted by the proposed project (include an estimate of impact to each habitat type);</i> 	

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
		<ul style="list-style-type: none"> • Discussion of avoidance measures to reduce project impacts; and, • Discussion of potential mitigation measures required to reduce the project impacts to a level of insignificance. <p>Written verification of such a streambed alteration agreement/permit, or waiver, shall be provided to the City of Ontario Planning Department.</p> <p>4.9.7 Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the Applicant shall obtain a 404 permit, or a written waiver of the requirement for such an agreement or permit, from the U.S. Army Corps of Engineers. Written verification of such a permit or waiver shall be provided to the City of Ontario Planning Department.</p>	
4.10 Geology and Soils			
<p>Exposure of people or structures to potentially substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction; Location on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.</p>	<p>Potentially Significant.</p>	<p>4.10.1 Design and development of the Project shall comply with recommendations and performance standards identified within the Final Geotechnical Study. Where the Project Geotechnical Study is silent, requirements of the California Building Code as adopted and implemented by the City shall prevail.</p>	<p>Less-Than-Significant. Application of Mitigation Measure 4.10.1 would ensure that the potential for the Project to result in exposure of people or structures to potentially substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction; Location on a geologic unit or soil that is unstable, or that</p>

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
			would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse is reduced to a level that is less-than-significant.
Location on expansive soil, as defined in Table 18-1-B of the California Building Code (2010), thereby creating substantial risks to life or property.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
4.11 Cultural Resources			
Cause a substantial adverse change in the significance of historic and archaeological resources as defined in §15064.5.	Less-Than-Significant.	<p><i>4.11.1 Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project applicant(s) shall include the following wording on all construction contract documentation:</i></p> <p><i>“If during grading or construction activities, cultural resources are discovered on the Project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist and any affected Tribes (Tribes). Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or</i></p>	Although the likelihood for archaeological and historic resources to exist onsite is considered extremely low, Mitigation Measures 4.11.1 through 4.11.7 have been incorporated to fully ensure the protection of cultural resources that may be present in a buried context within the Project area.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
		<p><i>recovery for identified resources. In the event the significant resources are recovered and if the qualified archaeologist and the Tribe determines the resources to be historic or unique, avoidance and/or mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4 and Public Resources Code Section 21083.2 and the Cultural Resources Treatment and Monitoring Agreement required under Mitigation Measure 4.9.2.”</i></p> <p><i>4.11.2 At least 30 days prior to seeking a grading permit, the Project applicant(s) shall contact potentially affected Tribes to notify the Tribes of grading, excavation, and the monitoring program and to coordinate with the City of Ontario and the Tribes to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources; Project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site; and establishing on-site monitoring provisions and/or requirements for professional Tribal monitors during all</i></p>	

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance with Mitigation/Remarks
		<p><i>ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.</i></p> <p><i>4.11.3 Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project applicant(s) shall include the following wording on all construction contract documentation:</i></p> <p><i>“If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the San Bernardino County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the Native American Heritage Commission shall identify the “most likely descendant” within 24 hours of receiving notification from the coroner. The most likely descendant shall then have 48 hours to</i></p>	



Development Advisory Board Decision

November 18, 2019

DECISION NO.:

FILE NO.: PDEV19-038

DESCRIPTION: A Development Plan (File No. PDEV19-038) to construct a 2,430 square foot drive-thru restaurant (Starbucks Coffee) with a 480 square foot outdoor patio on 0.36 acres of land, located at the northwest corner of Euclid Avenue and E Street within the MU-1 (Downtown Mixed-Use) and EA (Euclid Avenue Overlay) zoning districts; **submitted by Hannibal Petrossi. Planning Commission action is required.**

Part I—BACKGROUND & ANALYSIS

HANNIBAL PETROSSI, (hereinafter referred to as "Applicant") has filed an application requesting Development Plan approval, File No. PDEV19-038, as described in the subject of this Decision (hereinafter referred to as "Application" or "Project").

(1) **Project Setting:** The project site is comprised of 0.36-acre of land located at the north west corner of Euclid Avenue and E Street (110 West E. Street and 511 N. Euclid Avenue), and is depicted in Exhibit A—Project Location, attached. Existing land uses, General Plan and zoning designations, and specific plan land uses on and surrounding the project site are as follows:

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
<i>Site:</i>	Parking Lot/ Commercial	Downtown Mixed-Use District	MU-1 (Downtown Mixed Use)	N/A
<i>North:</i>	Commercial	Downtown Mixed-Use District	MU-1 (Downtown Mixed Use)	N/A
<i>South:</i>	Commercial	Downtown Mixed-Use District	MU-1 (Downtown Mixed Use)	N/A
<i>East:</i>	Single-Family Residential	Downtown Mixed-Use District	MU-1 (Downtown Mixed Use)	N/A
<i>West:</i>	Religious Assembly	Downtown Mixed-Use District	MU-1 (Downtown Mixed Use)	N/A

(2) **Project Description:**

Background — The Applicant is requesting Development Plan approval to construct to construct a 2,430 square foot drive-thru restaurant (Starbucks Coffee) with a 480 square foot outdoor patio. The Application was filed in conjunction with a Planned Unit Development (Euclid Avenue and E Street PUD - File No. PUD19-001), which establishes allowed land uses, development standards and design guidelines to facilitate the proposed development project. The project site is located the along the frontage of Euclid Avenue. The public right-of-way of Euclid Avenue, from Philadelphia Street to the I-10, was designated as Local Landmark No. 67 on January 16, 2001. On August 10, 2005, the public right-of-way of Euclid Avenue, from Philadelphia Street in Ontario to 24th Street in Upland, was listed on the National Register of Historic

Places as a significant cultural landscape. To ensure the proposed development (design, scale/massing and site layout) is appropriate to the character of the historic Euclid Avenue frontage (Right-of-way), a Certificate of Appropriateness (File No. PHP19-009) application has also been submitted with the Development Plan Application.

(a) Site Design/Building Layout — The project site is currently developed with a parking lot on the southeast area of the site, a commercial building (Furniture store) on the north and residential structure that has been converted to a commercial use on the west. Both the buildings are proposed to be demolished to facilitate the development of the site.

The 2,430 square foot drive-thru restaurant (Starbucks Coffee) and 480 square foot outdoor patio (see Exhibit B—Site Plan, attached) is oriented with the building entry and patio fronting onto Euclid Avenue. The patio will have a solid roof cover and enclosed by 4-foot high decorative metal fence. A 3-foot landscape setback, behind the sidewalk, has been provided along the Euclid Avenue frontage of the building. The drive-thru lanes, pick-up window, and off-street parking facilities are oriented toward the rear building and not visible from Euclid Avenue. The Drive-thru lane will be screened from view of a public street through building orientation, landscaping, and low screen wall.

(b) Site Access/Circulation — Primary vehicular access to the project site will be from a driveway on E Street. A second separate driveway, to the west of the primary driveway, is proposed for drive-thru land access only. From E Street, the drive-thru lanes continue north, along the outer edge of the parking lot, looping east and south along the west side of the building. The drive-thru lane will have enough stacking to accommodate 11 vehicles behind the drive-thru pickup window (a minimum of 6 stacking spaces is required). The menu board and order canopy will be located within a landscape planter along the north loop of the drive-thru lane. Primary pedestrian access will be from the sidewalk, along the Euclid Avenue frontage, into the front entrance of the building. From the rear parking lot, secondary pedestrian and handicap access will be taken through the patio entry door into the south entry of the building. The rear patio entrance is located to the south of the pick-up window across the exit lane of the drive-thru.

(c) Parking — As established in the Ontario Development Code, a fast food restaurant use requires 13.3 parking stalls for every 1,000 square feet of gross floor area (GFA) which includes outdoor seating area up to 25 percent of GFA. Restaurants with a drive-thru may be credited one space for each 24 lineal feet of drive-thru lane behind the pickup window. As demonstrated in the Parking Summary Table below, project development proposes 2,430 square feet of restaurant with a 480 square foot patio (20 percent of GFA) with a credit of 11 drive-thru spaces resulting in 21 required parking spaces. The subject property will be developed with 12 on-site parking spaces, resulting in a parking shortage of 9 spaces. However, the Ontario Development Code allows parking to be analyzed using the Downtown Ontario Parking Model Based on the proposed floor plan and the existing land uses on the block, a parking analysis was performed using the Parking Model. The project site is located on Block 21 (*Exhibit D: Parking Block 21*) of the parking model.

Parking Summary Table				
Land Use	Square Feet	Parking Ratio	Required Parking	Total Parking Provided
Fast Food Restaurant	2,460 480 SF (Patio)	13.3 spaces per 1,000 SF (0.0133/SF) of GFA (includes outdoor seating area up to 25 percent of GFA). Restaurants with drive-thru may be credited one space for each 24 lineal FT of drive-thru lane behind the pickup window	32	12 11 (Drive-Thru Spaces)
Total	2,940		32	23 (-9)

With the proposed development, the block will have 133 available parking spaces. Of the total spaces, 92 are off-street and 41 are on-street. The analysis found adequate parking availability to fulfill the requirement of 9 spaces (21 less the 12 on-site spaces). The tables below illustrate available parking for the project site (Block 21) with the existing and proposed uses.

Available Public Parking with Proposed Use: Day Hours (8:00 a.m.–3:00 p.m.)

	8 a.m.	9 a.m.	10 a.m.	11 a.m.	12 p.m.	1 p.m.	2 p.m.	3 p.m.
Block 21	59	44	38	34	25	23	19	31

Available Public Parking with Proposed Use: Evening Hours (3:00 p.m.–10:00 p.m.)

	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.
Block 21	47	67	91	96	108	124	132

(d) Architecture — As outlined within the Section 6.8 (*Architectural Character/Details*) of the proposed Euclid Avenue and E Street PUD (File No. PDU19-001) for the project site, the project must comply with the Ontario Downtown Design Guidelines of the historic downtown area. The Downtown Ontario Design Guidelines were adopted in 1998 to guide the physical revitalization of Ontario’s historic downtown. The Guidelines provide architectural and design principals, as well as design concepts for downtown districts. The project area is located within the Historic Retail District, a mixed-use area with a focus on housing, commercial and retail.

The design principles and desired architectural features required by the PUD are derived from the architectural style and elements set forth in Section 3.5.3 of the Downtown Design Guidelines and in Section 2A.4.3.2 Design Guidelines for Context Buildings in the 1950’s styles Subdistrict for new in-fill development. The guidelines focus on key design elements such as storefront modulation, entrances, roof design, mechanical equipment, building elements (cornices, storefront frame, mid-floor panel, transom windows, bulkheads), awnings, materials and colors.

An Art Deco inspired modern architectural style is proposed to complement the historic buildings and context of the historic downtown area (see Exhibit D-1—Exterior Elevations, attached). The modern architectural style building is proposed as a single story, with a two-story massing consistent with the existing buildings south of the project site along Euclid Avenue. The height of building is 26 feet to the top of the roof parapet and 31 feet to the top of the entry tower. The architectural character of the building

complements the various style of buildings within the historic downtown by using similar proportions (scale and massing), building details and building materials.

The building utilizes horizontal and vertical changes in the wall plane, with a vertical tower element, vertical pilasters, color, and horizontal wood material banding. Architectural elements proposed include:

- Entry tower element (31-feet in height) with an aluminum L- panel cornice (aged bronze color) treatment with redwood horizontal banding below the eaves of the tower;
- 10-foot-high store front windows along frontage of the building;
- Decorative metal transom design element above the storefront windows with an aluminum L- panel (aged bronze color) eyebrow awnings below transom;
- Redwood horizontal banding along the top portions of the building frontage, wrapping back along the top of the north elevation and transitioning into vertical column pattern along key areas of the rear (west) elevation;
- 12'X24" decorative porcelain tile wainscot treatment, with bullnose cap, along the base of the building;
- Vertical pilasters, with horizontal expansions joints, flanking the storefront windows on the right and left sides;
- Covered aluminum L- panel awning (aged bronze color) over the drive-thru pick-up that extends out 6 feet from the building plane.
- Aluminum L- panel (aged bronze color) exterior on the patio columns and along the roof fascia of the patio and a decorative Art Deco design 4-foot high metal fencing (dark bronze) patio enclosure.

(e) Landscaping — Landscaping elements provide significant contributions to the aesthetic quality and character of the Euclid Avenue and the historic downtown area, with respect to public and private spaces. The proposed landscape plan design provides a transition from adjacent uses, defines the circulation pattern on the lot, screens the drive-thru/parking lot from the street, highlight entries, provide shade for parking as well as the patio area, and to soften the appearance of the building.

The project provides an overall landscape coverage of 21 percent, including a 5 to 7-foot landscaped setback provided along the project's E street frontage and wrapping around the corner to Euclid Avenue. The project will also include the construction of a 5-foot wide landscape parkway along the frontage of E Street. Along Euclid Avenue, a three-foot-wide planter is proposed along the base of the storefront windows, to help soften the building appearance from the sidewalk (see Exhibit E—Landscape Plan, attached). In addition, the frontage along Euclid Avenue will be improved with new sidewalk and tree wells. The drive-thru lane will be flanked on each side by landscaping planters that range in width from 3 to 10 feet. Along the eastern portion of the drive-thru, adjacent to the west (rear) elevation of the building, two 16-foot high metal trellises with vine planning is proposed along the building plane. The drive-thru exit portion of the drive-thru land will be screened from public view by a combination 4-foot-high decorative wall and dense shrub planting (Strappy-Leaf Screen Shrubs).

The proposed plant palette includes many varieties of low and medium shrubs and groundcover to screen and enhance the areas around the patio, building and parking lot. The tree palette (15 to 48 gallon in size) for the project includes:

- Engelmann Oak and True Green Elm for parking lot shade trees;
- Arbutus Standard and Chinese Pistache for patio shade trees;
- Maidenhair Tree, Holly Oak and Chinkapin Oak for street parkway trees; and
- Gold Medallion Tree, Western Redbud multi-trunk, and Tuscarora Crape Myrtle for accent trees.

(f) Utilities (drainage, sewer) — Public utilities (water and sewer) are available to serve the project. Additionally, the Applicant has submitted a completed Preliminary Water Quality Management Plan ("PWQMP") form, which established that the project is listed under one of the categories

subject to the requirements of the San Bernardino County Municipal Separate Storm Sewer System Permit ("MS4 Permit"); therefore, the proposed development will be required to design and install Site Design Low Impact Development ("LID") Best Management Practices ("BMPs") or Treatment Control BMPs to treat a two-year, 24-hour storm event.

Part II—RECITALS

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA"); and

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

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Development Advisory Board ("DAB") the responsibility and authority to review and 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 ("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 November 18, 2019, the DAB of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

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

Part III—THE DECISION

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

SECTION 1: *Environmental Determination and Findings.* As the recommending body for the Project, the DAB has reviewed and considered the information contained in the administrative record for

the Project. Based upon the facts and information contained in the administrative record, including all written and oral evidence presented to the DAB, the DAB finds as follows:

(1) The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-fill Development Projects) of the CEQA Guidelines, which consists of projects characterized as infill development, meeting the following conditions:

- The Project is consistent with the applicable general plan designation and all applicable general plan policies, as well as the applicable zoning designation and regulations
- The proposed development occurs within city limits, on a project site of no more than five acres, and is substantially surrounded by urban uses
- The project site has no value as habitat for endangered, rare, or threatened species
- Approval of the Project will not result in any significant effects relating to traffic, noise, air quality, or water quality
- The Project site can be adequately served by all required utilities and public services

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

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

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

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

SECTION 4: Concluding Facts and Reasons. Based upon the substantial evidence presented to the DAB during the above-referenced hearing and upon the specific findings set forth in Sections 1 through 4, above, the DAB hereby concludes as follows:

(1) **The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.** The proposed Project is located within the MU-1 (Downtown Mixed

Use) zoning district. The Policy Plan specifies that the Downtown Mixed-Use Area is to be implemented through the approval of an Area Plan or Planned Unit Development (“PUD”) prior to the development of properties within the Area. In compliance with this requirement, the Applicant has submitted the Euclid Avenue and E Street PUD, which is consistent with this vision, and the goals and policies of the Policy Plan. The development standards within the PUD and conditions under which the proposed Project will be constructed and maintained, is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan; and

(2) ***The proposed development is compatible with those on adjoining sites in relation to location of buildings, with particular attention to privacy, views, any physical constraint identified on the site and the characteristics of the area in which the site is located.*** The Project has been designed consistent with the requirements of the City of Ontario Development Code and the MU-1 (Downtown Mixed Use) zoning district, Euclid Avenue Overlay District and the Euclid Avenue and E Street PUD, including standards relative to the particular land use proposed (Fast food restaurant), as-well-as building intensity, building and parking setbacks, building height, number of off-street parking and loading spaces, on-site and off-site landscaping, and fences, walls and obstructions; and

(3) ***The proposed development will complement and/or improve upon the quality of existing development in the vicinity of the project and the minimum safeguards necessary to protect the public health, safety and general welfare have been required of the proposed project.*** The Development Advisory Board has required certain safeguards, and impose certain conditions of approval, which have been established to ensure that: [i] the purposes of the Euclid Avenue and E Street 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

(4) ***The proposed development is consistent with the development standards and design guidelines set forth in the Development Code, or applicable specific plan or planned unit development.*** The proposed Project has been reviewed for consistency with the general development standards and guidelines of the Euclid Avenue and E Street 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 (Fast food restaurant). 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 Euclid Avenue and E Street Planned Unit Development.

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

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

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

APPROVED AND ADOPTED this 18th day of November 2019.

Development Advisory Board Chairman

Exhibit A—PROJECT LOCATION



Exhibit B—SITE PLAN

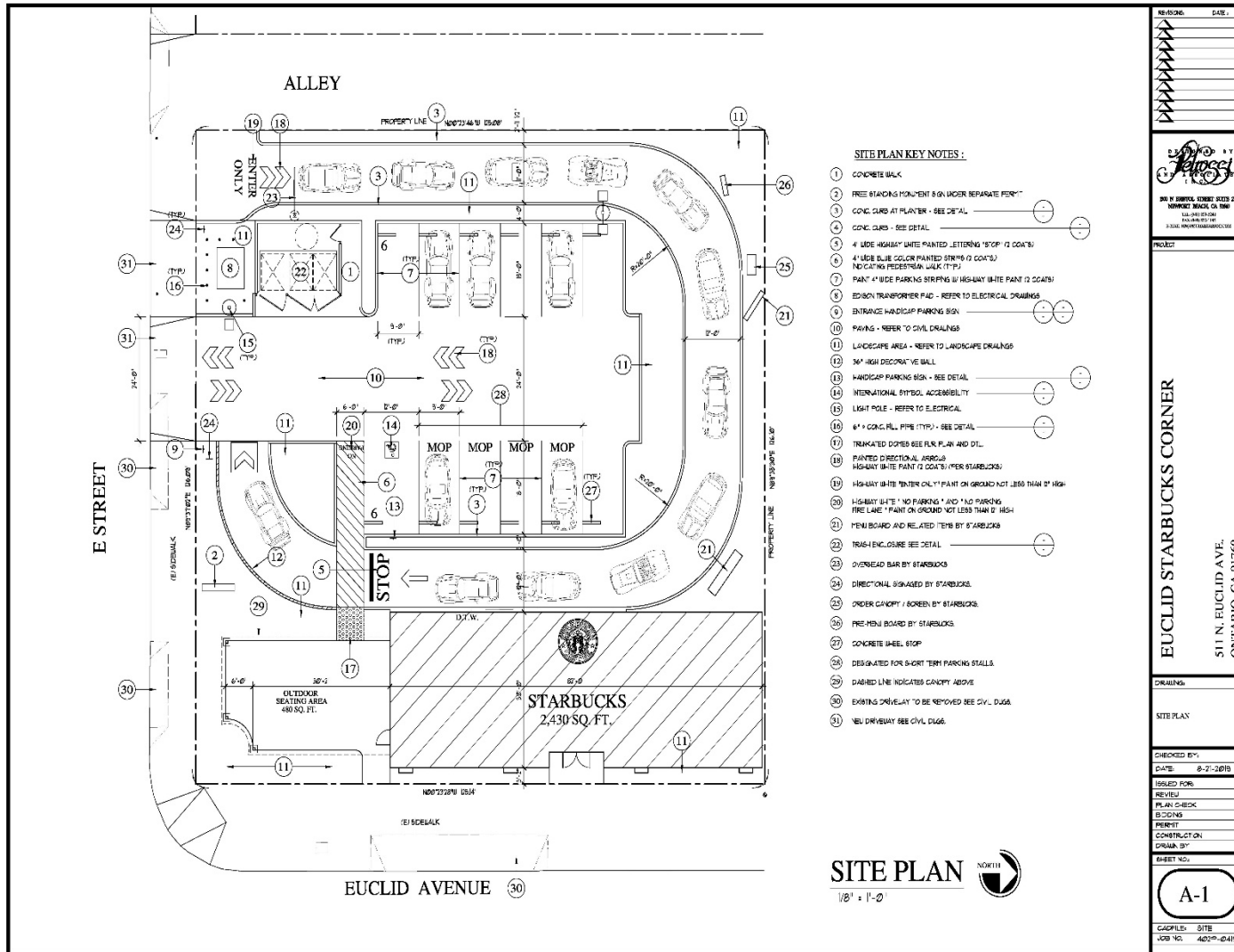
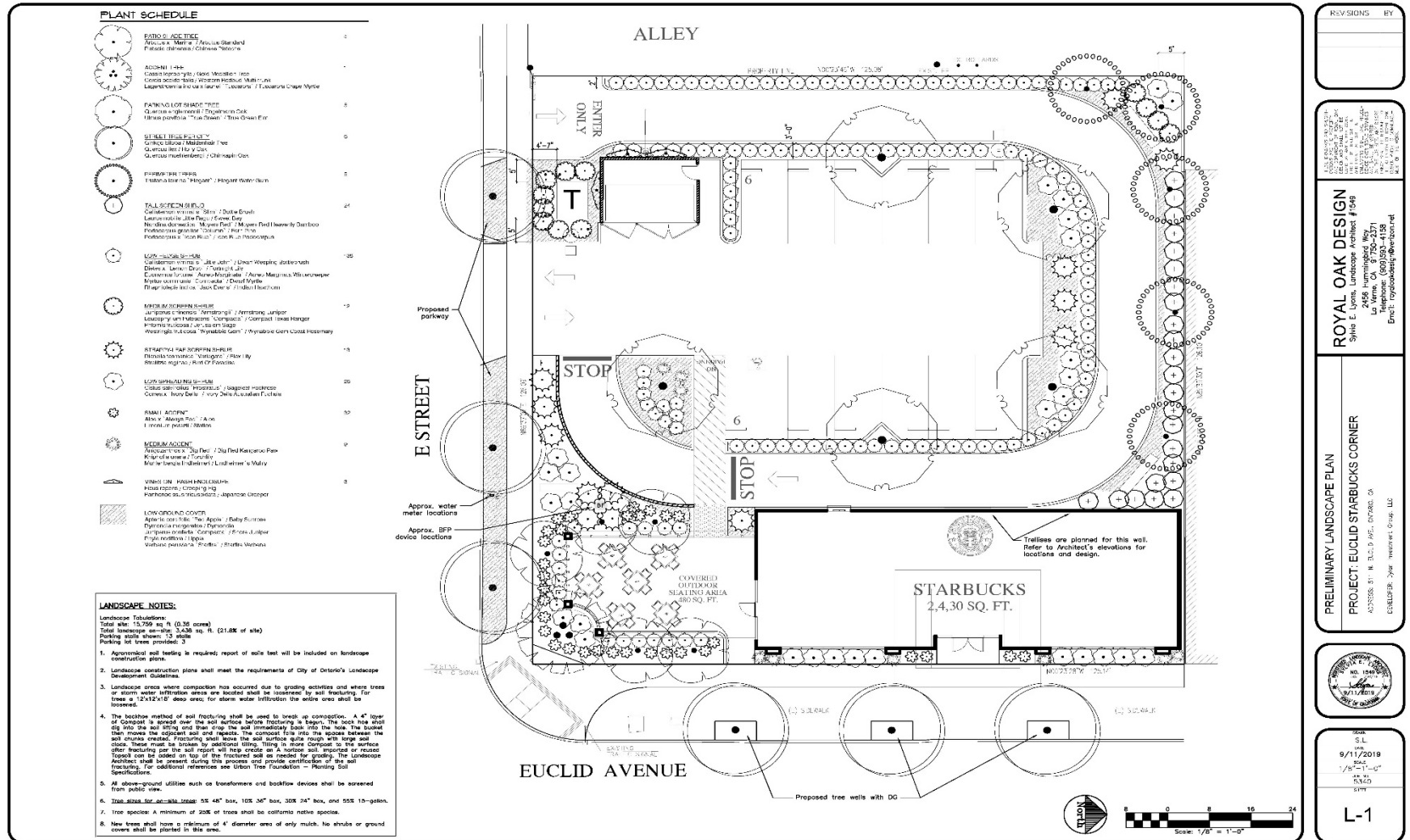


Exhibit E—LANDSCAPE PLAN



Attachment A—Departmental Conditions of Approval

(Departmental conditions of approval follow this page)



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

Planning Department Land Development Division Conditions of Approval

Meeting Date: November 18, 2019
File No: PDEV19-038
Related Files: PUD19-001 and PHP 19-009

Project Description: A Development Plan (File No. PDEV19-038) to construct a 2,430 square foot drive-thru restaurant (Starbucks Coffee) with a 480 square foot outdoor patio on 0.36 acres of land, located at the northwest corner of Euclid Avenue and E Street within the MU-1 (Downtown Mixed-Use) and EA (Euclid Avenue Overlay) zoning districts; **submitted by Hannibal Petrossi. Planning Commission action is required.**

Prepared By: Rudy Zeledon, Assistant Planning Director
Phone: 909.395.2422 (direct)
Email: rzeledon@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.

(b) The Development Plan approval is contingent upon Planning Commission Approval of related Certificate of Appropriateness, File No. PHP19-009, and City Council Approval of Planned Unit Development File No. PUD19-001.

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) and the Downtown Ontario Parking Model.

(b) 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.

(c) 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.

(d) 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).

(e) 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).

(f) Drive-thru businesses shall not disrupt the pedestrian activity of adjacent or nearby commercial uses or commercially zoned property. Furthermore, the use shall not interfere with the normal use of adjoining properties or potential for planned commercial development.

2.6 Maintenance.

(a) The premises shall be kept clean, and the operator shall make all reasonable efforts to see that no trash or litter originating from the use is deposited on adjacent properties.

(b) Adequate trash containers shall be provided on a daily basis, and employees shall be required to pick up trash originating from the site, both on site and within 50 feet of the perimeter of the site.

(c) No undesirable odors shall be generated on-site.

(d) All merchandise, wares, crates in the form of temporary and permanent storage, displays, and goods offered for sale shall be maintained wholly within the building. Storage of any kind shall be contained completely within an enclosed structure.

2.7 Site Lighting.

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

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

2.8 Mechanical and Rooftop Equipment.

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

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

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

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

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

(a) Noise emanating from sound systems, including intercom and public address systems, shall not be audible beyond the property line.

2.12 Environmental Review.

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

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

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

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

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

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

(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.

2.13 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.

2.14 Additional Fees.

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

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

2.15 Additional Requirements.

(a) All on-site improvements and the final architectural design of the approved building shall be consistent with the approved plans on file with the Planning Department and the herein-stated conditions of approval. The final designs shall be subject to review and approval by the Planning Department prior to building permit issuance.

(b) The two drive approaches of E Street shall be provided with an enhanced pavement treatment. The enhanced paving shall extend from the back of the approach apron, into the site, to the first intersecting drive aisle or parking space. The enhanced paving materials may be pavers or scored colored concrete or other materials, subject to Planning Department review and approval.

(c) The applicant shall work with staff on up/down lighting for the exterior of the building to enhance and highlight architectural features/detail of the building. In addition, cut sheets of exterior lighting fixtures will need to be provided at time of project Plan Check construction review. Wall packs lighting will not be permitted.


(d) The Redwood and Western Red Cedar Siding proposed on the exterior of the building shall be treated and sealed to prevent weathering and fading.

(e) The east patio gate (on Euclid Avenue) shall be used for emergency exit only and not used for entry into the building. Panic hardware shall for emergency exiting shall be installed on the gate.

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

CONDITIONS OF APPROVAL

Sign Off



Jamie Richardson, Sr. Landscape Planner

09/30/2019

Date

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

D.A.B. File No.: PDEV19-038	Case Planner: Rudy Zeledon
--------------------------------	-------------------------------

Project Name and Location:
 Starbucks
 511 N. Euclid Ave.

Applicant/Representative:
 Hannibal Petrossi hp@petrossiassoc.com (949) 833-3240
 1300 Bristol Street N, Suite 270
 Newport Beach, CA 92660

<input checked="" type="checkbox"/>	A Preliminary Landscape Plan (dated 09/17/2019) meets the Standard Conditions for New Development and has been approved with the consideration that the following conditions below be met upon submittal of the landscape construction documents.
<input type="checkbox"/>	A Preliminary Landscape Plan (dated) has not been approved. Corrections noted below are required prior to Preliminary Landscape Plan approval.

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

- Show 8' diameter of mulch only at new trees, 12' min. at existing trees. Detail irrigation dripline outside of mulched root zone.
- Add 2 landscape planters at drive-thru to accommodate a trellis with a vine; minimum 18"x18". Provide a 4" wide concrete mow curb at finished surface to provide an edge for the asphalt. Show on plan and elevations between the redwood columns.
- Mitigation fees for existing 18" Heritage Tree will be \$1,800.
- Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
- After a project's entitlement approval, the applicant shall pay all applicable fees for landscape plan check and inspections at a rate established by resolution of the City Council.

Fees are:

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

Landscape construction plans with building permit number for plan check may be emailed to:
landscapeplancheck@ontarioca.gov

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT



Project File No.: PUD19-001, PHP19-009 & PDEV19-038

Address: NWC E Street & Euclid Ave

APN: 1048-355-09 & 10

Existing Land Use: Commercial Buildings & parking

Proposed Land Use: Development Plan to construct a 2,430 SF single story restaurant

Site Acreage: 0.36 Proposed Structure Height: 31 ft

ONT-IAC Project Review: N/A

Airport Influence Area: ONT

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Rudy Zeledon

Date: 11/6/19

CD No.: 2019-058

PALU No.: n/a

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

Safety	Noise Impact	Airspace Protection	Overflight Notification
<input type="radio"/> Zone 1	<input type="radio"/> 75+ dB CNEL	<input type="radio"/> High Terrain Zone	<input type="radio"/> Avigation Easement Dedication
<input type="radio"/> Zone 1A	<input type="radio"/> 70 - 75 dB CNEL	<input checked="" type="checkbox"/> FAA Notification Surfaces	<input type="radio"/> Recorded Overflight Notification
<input type="radio"/> Zone 2	<input type="checkbox"/> 65 - 70 dB CNEL	<input checked="" type="checkbox"/> Airspace Obstruction Surfaces	<input checked="" type="checkbox"/> Real Estate Transaction Disclosure
<input type="radio"/> Zone 3	<input type="checkbox"/> 60 - 65 dB CNEL	<input type="radio"/> Airspace Avigation Easement Area	
<input type="radio"/> Zone 4		Allowable Height: 80 FT	
<input type="radio"/> Zone 5			

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

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

Allowable Height: _____

CONSISTENCY DETERMINATION

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

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

Airport Planner Signature: _____

CITY OF ONTARIO

MEMORANDUM

TO: PLANNING DEPARTMENT, Rudy Zeledon
FROM: BUILDING DEPARTMENT, Kevin Shear
DATE: July 11, 2019
SUBJECT: PDEV19-038

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

Conditions of Approval

1. The Site address for this project will be 507 N Euclid Ave
2. Standard conditions of approval apply.

KS:lr



CITY OF ONTARIO

MEMORANDUM

TO: Rudy Zeledon, Assistant Planning Director
Planning Department

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

DATE: July 12, 2019

SUBJECT: PDEV19-038 - A Development Plan to construct a 2,430 sq. ft. single story restaurant (Starbucks Coffee), with an 480 sq. ft. outdoor patio, on 0.36 acres of land, located on the northwest corner of E Street and Euclid Avenue, within the MU-1 zoning District. APNS: 1048-355-09 and 10.

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

SITE AND BUILDING FEATURES:

- A. 2016 CBC Type of Construction: V
- B. Type of Roof Materials: Ordinary
- C. Ground Floor Area(s): 2,430 Sq. Ft.
- D. Number of Stories: 1
- E. Total Square Footage: 2,430 Sq. Ft.
- F. 2016 CBC Occupancy Classification(s): A-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, click on “Fire Department” and then on “Standards and Forms.”
- ☒ 1.2 These Fire Department conditions of approval are to be included on any and all construction drawings.

2.0 FIRE DEPARTMENT ACCESS

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

3.0 WATER SUPPLY

- ☒ 3.1 The required fire flow per Fire Department standards, based on the 2016 California Fire Code, Appendix B, is 1500 gallons per minute (g.p.m.) for 2 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.
- ☒ 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.
- ☒ 3.4 The water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

4.0 FIRE PROTECTION SYSTEMS

- ☒ 4.2 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.
- ☒ 4.4 Wood frame buildings that are to be sprinkled shall have these systems in service (but not necessarily finalized) before the building is enclosed.
- ☒ 4.7 Portable fire extinguishers are required to be installed prior to occupancy per Standard #C-001. Please contact the Fire Prevention Bureau to determine the exact number, type and placement required.
- ☒ 4.8 A fixed fire extinguishing system is required for the protection of hood, duct, plenum and cooking surfaces. This system must comply with National Fire Protection Association (NFPA) Standards 17A and 96. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.

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: Rudy Zeledon, Assistant Planning Director

FROM: Officer Emily Hernandez, Police Department

DATE: July 22, 2019

SUBJECT: PDEV19-038 – A DEVELOPMENT PLAN TO CONSTRUCT A 2,430 SQUARE FOOT SINGLE STORY RESTAURANT (STARBUCKS COFFEE), WITH A 480 SQUARE FOOT OUTDOOR PATIO LOCATED ON THE NORTHWEST CORNER OF E STREET AND EUCLID AVENUE.

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

- Required lighting for all walkways, driveways, doorways, parking areas, and other areas used by the public shall be provided and operate on photosensor. Photometrics shall be provided to the Police Department. Photometrics shall include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting.
- Rooftop addresses shall be installed on the building as stated in the Standard Conditions. The numbers shall be at a minimum 3 feet tall and 1 foot wide, in reflective white paint on a flat black background, and oriented with the bottom of the numbers towards the addressed street.
- The Applicant shall comply with all construction site security requirements as stated in the Standard Conditions.

In addition, the Ontario Police Department places the following conditions on the project:

- The Applicant shall install a video surveillance system on the site. Cameras shall cover at a minimum all entry doors, all cash registers, and at least one camera shall capture any vehicle utilizing the drive-thru. Cameras shall be positioned so as to maximize the coverage of patrons and vehicles in these areas. Cameras shall record at least 15 frames per second and at a minimum of 640x480 lines of resolution. Recordings shall be stored for a minimum of 30 days and made available upon request to any member of the Ontario Police Department.

- The applicant will be responsible for keeping the grounds of the business clean from debris and litter.
- Graffiti abatement by the business owner/licensee, or management shall be immediate and on-going on the premises, but in no event shall graffiti be allowed unabated on the premises for more than 72 hours. Abatement shall take the form of removal, or shall be covered/painted over with a color reasonably matching the color of the existing building, structure, or other surface being abated. Additionally, the business owner/licensee, or management shall notify the City within 24 hours at (909) 395-2626 (graffiti hotline) of any graffiti elsewhere on the property not under the business owner/licensee's or management control so that it may be abated by the property owner and/or the City's graffiti team.

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



ENGINEERING DEPARTMENT CONDITIONS OF APPROVAL

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

<input checked="" type="checkbox"/> DEVELOPMENT PLAN <input type="checkbox"/> OTHER	<input type="checkbox"/> PARCEL MAP <input type="checkbox"/> TRACT MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES
PROJECT FILE NO. PDEV19-038 RELATED FILE NO(S). PUD19-001	
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__	

CITY PROJECT ENGINEER & PHONE NO: Eric Woosley, P.E. (909) 395-2134 *EW*

CITY PROJECT PLANNER & PHONE NO: Rudy Zeledon (909) 395-2424

DAB MEETING DATE: November 18, 2019

PROJECT NAME / DESCRIPTION: PDEV19-038, a Development Plan to construct a 2,430-square foot restaurant on 0.36 acres of land.

LOCATION: 511 N. Euclid Avenue and 110 East E Street

APPLICANT: Hannibal Petrossi

REVIEWED BY: *Bryan Lirley* 11/14/19
Date
Bryan Lirley, P.E.
Principal Engineer

APPROVED BY: *Raymond Lee* 11/14/19
Date
Raymond Lee, P.E.
Assistant City Engineer



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

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

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

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



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

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

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

- 2.01 Record Parcel Map/Tract Map No. _____ pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.
- 2.02 Submit a duplicate photo mylar of the recorded map to the City Engineer's office.
- 2.03 Note that the subject parcel is a recognized parcel in the City of Ontario per _____.
- 2.04 Note that the subject parcel is an 'unrecognized' parcel in the City of Ontario and shall require a Certificate of Compliance to be processed unless a deed is provided confirming the existence of the parcel prior to the date of _____.
- 2.05 **Apply for a:** Certificate of Compliance with a Record of Survey; **Lot Line Adjustment – to merge lots, APN 1048-355-09 and APN 1048-355-10 into one lot.**
- 2.06 Make a Dedication of Easement. Provide (original document) Covenants, Conditions and Restrictions (CC&R's), as applicable to the project, and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&R's shall provide for, but not be limited to, common ingress and egress, joint maintenance of all common access improvements, common facilities, parking areas, utilities and drive approaches in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project.



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

Property line corner 'cut-back' required at the intersection of Euclid Avenue and E Street in accordance with City of Ontario Standard Drawing No. 1301.
- 2.11 Dedicate to the City of Ontario the following easement(s): _____
- 2.12 New Model Colony (NMC) Developments:
 - 1) Submit a copy of the permit from the San Bernardino County Health Department to the Engineering Department and the Ontario Municipal Utilities Company (OMUC) for the destruction/abandonment of the on-site water well. The well shall be destroyed/abandoned in accordance with the San Bernardino County Health Department guidelines.
 - 2) Make a formal request to the City of Ontario Engineering Department for the proposed temporary use of an existing agricultural water well for purposes other than agriculture, such as grading, dust control, etc. Upon approval, the Applicant shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by said agreement.
 - 3) Design proposed retaining walls to retain up to a maximum of three (3) feet of earth. In no case shall a wall exceed an overall height of nine (9) feet (i.e. maximum 6-foot high wall on top of a maximum 3-foot high retaining wall).
- 2.13 **Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein valued at 100% of the approved construction cost estimate. Security deposit shall be in accordance with the City of Ontario Municipal Code. Security deposit will be eligible for release, in accordance with City procedure, upon completion and acceptance of said public improvements.**
- 2.14 The applicant/developer shall submit all necessary survey documents prepared by a Licensed Surveyor registered in the State of California detailing all existing survey monuments in and around the project



site. These documents are to be reviewed and approved by the City Survey Office.

- 2.15 Pay all Development Impact Fees (DIF) to the Building Department. Storm Drain Development Impact Fee, approximately \$7,606.80, shall be paid to the Building Department. Final fee shall be determined based on the approved site plan.**

- 2.16 Other conditions:** _____



B. PUBLIC IMPROVEMENTS

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

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

Improvement	Euclid Avenue	E Street	Alley	Street 4
Curb and Gutter (See Sec. 2.F)	<input checked="" type="checkbox"/> Construct curb to replace driveway; 23-ft from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove	<input checked="" type="checkbox"/> Construct curb to replace driveway; 83-ft from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace
AC Pavement	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions
PCC Pavement (Truck Route Only)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Drive Approach (See Sec. 2.F)	<input type="checkbox"/> New <input checked="" type="checkbox"/> Remove/replace with new curb	<input checked="" type="checkbox"/> New; drive-thru <input checked="" type="checkbox"/> Remove and replace; Wstly <input checked="" type="checkbox"/> Remove and replace C&G; Estly	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Sidewalk	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
ADA Access Ramp	<input type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Parkway	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)
Raised Landscaped Median	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace



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



- Specific notes for improvements listed in item no. 2.17, above:
- 2.18 Construct a 2" asphalt concrete (AC) grind and overlay on the following street(s): _____
 - 2.19 Reconstruction of the full pavement structural section, per City of Ontario Standard Drawing number 1011, may be required based on the existing pavement condition and final street design. Minimum limits of reconstruction shall be along property frontage, from street centerline to curb/gutter.
 - 2.20 Make arrangements with the Cucamonga Valley Water District (CVWD) to provide water service sewer service to the site. This property is within the area served by the CVWD and Applicant shall provide documentation to the City verifying that all required CVWD fees have been paid.
 - 2.21 Overhead utilities shall be under-grounded, in accordance with Title 7 of the City's Municipal Code (Ordinance No. 2804 and 2892). Developer may pay in-lieu fee, approximately _____, for undergrounding of utilities in accordance with Section 7-7.303.e of the City's Municipal Code.
 - 2.22 **Other conditions:**
 - a) **The applicant/developer shall replace in kind improvements disturbed during the installation of the storm drain overflow connection, sewer connection, water and irrigation including, but not limited to landscaping, sidewalk, and curb and gutter. The improvements shall be made to the satisfaction of the City.**

C. SEWER

- 2.23 **An 8-inch VCP sewer main is available for connection by this project in the alley w/o the site. (Ref: Sewer plan bar code: Unknown)**
- 2.24 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.25 Submit documentation that shows expected peak loading values for modeling the impact of the subject project to the existing sewer system. The project site is within a deficient public sewer system area. Applicant shall be responsible for all costs associated with the preparation of the model. Based on the results of the analysis, Applicant may be required to mitigate the project impact to the deficient public sewer system, including, but not limited to, upgrading of existing sewer main(s), construction of new sewer main(s) or diversion of sewer discharge to another sewer.
- 2.26 **Other conditions:**
 - 1. **The applicant/developer shall construct sewer lateral per City Standard Drawing Number 2003.**

D. WATER

- 2.27 **A 8-inch water main is available for connection by this project in E street (Ref: Water plan bar code: W15569)**
- 2.28 Design and construct a water main extension. A water main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.29 **Other conditions:**
 - 1. **The applicant/developer shall construct proposed domestic water lateral with a meter and backflow device in accordance with the latest City of Ontario Design Standards.**
 - 2. **The applicant/developer shall construct a fire service with a double check detector assembly (DCDA).**
 - 3. **The applicant/developer shall construct a separate water service with a meter and backflow device for irrigation purposes only in accordance with the latest City of Ontario Design Standards.**



E. RECYCLED WATER

- 2.30 A _____ inch recycled water main is available for connection by this project in _____.
(Ref: Recycled Water plan bar code: _____)
- 2.31 Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project.
- 2.32 Design and construct an on-site recycled water ready system for this project. A recycled water main does not currently exist in the vicinity of this project, but is planned for the near future. If Applicant would like to connect to this recycled water main when it becomes available, the cost for the connection shall be borne solely by the Applicant.
- 2.33 Submit two (2) hard copies and one (1) electronic copy, in PDF format, of the Engineering Report (ER), for the use of recycled water, to the OMUC for review and subsequent submittal to the California Department of Public Health (CDPH) for final approval.

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

F. TRAFFIC / TRANSPORTATION

- 2.35 Submit a focused traffic impact study, prepared and signed by a Traffic/Civil Engineer registered in the State of California. The study shall address, but not be limited to, the following issues as required by the City Engineer:
 - 1. On-site and off-site circulation
 - 2. Traffic level of service (LOS) at 'build-out' and future years
 - 3. Impact at specific intersections as selected by the City Engineer
- 2.36 New traffic signal installations shall be added to Southern California Edison (SCE) customer account number # 2-20-044-3877.
- 2.37 Other conditions:
 - 1. The Applicant/Developer shall install decorative "post top" street lights along the project frontage on Euclid Avenue in accordance with City of Ontario Standard Drawing No. 5103 for King Street Light Standard. This will require the installation of two (2) new lights, one in the median and one at the northern project boundary replacing the existing concrete cobra head.
 - 2. The Applicant/Developer shall replace the existing streetlight fixture along the property frontage of E Street with City-approved LED equivalent fixtures.
 - 3. The proposed westerly project driveway on E Street adjacent to the existing alley shall be located and designed as a separate drive approach. A section of full height curb must be provided between the project driveway and alley driveway.
 - 4. Driveways shall be designed in accordance with City of Ontario Standard Drawing No. 1204.
 - 5. All existing drive approaches not being utilized by the project shall be removed and replace with full height curb (Euclid Avenue) or curb and gutter (E Street).
 - 6. The Applicant/Developer shall paint red curb along Euclid Avenue and E Street to signify "No Parking Anytime".
 - 7. All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.



G. DRAINAGE / HYDROLOGY

- 2.38 **A 24-inch storm drain main is available to accept flows from this project in Euclid Avenue. (Ref: Storm Drain plan bar code: D11170)**
- 2.39 **Submit a hydrology study and drainage analysis, prepared and signed by a Civil Engineer registered in the State of California. The study shall be prepared in accordance with the San Bernardino County Hydrology Manual and City of Ontario standards and guidelines. Additional drainage facilities, including, but not limited to, improvements beyond the project frontage, may be required to be designed and constructed, by Applicant, as a result of the findings of this study.**
- 2.40 An adequate drainage facility to accept additional runoff from the site does not currently exist downstream of the project. Design and construct a storm water detention facility on the project site. 100 year post-development peak flow shall be attenuated such that it does not exceed 80% of pre-development peak flows, in accordance with the approved hydrology study and improvement plans.
- 2.41 Submit a copy of a recorded private drainage easement or drainage acceptance agreement to the Engineering Department for the acceptance of any increase to volume and/or concentration of historical drainage flows onto adjacent property, prior to approval of the grading plan for the project.
- 2.42 Comply with the City of Ontario Flood Damage Prevention Ordinance (Ordinance No. 2409). The project site or a portion of the project site is within the Special Flood Hazard Area (SFHA) as indicated on the Flood Insurance Rate Map (FIRM) and is subject to flooding during a 100 year frequency storm. The site plan shall be subject to the provisions of the National Flood Insurance Program.
- 2.43 Other conditions: _____

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

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



J. SPECIAL DISTRICTS

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

- 2.49 Other conditions: _____

K. FIBER OPTIC

- 2.50 Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole. Generally located along the project frontage on E Street, see Fiber Optic Exhibit herein.

- 2.51 Refer to the City's Fiber Optic Master Plan for design and layout guidelines. Contact the Information Technology Department at (909) 395-2000, regarding this requirement.

L. Solid Waste

- 2.52 Onsite solid waste shall be designed in accordance with the City's Solid Waste Manual location at:

<https://www.ontarioca.gov/omuc/integratedwaste>

The trash enclosure shall be designed and constructed to accommodate three (3) 4-CY trash bins.

- 2.53 Other conditions:
 - a) Prior to approval of the any building permits, a Final Solid Waste Handling Plan (SWHP) Sheet shall be submitted accompanying the Precise Grading Plan Submittal to the City/OMUC for review and approval. See SWHP Requirements Exhibit herein.



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

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



EXHIBIT 'A'

ENGINEERING DEPARTMENT First Plan Check Submittal Checklist

Project Number: PDEV19-038

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

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



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



EXHIBIT 'B'

SOLID WASTE HANDLING PLAN (SWHP) REQUIREMENTS:

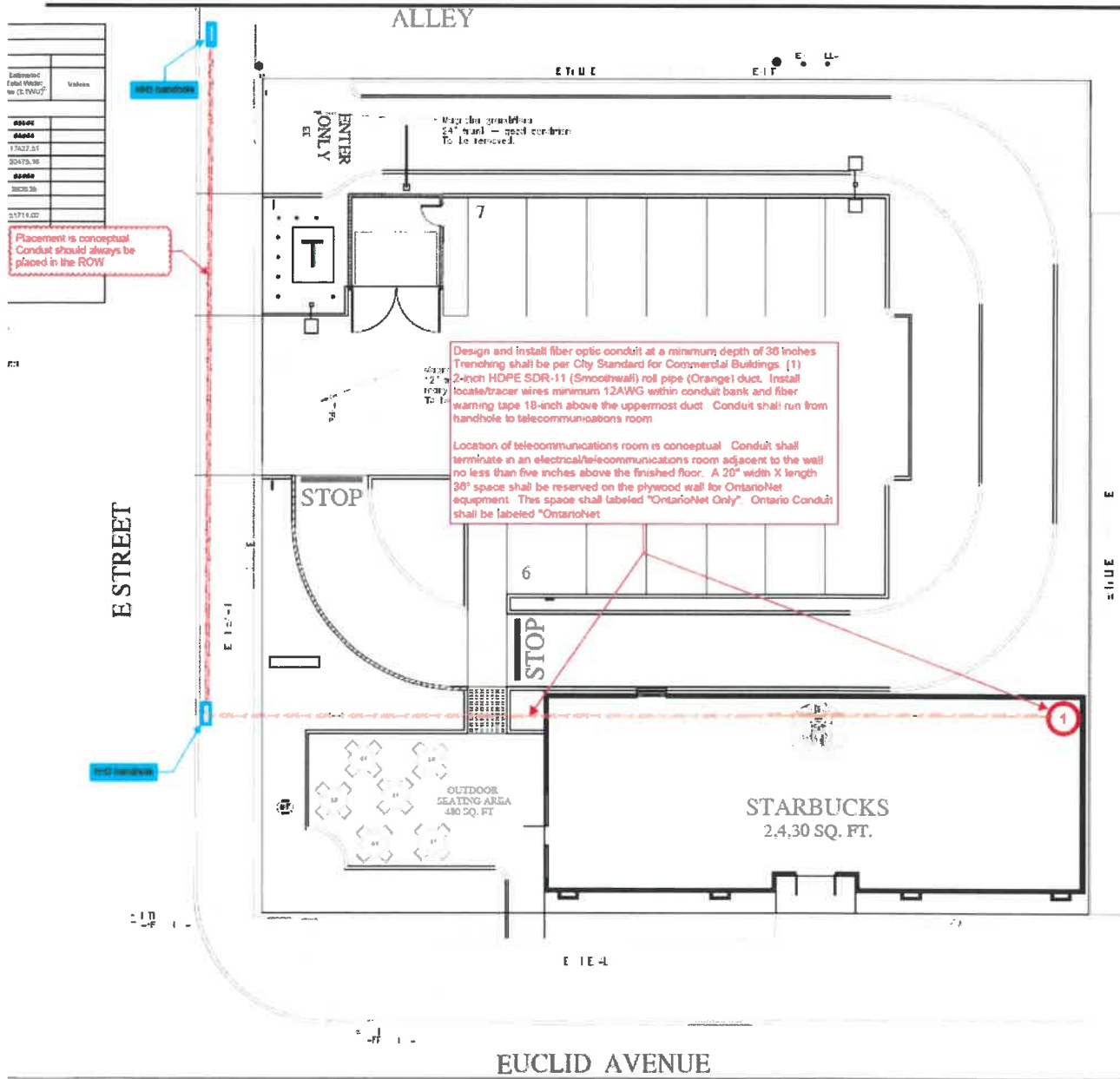
The SWHP shall meet, at a minimum, the following requirements:

1. **SWHP Content and Format:** The Solid Waste Handling Plan shall demonstrate compliance with the Services Standards in the City's Solid Waste Planning Manual (available online at: <http://www.ontarioca.gov/municipal-utilities-company/solid-waste>) and shall contain, at a minimum, the following elements:
 - a. A statement identifying the Service Requirements being used (e.g. Single Family Detached with automated cans, Multi-family/ Commercial/Industrial with bins and enclosures, etc.) and describing the solid waste handling operation (*for instance, will there be scouting services, etc.*).
 - b. A table utilizing the metrics on Page 8 of the Planning Manual and calculating the volume (gallons or cubic yards), quantity, and service schedule for each type of can and bin required for each Service Category (refuse, recycled, etc.).
 - c. An Engineering Site Plan drawn to scale that shows:
 1. Minimum plan scale of 1:100. Larger scales are preferred and should be scaled to fill the sheet and show as much detail as clearly as possible on one sheet; multiple sheets may be used if entire project area cannot fit on one sheet at 1:100 scale.
 2. A detail of the Solid Waste Vehicle with dimensions and annotation that states the minimum turning radii and path of travel widths actually being used on the plan.
 3. The Solid Waste Vehicle turning movements and paths of travel in each direction of travel and at all intersections. All paths of travel shall be 15 feet wide minimum.
 4. All parking stalls and parallel parking spaces along all streets, alleys, or aisles.
 5. All proposed curbs and areas designated and striped/signed as "No Parking".
 6. All proposed trash enclosures and the ADA paths of travel from the buildings.
 7. A detail for each enclosure footprint delineating the number and size of the bins in order to demonstrate that the enclosure is adequately sized and oriented, if enclosures and bins are proposed.
 8. All proposed locations of automated cans shown as a 26-inch by 26-inch can pad with 20-inches between can pads and 40-inches between can pads and Parking spaces, mailboxes and other obstructions (Can Collection Area). Can Collection Areas shall be located along designated paths of travel and cannot be located along dead-end alleys, motor courts, driveways, or private streets; use multi-family standards for enclosures in these cases.
2. **Can Collection Area (CCA) Locations:** If CCAs are being proposed in lieu of bin enclosures for residential units located along dead-end alleys, motor courts, driveways, or private streets, then the SWHP shall comply with the following requirements:
 - a. CCAs cannot conflict or compete with potential parking areas. Proposed CCAs must be designated as "no parking" at all times with appropriate striping and signage.
 - b. Each residential unit must have a designated CCA and each CCA must delineated with markings so that its location and the unit it is designated for are easily identifiable.
 - c. Solid Waste Handling Plan shall include a detail showing how the CCAs will be delineated and identifiable.



EXHIBIT 'C'

FIBER OPTIC EXHIBIT





Development Advisory Board Decision

November 18, 2019

DECISION NO.: [insert #]

FILE NO.: PDEV19-039

DESCRIPTION: A Development Plan to construct 67 conventional single-family homes on 11.24 acres of land located at the southeast corner of Eucalyptus Avenue and Parkplace Avenue, within the Conventional Medium Lot Residential district of Planning Area 20 of the Subarea 29 Specific Plan; (APN: 0218-014-25) **submitted by Taylor Morrison of California, LLC.**

Part I—BACKGROUND & ANALYSIS

TAYLOR MORRISON OF CALIFORNIA, LLC, (herein after referred to as “Applicant”) has filed an application requesting Development Plan approval, File No. PDEV19-039, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

(1) **Project Setting:** The project site is comprised of 11.24 acres of land located at the southeast corner of Eucalyptus Avenue and Parkplace Avenue, and is depicted in Exhibit A—Aerial Photograph, attached. Existing land uses, General Plan and zoning designations, and specific plan land uses on and surrounding the project site are as follows:

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
<i>Site</i>	Rough Graded	Low Density (2.1-5 du/ac)	Subarea 29 Specific Plan	PA20 (Conventional Medium Lot 4-6 du/ac)
<i>North</i>	Farmland and Vacant	Open Space - Parkland	Grand Park Specific Plan	The Great Park
<i>South</i>	Single-Family Residential	Low Density (2.1-5 du/ac)	Subarea 29 Specific Plan	PA19 (Lane Loaded 5-8 du/ac)
<i>East</i>	Single-Family Residential	Low Density (2.1-5 du/ac)	Subarea 29 Specific Plan	PA21 (Conventional Medium Lot 4-6 du/ac)
<i>West</i>	Single-Family Residential	Low Density (2.1-5 du/ac)	Subarea 29 Specific Plan	PA3 (Conventional Medium Lot 4-6 du/ac)

(2) **Project Description:**

(a) **Background** — The Subarea 29 Specific Plan and the Environmental Impact Report (EIR; State Clearinghouse No. 2004011009) were approved by the City Council on October 17, 2006. The Specific Plan established the land use designations, development standards, and design guidelines, which includes the potential development of 2,470 dwelling units and up to 87,000 square feet of commercial uses for the Specific Plan Area.

On January 23, 2007, the Planning Commission approved Tentative Tract Map 18065 (File No. PMTT06-011), which subdivided The project site into 67 numbered lots (Planning Area PA20 – Conventional Medium

Lot 4-6 du/ac), and two lettered lots containing a pocket park and a paseo (See Exhibit B: Site Plan). The lots range in size from 4,250 to 9,094 square feet, with an average lot size of 4,554 square feet.

On July 5, 2019, the Applicant submitted the subject Development Plan application to facilitate the development of Tract 18065.

(b) Site Design/Building Layout — The project proposes the development of 67 single-family homes within Planning Area 20 of the Subarea 29 Specific Plan. The homes are all oriented toward the street (architectural forward). Three, two-story floor plans are proposed, each with three elevations per plan (see Exhibit D—Landscape Plan and Typical Plotting and Exhibit E—Sample Floor Plan). The plans include the following:

- Plan 1: 2,717 square feet of living space, 458 square-foot garage, 3 bedrooms with 2 optional loft/den or bedroom areas, and 2.5 bathrooms.
- Plan 2: 2,934 square feet of living space, 450 square-foot garage, 3 bedrooms with 2 optional loft/den or bedroom areas, and 2.5 bathrooms.
- Plan 3: 3,130 square feet of living space, 465 square-foot garage, 4 bedrooms with 2 optional retreat/loft or bedroom areas, and 4 bathrooms.

All plans incorporate numerous design features and elements, such as single- and second-story massing, varied entries, porches, second-floor laundry facilities, a great room, and options for additional bedrooms. Additionally, all homes will have a 2-car garage. To minimize visual impacts of garages, varied massing, second-story projections over garages, varied rooflines, and varied depths from the front face of the home or porch will be provided.

(c) Site Access/Circulation — The project site will have primary access from Parkview Avenue, which runs north-south along the western frontage of the project site, and from Travertine Street, which runs west-east along the southern frontage (see Exhibit B: Site Plan). The developer is responsible for the construction the remaining street improvements along Parkplace Avenue and the interior neighborhood streets to serve the project.

(d) Parking — The proposed conventional single-family homes will provide an enclosed two-car garage and a standard two-car driveway, which meets the Subarea 29 Specific Plan and Development Code parking requirements. Additionally, the project will provide approximately 86 on-street parking spaces for visitors. As demonstrated within Table 1: Summary of Parking Analysis Per Unit, below, the parking analysis concluded that there will be an average of 5.28 parking spaces per unit, which should be more than adequate to accommodate both resident and visitor parking.

Table 1: Summary of Parking Analysis Per Unit

Product	Number of Units	Garage Spaces	Driveway Parking Spaces	On-Street Parking	Total Spaces Provided	Req. Per Unit	+/- Parking
SF Conventional	67	2	2	86	354	2 per unit	
Total	67	134	134	86	354	134 total	+220
					5.28 spaces per unit		

(e) Architecture — The project proposes to utilize three architectural styles, including Spanish Colonial, Cottage, and Farmhouse. The architectural styles complement each other through the overall massing, scale, proportions, details, and color schemes. The proposed home designs are consistent with the design guidelines of the Subarea 29 Specific Plan.

The architectural styles proposed will include the following features (see Exhibit C—Exterior Elevations):

- Spanish Colonial: Varying gable, hipped, and shed roofs with “S” tile roof, stucco exterior, arched entry openings, shutters, wrought iron and tile detailing, and pot shelves.
- Cottage: Varying gable, hipped, and shed roofs with flat concrete roof tiles, siding at gable ends, arched entry openings, brick trim and veneer, corbels, and outlookers, and decorative box bay windows.
- Farmhouse: Varying gable, hipped, and shed roofs with concrete flat tile roof, vertical and horizontal wood siding details, enhanced window trim details, and outlookers.

(f) Landscaping — The Development Plan features sidewalks separated by landscaped parkways, which provide visual interest and promotes pedestrian mobility. All homes will be provided with front yard landscaping (lawn, shrubs, and trees) and an automatic irrigation system to be installed by the developer. The homeowner will be responsible for front, side, and rear yard landscaping maintenance, and for side and rear landscape improvements. The homeowners association will be responsible for the maintenance of landscaping and irrigation within all common areas and parkways of all local streets (See Exhibit D: Landscape Plan and Typical Plotting).

Decorative 6-foot high, split-face block walls with decorative split-face pilasters are proposed for all public-facing front, side, and rear walls. The interior property line privacy fencing will consist of a 6-foot high colored masonry block material, matching the perimeter wall color.

The approved Tentative Tract Map (TM 18065) facilitated the construction of a pocket park for the neighborhood, sidewalks, parkways, and a paseo within the tract. TOP Policy PR1-1 requires new developments to provide a minimum of 2 acres of private park per 1,000 residents. The proposed project is required to provide a 0.51-acre park to meet the minimum TOP private park requirement. To satisfy the requirement, the applicant is constructing a 0.41-acre passive pocket park and 0.64-acre paseo. The Subarea 29 Specific Plan area contains a variety of park options for the greater neighborhood, including an assortment of active and passive recreational parks, as well as a clubhouse. Overall, the Subarea 29 Specific Plan provides over 17 acres of parkland spread throughout approximately 14 neighborhood parks. The residents will have access to the neighborhood park system, the main public park and clubhouse (Celebration Park), in addition to the pedestrian corridors which connect the neighborhoods to the schools, parks, and regional trail system (See Exhibit F—Park Place Park Overview for the conceptual siting of schools, trails, and park areas).

Part II—RECITALS

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA"); and

WHEREAS, the environmental impacts of this project were previously reviewed in conjunction with File No. PSPA14-002, an Amendment to the Subarea 29 Specific Plan for which an addendum to the Subarea 29 Specific Plan EIR (SCH# 2004011009) was adopted by the City Council on April 21, 2015, and this Application introduces no new significant environmental impacts; and

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

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

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Development Advisory Board (“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 (“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 November 18, 2019, the DAB of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

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

Part III—THE DECISION

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

SECTION 1: *Environmental Determination and Findings.* As the recommending body for the Project, the DAB has reviewed and considered the information contained in the 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. PSPA14-002, an Amendment to the Subarea 29 Specific Plan for which an addendum to the Subarea 29 Specific Plan EIR (SCH# 2004011009) was adopted by the City Council on April 21, 2015.

(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 Planning Commission;
and

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

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

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

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

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

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

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

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

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

SECTION 3: Housing Element Compliance. Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending body for the Project, the DAB finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The project site is one of the properties listed in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix, and the proposed project is consistent with the number of dwelling units (67 of 2,293 proposed units) and density (5.9 du/ac) specified in the Available Land Inventory.

SECTION 4: Ontario International Airport Land Use Compatibility Plan (“ALUCP”) Compliance. The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan. On April 19, 2011, the City Council of the City of Ontario

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

SECTION 5: Concluding Facts and Reasons. Based upon the substantial evidence presented to the DAB during the above-referenced hearing and upon the specific findings set forth in Sections 1 through 4, above, the DAB hereby concludes as follows:

(1) ***The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.*** The proposed Project is located within the Low-Density Residential (2.1-5 du/ac) land use district of the Policy Plan Land Use Map, and Planning Area 20 (Conventional Medium Lot 4-6 du/ac) of the Subarea 29 Specific Plan. The development standards and conditions under which the proposed Project will be constructed and maintained, is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan; and

(2) ***The proposed development is compatible with those on adjoining sites in relation to location of buildings, with particular attention to privacy, views, any physical constraint identified on the site and the characteristics of the area in which the site is located.*** The Project has been designed consistent with the requirements of the City of Ontario Development Code and Planning Area 20 (Conventional Medium Lot 4-6 du/ac) of the Subarea 29 Specific Plan, including standards relative to the particular land use proposed (single-family residential), as-well-as building intensity, building and parking setbacks, building height, number of off-street parking and loading spaces, on-site and off-site landscaping, and fences, walls and obstructions. The site is physically suitable for the proposed development of 67 single-family homes. The related Tentative Tract Map 18065 (File No. PMTT06-011), which subdivided the land, was approved by the Planning Commission on January 23, 2007; and

(3) ***The proposed development will complement and/or improve upon the quality of existing development in the vicinity of the project and the minimum safeguards necessary to protect the public health, safety and general welfare have been required of the proposed project.*** The Development Advisory Board has required certain safeguards, and impose certain conditions of approval, which have been established to ensure that: [i] the purposes of the Subarea 29 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 Subarea 29 Specific Plan. The Development Plan will facilitate the construction of 67 single-family homes. The environmental impacts of this project were analyzed in an addendum to the Subarea 29 Specific Plan EIR (SCH# 2004011009), which was adopted by the City Council on April 21, 2015. All adopted mitigation measures of the related EIR shall be a condition of project approval and are incorporated herein by reference; and

(4) ***The proposed development is consistent with the development standards and design guidelines set forth in the Development Code, or applicable specific plan or planned unit development.*** The proposed Project has been reviewed for consistency with the general development

standards and guidelines of the Subarea 29 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 (single-family residential). As a result of this review, the Development Advisory Board has determined that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the development standards and guidelines described in the Subarea 29 Specific Plan.

SECTION 6: *Development Advisory Board Action.* Based on the findings and conclusions set forth in Sections 1 through 5, above, the DAB hereby recommends the Planning Commission APPROVES the Application subject to each and every condition set forth in the Department reports included as Attachment A of this Decision, and incorporated herein by this reference.

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

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

APPROVED AND ADOPTED this 18th day of November 2019.

Development Advisory Board Chairman

Exhibit A—AERIAL PHOTOGRAPH

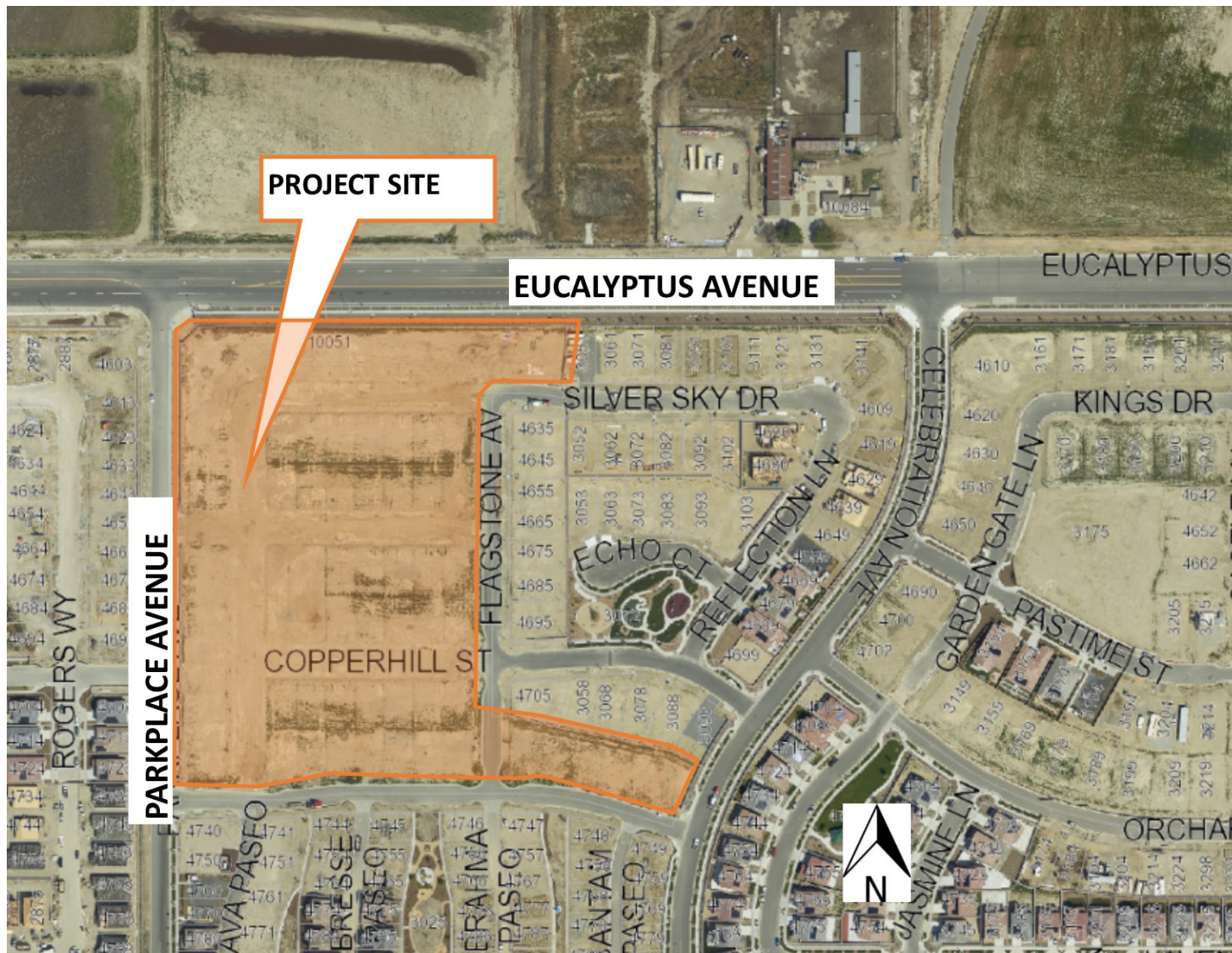


Exhibit B—SITE PLAN

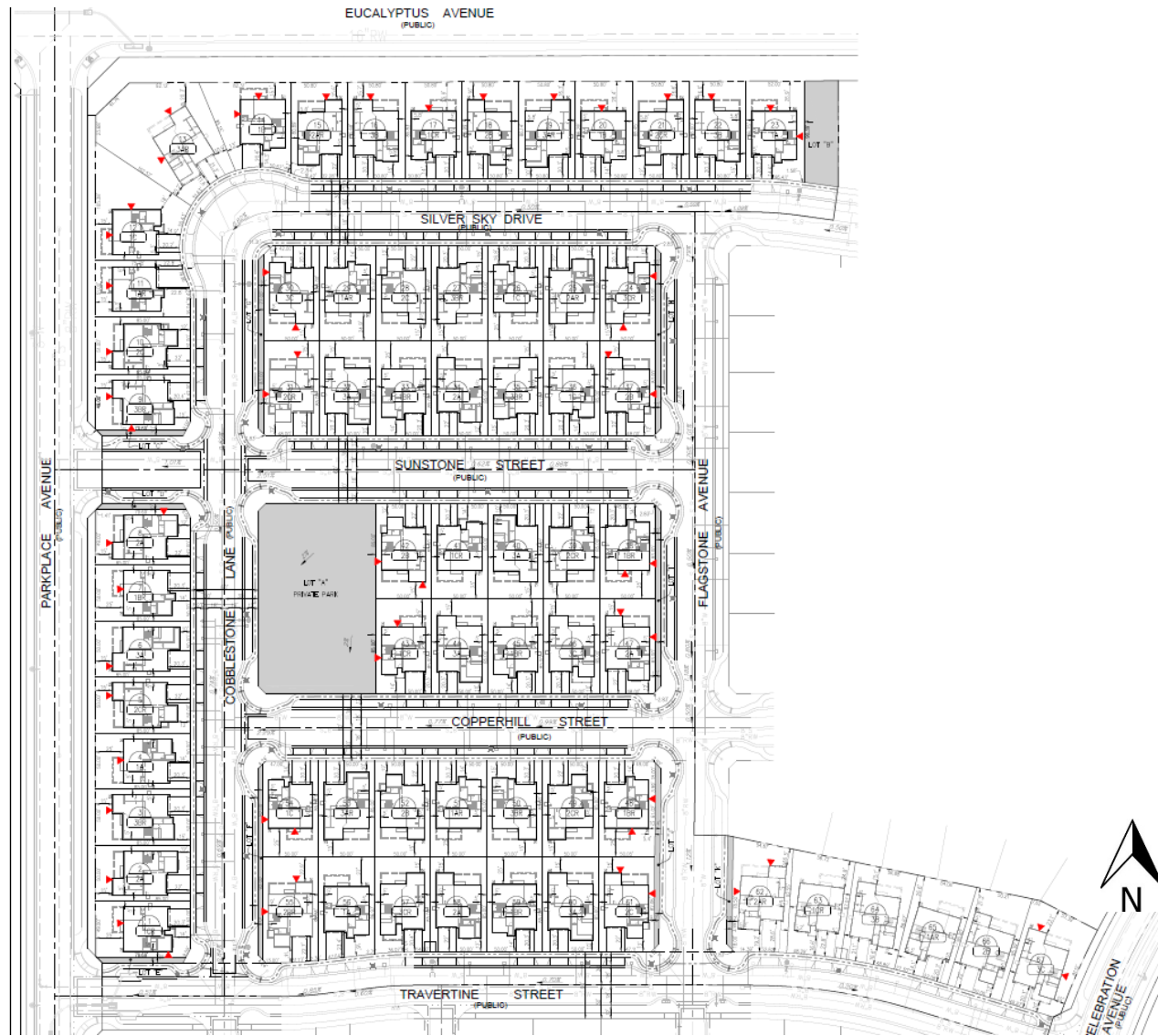


Exhibit C—EXTERIOR ELEVATIONS



© 2019 Kevin L. Crook Architect, Inc. Refer to landscape drawings for wall, tree, and shrub locations

"A" - SPANISH COLONIAL



© 2019 Kevin L. Crook Architect, Inc. Refer to landscape drawings for wall, tree, and shrub locations

"B" - COTTAGE



© 2019 Kevin L. Crook Architect, Inc. Refer to landscape drawings for wall, tree, and shrub locations

"C" - FARMHOUSE

PLAN 1

Exhibit C—EXTERIOR ELEVATIONS CONTINUED



© 2019 Kevin L. Crook, Architect, Inc. Refer to landscape drawings for wall, tree, and shrub locations

FRONT



RIGHT

**MATERIALS LEGEND
 (WHERE OCCURS)**

- | | |
|---------------------|--------------------------------|
| ROOF: | CONCRETE "S" TILE |
| FASCIA: | 2x6 WOOD |
| BARGE: | 2x6 WOOD |
| GABLE: | SIMULATED CLAY DETAIL |
| WALL: | STUCCO W/ 1/8"20 FINISH |
| WINDOWS: | VINYL WITH DIVIDED LITES |
| TRIM: | STUCCO OVER RIGID FOAM |
| ENTRY / PORCH TRIM: | STUCCO W/ SMOOTH TROWEL FINISH |
| SHUTTERS: | SIMULATED WOOD GRAIN |
| POTSHELF: | STUCCO W/ BRICK CAP |
| FRONT DOOR: | FIBERGLASS |
| GARAGE DOOR: | METAL SECTIONAL |
| ACCENT WINDOW: | W.I. DETAIL |
| WINDOW BOX: | SIMULATED WOOD |



REAR



LEFT

COLOR SCHEME 1
PLAN 1 "A"
 SPANISH COLONIAL ELEVATION

Exhibit C—EXTERIOR ELEVATIONS CONTINUED



RIGHT



REAR



REAR AT OPTIONAL CALIFORNIA ROOM

COLOR SCHEME 1
PLAN 1 "A"
SPANISH COLONIAL ENHANCED ELEVATION

Exhibit C—EXTERIOR ELEVATIONS CONTINUED



© 2019 Kevin L. Crook Architect, Inc. Refer to landscape drawings for wall, tree, and shrub locations

"A" - SPANISH COLONIAL



© 2019 Kevin L. Crook Architect, Inc. Refer to landscape drawings for wall, tree, and shrub locations

"B" - COTTAGE



© 2019 Kevin L. Crook Architect, Inc. Refer to landscape drawings for wall, tree, and shrub locations

"C" - FARMHOUSE

PLAN 2
FRONT ELEVATIONS



Exhibit C—EXTERIOR ELEVATIONS CONTINUED



© 2019 Kevin L. Crook Architect, Inc. Refer to landscape drawings for wall, tree, and shrub locations

FRONT



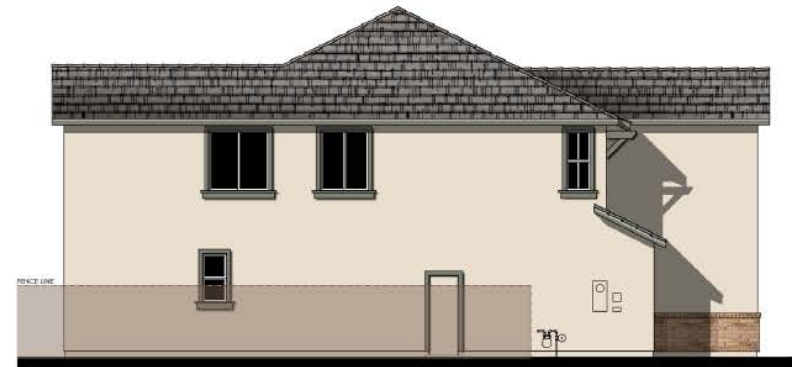
RIGHT

**MATERIALS LEGEND
 (WHERE OCCURS)**

- | | |
|-----------------|--------------------------------------|
| ROOF: | CONCRETE FLAT TILE |
| ROOF EXTENSION: | WOOD CORBEL/ KNEE BRACE |
| FASCIA: | 2x6 WOOD |
| BARGE: | 2x6 WOOD |
| GABLE: | LAP SIDING W/ SIMULATED WOOD CORBELS |
| WALL: | STUCCO W/ 16/20 FINISH, BRICK VENEER |
| WINDOWS: | VINYL WITH DIVIDED LITES |
| TRIM: | STUCCO OVER RIGID FOAM/ BRICK |
| ENTRY TRIM: | SIMULATED WOOD GRAIN |
| SHUTTERS: | SIMULATED WOOD GRAIN |
| POTSHELF: | WOOD |
| FRONT DOOR: | FIBERGLASS |
| GARAGE DOOR: | METAL SECTIONAL W/ BRICK HEADER |
| WINDOW BOX: | SIMULATED WOOD |



REAR



LEFT

COLOR SCHEME 5
PLAN 2 "B"
 COTTAGE ELEVATION



Exhibit C—EXTERIOR ELEVATIONS CONTINUED



© 2019 Kevin L. Crook Architect, Inc. Refer to landscape drawings for wall, tree, and shrub locations

"A" - SPANISH COLONIAL



© 2019 Kevin L. Crook Architect, Inc. Refer to landscape drawings for wall, tree, and shrub locations

"B" - COTTAGE



© 2019 Kevin L. Crook Architect, Inc. Refer to landscape drawings for wall, tree, and shrub locations

"C" - FARMHOUSE

**PLAN 3
FRONT ELEVATIONS**



Exhibit C—EXTERIOR ELEVATIONS CONTINUED



© 2019 Kevin L. Crook Architect, Inc. Refer to landscape drawings for wall, tree, and shrub locations

FRONT



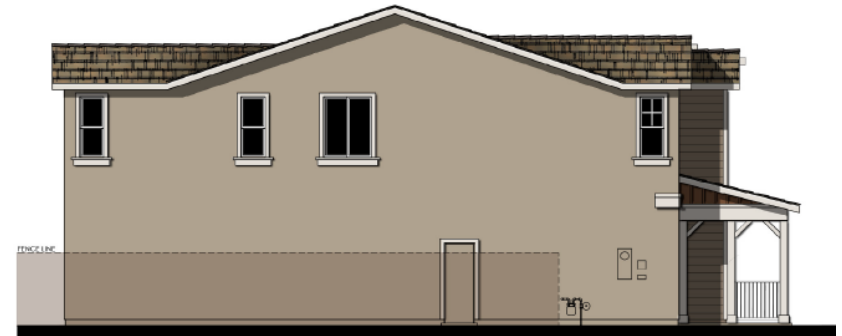
RIGHT

MATERIALS LEGEND
 (WHERE OCCURS)

- | | |
|--------------------|--|
| ROOF: | CONCRETE FLAT TILE |
| ROOF EXTENSION: | WOOD CORBEL/ KNEE BRACE |
| FASCIA: | 2x6 WOOD |
| BARGE: | 2x6 WOOD |
| GABLE: | BOARD AND BATTENS W/ SIMULATED WOOD CORBEL |
| WALL: | STUCCO W/ 1/6/20 FINISH, LAP SIDING |
| WINDOWS: | VINYL WITH DIVIDED LITES |
| TRIM: | STUCCO OVER RIGID FOAM |
| ENTRY/ PORCH TRIM: | SIMULATED WOOD GRAIN |
| SHUTTERS: | SIMULATED WOOD GRAIN |
| POTSHELF: | SIMULATED WOOD GRAIN |
| FRONT DOOR: | FIBERGLASS |
| GARAGE DOOR: | METAL SECTIONAL |
| PORCH: | WOOD POST, BEAM AND BRACE |



REAR



LEFT

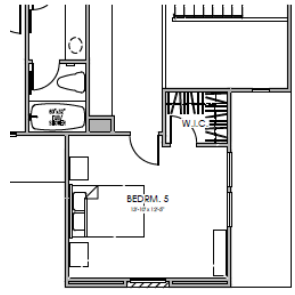
COLOR SCHEME 9
 PLAN 3 "C"
 FARMHOUSE ELEVATION



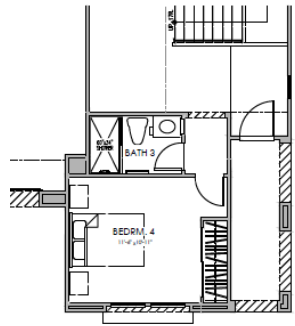
Exhibit D—LANDSCAPE PLAN AND TYPICAL PLOTTING



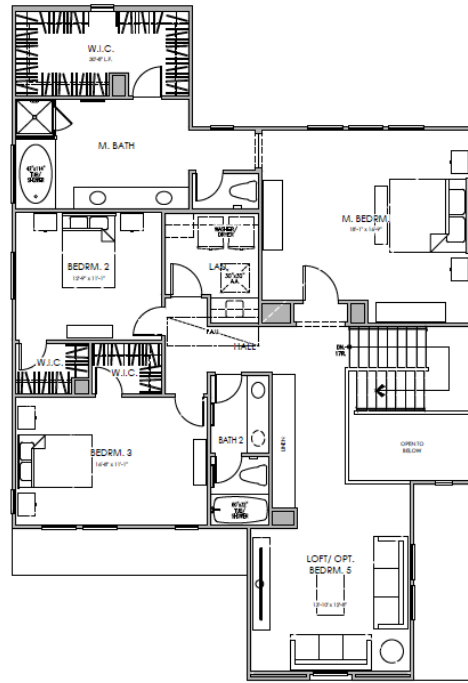
Exhibit E—SAMPLE FLOOR PLAN



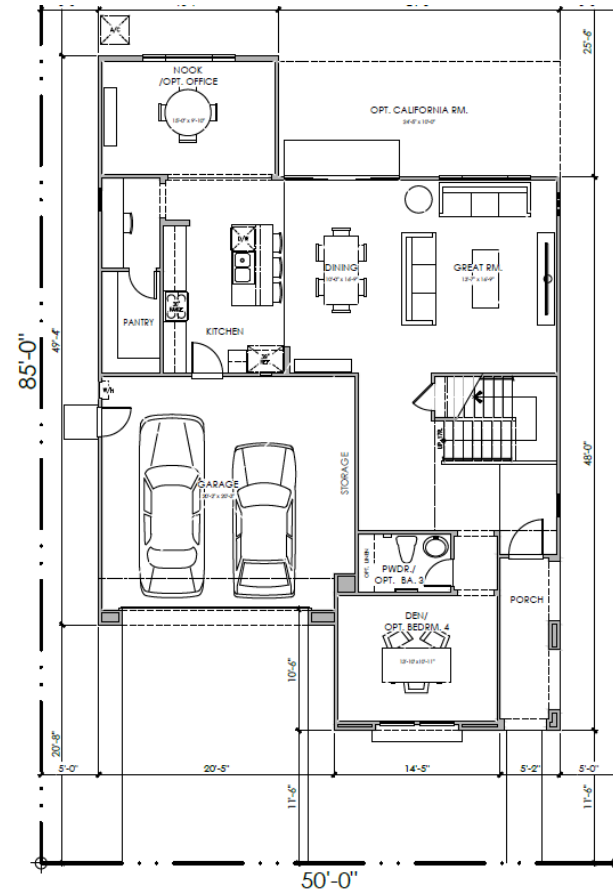
OPT. BEDRM. 5 AT LOFT



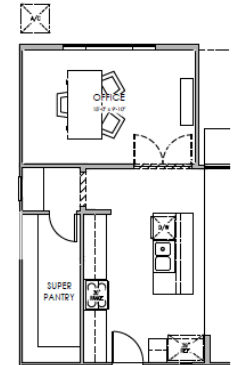
OPT. BEDRM. 4 AT DEN
 & OPT. BATH 3 AT PWDR.



SECOND FLOOR PLAN



FIRST FLOOR PLAN



OPT. OFFICE AT NOOK
 & SUPER PANTRY

**PLAN 2
 AREA TABULATION**

CONDITIONED SPACE	
FIRST FLOOR AREA	1,361 SQ. FT.
SECOND FLOOR AREA	1,573 SQ. FT.
TOTAL DWELLING	2,934 SQ. FT.
UNCONDITIONED SPACE	
GARAGE	450 SQ. FT.
PORCH "A"	75 SQ. FT.
PORCH "B"	34 SQ. FT.
PORCH "C"	34 SQ. FT.
OPT. CALIFORNIA RM.	244 SQ. FT.

PLAN 2 "A"

3 BEDROOM, 2.5 BATH, 2 CAR GARAGE, NOOK, DEN, LOFT, OPT. BEDROOM 4, OPT. BEDROOM 5, OPT. OFFICE, OPT. CALIFORNIA RM.



Exhibit F—PARK PLACE PARK OVERVIEW



Attachment A—Departmental Conditions of Approval

(Departmental conditions of approval follow this page)



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

*Planning Department
Land Development Division
Conditions of Approval*

Meeting Date: November 18, 2019
File No: PDEV19-039
Related Files: PMTT06-011 (TM 18065)

Project Description: A Development Plan to construct 67 conventional single-family homes on 11.24 acres of land located at the southeast corner of Eucalyptus Avenue and Parkplace Avenue, within the Conventional Medium Lot Residential district of Planning Area 20 of the Subarea 29 Specific Plan (APN: 0218-014-25); **submitted by Taylor Morrison of California, LLC.**

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

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

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

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.

(d) The development of this project shall conform to the City's Development Code and the regulations of the Subarea 29 Specific Plan.

(e) All applicable conditions of approval of the Subarea 29 Specific Plan (File No. PSP03-003) shall apply to this Development Plan.

(f) All applicable conditions of approval of the related TT18065 (File No. PMTT06-011) shall apply.

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.

(e) Each single-family dwelling/lot shall be provided with front yard landscaping and a permanent automatic irrigation in the front yard of each lot. At a minimum, a seeded turf lawn or appropriately-landscaped drought-tolerant plantings, appropriate shrubs and trees, and an automatic irrigation system shall be provided. Furthermore, a variety of typical landscape designs shall be provided for use on each lot within the subdivision.

(f) The owner or assigns of the project site shall be responsible for the maintenance of the project site in good condition, so as to present a healthy, neat, and orderly landscape area.

(g) Any removal of mature landscaping shall require the replacement of such with landscaping of similar size and maturity.

(h) Irrigation systems shall be constantly maintained to eliminate wastewater due to loss of heads, broken pipes or misadjusted nozzles.

2.4 Walls and Fences.

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

(b) Decorative 6-foot high masonry block walls shall be constructed at the following locations (per approved site plan):

(i) Rear and interior side property lines (walls not exposed to public view may be constructed of tan precision block); and

(ii) Side property line wall returns to the dwelling unit, with appropriate gates.

(c) Walls located within a required front yard setback shall be reduced to 3 feet in height. On any lots that front onto the park/paseos, front yard walls or hedgerows may not exceed a height of 3 feet from finished grade.

(d) All new and existing walls shall be provided with a decorative cap. The use of a mortar and/or metal flashing cap shall not be permitted.

(e) The height of a wall or fence shall be measured from 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.

(f) Prior to the issuance of a building permit, a Wall Plan shall be reviewed and approved by the Planning and Building Departments. The plans shall indicate materials, colors and height of proposed and existing walls/fences and shall include a cross-section of walls/fences indicating adjacent grades. Walls shall be designed as an integral part of the architecture for the development and shall be constructed of tilt-up concrete, brick, or split-face or slump block.

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) Each single-family home shall maintain a minimum 20' x 20' (clear area) two-car garage.

(c) No recreational vehicle storage (RV's) in front or corner side yards. No RV street parking for more than 72 hours.

(d) Driveway (aprons) shall be designed and constructed per City of Ontario Standards.

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

2.6 Site Lighting.

(a) Site lighting shall be reviewed and approved by the Planning and Police Departments prior to the issuance of building permits.

(b) Along pedestrian movement corridors such as parks and paseos, the use of low-mounted bollard light standards, which reinforce pedestrian scale, shall be used. Steps, ramps, and seatwalls shall be illuminated with built-in light fixtures.

2.7 Mechanical Equipment.

(a) All exterior mechanical, heating and air conditioning equipment, and all appurtenances thereto, shall be completely screened from public view and ground-mounted within the side or rear yard area.

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

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

2.9 Signs. All Project signage, such as entry monumentation, shall comply with the requirements of Ontario Development Code Division 8.1 (Sign Regulations) and the Subarea 29 Specific Plan.

(a) Off-Site Subdivision Signs:

(i) The City Council has authorized the Baldy View Chapter of the Building Industry Association to manage a standardized off-site directional sign program on a non-profit basis. The program uses uniform sign structures and individual identification and directional signs for residential development. **No other off-site signage is authorized.** (For additional information, contact the Baldy View Chapter BIA at (909) 945-1884.)

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

2.11 Architectural Treatment.

(a) Exterior building elevations showing wall materials, roof types, exterior colors and decorative materials, and appropriate vertical dimensions shall be included in the development construction drawings.

(b) Front elevation (wainscot, trim, siding, veneer) materials shall wrap around to the left and right elevations and terminate at a logical and appropriate point (return wall or inside corner, as applicable).

(c) Cultured, precast, or fabricated stone products shall be constructed of an integral color material.

2.12 Graffiti Removal.

(a) Owners to remove graffiti. Conditions, covenants and restrictions, or separate covenants recorded against individual lots, prior to resale of same, which covenants shall run with the land and shall be for the benefit of the City, in a form satisfactory to the City, that the owner of the lots shall remove any graffiti placed thereon within 7 days after notice thereof.

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

(a) CC&Rs shall be prepared for the Project in conjunction with the Final Map 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.

2.14 Disclosure Statements.

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

(i) This tract is subject to noise from the Ontario International Airport and may be more severely impacted in the future.

(ii) Some of the property adjacent to this tract is zoned for agricultural uses and there could be fly, odor, or related problems due to the proximity of animals.

(iii) The area south of Riverside Drive lies within the San Bernardino County Agricultural Preserve. Dairies currently existing in that area are likely to remain for the foreseeable future.

(iv) This tract is part of a Landscape Maintenance District. The homeowner(s) will be assessed through their property taxes for the continuing maintenance of the district.

2.15 Environmental Review.

(a) The environmental impacts of this project were previously reviewed in conjunction with File No. PSP03-003, the Subarea 29 Specific Plan, for which an Environmental Impact Report (SCH#2004011009) was previously adopted by the City Council on November 7, 2006. This application introduces no new significant environmental impacts. The City's "Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" provide for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed. The previously adopted mitigation measures shall be 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.

2.16 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 may result in a 180-day extension to the statute of limitations for the filing of a CEQA lawsuit.

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

2.18 Additional Requirements.

(a) The pocket park and paseo shall be constructed prior to the issuance of the certificate of occupancy of the 34th home.

(b) The applicant shall contact the Ontario Post Office to determine the size and location of mailboxes for this project. The location of the mailboxes shall be submitted to the Planning Department for review and approval prior to the issuance of building permits.

(c) The applicant (Developer) shall be responsible for providing fiber to each home per City requirements and standards.

(d) Final architecture for the proposed project shall be reviewed and approved by the Planning Department in the construction document process prior to the issuance of building permits.



CITY OF ONTARIO MEMORANDUM

ENGINEERING DEPARTMENT CONDITIONS OF APPROVAL

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

DATE: October 29, 2019

PROJECT: PDEV19-039; Development Plan to construct 67 single-family homes (Lewis Homes) on 11.23 acres of land within Planning Area 20 of the Subarea 29 Specific Plan (Related File TM-18065)

APN: 0218-014-25

LOCATION: Eucalyptus and Parkplace Avenues (SEC)

PROJECT ENGINEER: Jesus Plasencia, Senior Associate Civil Engineer (909) 395-2128


PROJECT PLANNER: Alexis Vaughn, Assistant Planner (909) 395-2416

The following items are the Conditions of Approval for the subject project:

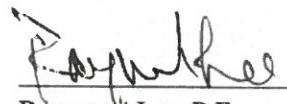
1. Project shall comply with the requirements as set forth in the Amendment to the Standard Conditions of Approval for New Development Projects adopted by the City Council (Resolution No. 2017-027) on April 18, 2017.
2. All the required improvements for this tract shall be subject to completion of the required public improvements including public utilities beyond the tract limits as specified in the Subarea 29 Specific Plan, the Development Agreement, and the Conditions of Approval for TTM-17821 and 18065.
3. The Applicant/Developer shall pay all applicable Development Impact Fees (DIF) to the Building Department.
4. The applicant/developer shall prepare a fully executed Subdivision Agreement (on City approved format and forms) with accompanying security as required.
5. The applicant/developer shall provide evidence of sufficient water availability equivalents (Certificate of Net MDD Availability) prior to final subdivision map approval.
6. 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

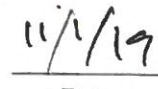
may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658.

7. 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>.
8. Pedestrian access to Parkplace and/or Celebration Avenue shall be provided for occupied homes throughout the duration of project construction.
9. 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. Refer to the City's Fiber Optic Master Plan for design and layout guidelines. Submit a Fiber Optic Plan for City review and approval. Contact the Information Technology Department at (909) 395-2000, regarding this requirement.
10. As part of the submittal package with the precise grading plans, provide a Utilities Systems Map that shows all existing and proposed Utilities (Potable Water, Recycled Water, Sewer, Storm Drain, and other utilities) including each of the City's public utilities' points of connection to the existing systems. See attached "Utilities Systems Map Requirements" document for details and requirements.
11. Provide a Solid Waste Handling Plan (SWHP) Sheet that complies with the "Solid Waste Handling Plan Requirements" as part of the submittal package with the precise grading plans (see attachment).


Bryan Lirley, P.E.
Principal Engineer


10/31/19
Date


Raymond Lee, P.E.
Assistant City Engineer


11/1/19
Date



SOLID WASTE HANDLING PLAN (SWHP) REQUIREMENTS:

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

1. **SWHP Content and Format:** The Solid Waste Handling Plan shall demonstrate compliance with the Services Standards in the City's Solid Waste Planning Manual (available online at: <http://www.ontarioca.gov/government-departments-municipal-utilities-company/integrated-waste>) and shall contain, at a minimum, the following elements:
 - a. A statement identifying the Service Requirements being used (e.g. Single Family Detached with automated cans, Multi-family/ Commercial/Industrial with bins and enclosures, etc.) and describing the solid waste handling operation (*for instance, will there be scouting services, etc.*).
 - b. A table utilizing the metrics on Page 8 of the Planning Manual and calculating the volume (gallons or cubic yards), quantity, and service schedule for each type of can and bin required for each Service Category (refuse, recycled, etc.).
 - c. An Engineering Site Plan drawn to scale that shows:
 - i. Minimum plan scale of scale of 1:100. Larger scales are preferred and should be scaled to fill the sheet and show as much detail as clearly as possible on one sheet; multiple sheets may be used if entire project area cannot fit on one sheet at 1:100 scale.
 - ii. A detail of the Solid Waste Vehicle with dimensions and annotation that states the minimum turning radii and path of travel widths actually being used on the plan.
 - iii. The Solid Waste Vehicle turning movements and paths of travel in each direction of travel and at all intersections. All paths of travel shall be 15 feet wide minimum.
 - iv. All parking stalls and parallel parking spaces along all streets, alleys, or aisles.
 - v. All proposed curbs and areas designated and striped/signed as "No Parking".
 - vi. All proposed trash enclosures and the ADA paths of travel from the buildings.
 - vii. A detail for each enclosure footprint delineating the number and size of the bins in order to demonstrate that the enclosure is adequately sized and oriented, if enclosures and bins are proposed.
 - viii. All proposed locations of automated cans shown as a 26-inch by 26-inch can pad with 20-inches between can pads and 40-inches between can pads and Parking spaces, mailboxes and other obstructions (Can Collection Area). Can Collection Areas shall be located along designated paths of travel and cannot be located along dead end alleys, motor courts, driveways, or private streets; use multi-family standards for enclosures in these cases.
2. **Can Collection Area (CCA) Locations:** If CCAs are being proposed in lieu of bin enclosures for residential units located along dead end alleys, motor courts, driveways, or private streets, then the SWHP shall comply with the following requirements:
 - a. CCAs cannot conflict or compete with potential parking areas. Proposed CCAs must be designated as "no parking" at all times with appropriate striping and signage.
 - b. Each residential unit must have a designated CCA and each CCA must delineated with markings so that its location and the unit it is designated for are easily identifiable.
 - c. Solid Waste Handling Plan shall include a detail showing how the CCAs will be delineated and identifiable.



3. **Private Third Party Hauler:** If any Solid Waste Collections are going to be provided by a private third party hauler, include on the SWHP:
 - a. A statement describing the service.
 - b. The names, contact information, and City of Ontario Commercial Recycler Collection Permit numbers of all private third party haulers. Note: all private third party organics and recycling haulers must be formally approved and permitted by the City of Ontario and meet City Code requirements, otherwise the City must provide the collection services. If the third party haulers do not have a City of Ontario Commercial Recycler Collection Permit, state if the third party hauler is charging a fee for service.
 - c. Show & label staging and collection areas for private third party haulers.



UTILITIES SYSTEMS MAP (USM) REQUIREMENTS:

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

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



- ii. For public water mains in all phases, dead-end water lines (temporary or permanent) are limited to serving 28 dwelling units or a maximum of 600 linear feet, whichever comes first. Otherwise a looped water system with at least two (2) points of connection to the primary public system is required.

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



CITY OF ONTARIO

MEMORANDUM

TO: Henry Noh, Senior Planner
Planning Department

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

DATE: July 17, 2019

SUBJECT: PDEV19-039 - A Development plan to construct 67 single-family homes (Lewis Homes), on 11.23 acres of vacant land, located at the southeast corner of Eucalyptus & Park Place Ave, within Planning Area 20 of Subarea 29 Specific Plan. RELATED FILE: Previously Approved Tract Map No. 18065

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

SITE AND BUILDING FEATURES:

- A. 2016 CBC Type of Construction: Type V
- B. Type of Roof Materials: Ordinary
- C. Ground Floor Area(s): Varies, approximate 1,500 Sq. Ft.
- D. Number of Stories: 2
- E. Total Square Footage: Varies, approximate 3,000 Sq. Ft.
- F. 2016 CBC Occupancy Classification(s): Residential

CONDITIONS OF APPROVAL:

1.0 GENERAL

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

2.0 FIRE DEPARTMENT ACCESS

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

3.0 WATER SUPPLY

- 3.1 The required fire flow per Fire Department standards, based on the 2016 California Fire Code, Appendix B, is 1500 gallons per minute (g.p.m.) for 2 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.
- 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.
- 3.4 The water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

4.0 FIRE PROTECTION SYSTEMS

- 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.
- 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard Choose an item.. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- 4.4 Wood frame buildings that are to be sprinkled shall have these systems in service (but not necessarily finalized) before the building is enclosed.

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.

- ☒ 5.5 All residential chimneys shall be equipped with an approved spark arrester meeting the requirements of the California Building Code.



CITY OF ONTARIO

MEMORANDUM

TO: Henry Noh, Senior Planner

FROM: Officer Emily Hernandez, Police Department

DATE: July 22, 2019

SUBJECT: PDEV19-039 – A DEVELOPMENT PLAN TO CONSTRUCT 67 SINGLE-FAMILY HOMES LOACTED AT THE SOUTHEAST CORNER OR EUCALYPTUS AND PARK PLACE AVENUE.

The “Standard Conditions of Approval” contained in Resolution No. 2017-027 for “Ontario Ranch Projects” 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. Photometrics shall be provided to the Police Department. Photometrics shall include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting.
- The Applicant shall comply with all construction site security requirements as stated in the Standard Conditions. This includes the provisions for perimeter lighting, site lighting, fencing and/or uniformed security.

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

CITY OF ONTARIO

MEMORANDUM

TO: PLANNING DEPARTMENT, Henry Noh
FROM: BUILDING DEPARTMENT, Kevin Shear
DATE: July 08, 2019
SUBJECT: PDEV19-039

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

Conditions of Approval

1. Standard Conditions of Approval apply.

KS:lr



CITY OF ONTARIO

MEMORANDUM

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

FROM: Henry Noh, Senior Planner

DATE: September 30, 2019

SUBJECT: FILE #: PDEV19-039

Finance Acct#:

The following project has been resubmitted for review. Please send one (1) copy and email one (1) copy of your DAB report to the Planning Department by **Monday, October 14, 2019**.

PROJECT DESCRIPTION: A Development plan to construct 67 single-family homes (Lewis Homes) on 11.23 acres of land located at the southeast corner of Eucalyptus and Park Place Avenues, within Planning Area 20 of the Subarea 29 Specific Plan (APN: 0218-014-25). Related File: TT 18065.

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

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

The plan does not adequately address the departmental concerns.

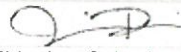
- The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.

Landscape Planning Division
Department Signature Title Date
10/24/19

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

PRELIMINARY PLAN CORRECTIONS

Sign Off


 Jamie Richardson, Sr. Landscape Planner

10/24/2019
 Date

Reviewer's Name:
Jamie Richardson, Sr. Landscape Planner

Phone:
(909) 395-2615

D.A.B. File No.:
 PDEV18-036

Case Planner:
 Henry Noh

Project Name and Location:
 Subarea 29 – Park Place PA20 Mariposa
 Tract 18065

Applicant/Representative:
 Taylor Morrison – Yvonne Benschop
 100 Spectrum Center Drive, Suite 1450
 Irvine CA 92618

<input checked="" type="checkbox"/>	A Preliminary Landscape Plan (dated 09/30/2019) meets the Standard Conditions for New Development and has been approved with the consideration that the following conditions below be met upon submittal of the landscape construction documents.
<input type="checkbox"/>	A Preliminary Landscape Plan (dated) has not been approved. Corrections noted below are required prior to Preliminary Landscape Plan approval.

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

CIVIL/SITE PLANS

1. Storm water infiltration devices located in landscape areas shall be reviewed and plans approved by the Landscape Planning Division prior to permit issuance. Any storm water devices in parkway areas shall not displace street trees.
2. Show transformers set back 5' from paving all sides. Coordinate with landscape plans.
3. Show backflow devices set back 4' from paving all sides. Locate on level grade.
4. Provide a utility clear space 8' wide in parkways 30' apart for street trees. Move water meters, drain lines, light standards to the utility minimum spacing and show utility lines at the edges of the parkway, toward the driveway apron, to allow space for street trees.
5. Note for compaction to be no greater than 85% at landscape areas. All finished grades at 1 1/2" below finished surfaces. Slopes to be maximum 3:1.
6. Typical lot drainage shall include a catch basin with gravel sump below each before exiting property, if no other water quality infiltration is provided.
7. Note and show on plans: all AC units shall be located in residential side yards, opposite the main back yard access path with gate, or a second gate and solid surface path on the opposite side shall be added for access.
8. Provide concrete or other solid surface walkway from driveway to side yard gate for entry and trash bin access.
9. Add Note to Grading and Landscape Plans: Landscape areas where compaction has occurred due to grading activities and where trees or storm water infiltration areas are located shall be loosened by soil fracturing. For trees a 12'x12'x18" deep area; for storm water infiltration the entire area shall be loosened. Add the following information on the plans: The back hoe 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 back hoe 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

10. Locate light standards, fire hydrants, water and sewer lines to not conflict with required tree locations. Coordinate civil plans with landscape plans
11. Show all utilities on the landscape plans. Coordinate so utilities are clear of tree locations.
12. Note on plans: for compaction to be no greater than 85% at landscape areas. All finished grades at 1 ½” below finished surfaces. Slopes to be maximum 3:1.
13. Overhead spray systems shall be designed for plant material less than the height of the spray head.
14. Replace invasive, high water using, short lived, high maintenance or poor performing plants: Many of the plants listed on the plant schedule are appropriate for shade conditions, well-draining soils, hard to maintain and/or are not long lived evergreen shrubs and groundcovers; Arctostaphylos, Asparagus d, Myers. Remove disease prone trees such as Eriobotrya and Pyrus from Tree Legend. Replace Magnolia g. ‘St. Mary’ and x ‘Soilangiana’.
15. Show 8’ diameter of mulch only at new trees, 12’ min. at existing trees. Detail irrigation dripline outside of mulched root zone.
16. Designer or developer to provide agronomical soil testing and include report on landscape construction plans. For phased projects, a new report is required for each phase or a minimum of every 6 homes in residential developments.
17. Show concrete mowstrips to identify property lines along open areas or to separate ownership or between maintenance areas.
18. Typical lot drainage shall include a catch basin with gravel sump below each before exiting property, if no other water quality infiltration is provided.
19. Residential projects shall include a stub-out for future back yard irrigation systems with anti-siphon valves. All single family and multi-family residential front yards shall have landscape and irrigation.
20. Residential projects shall include a 30” wide solid surface walkway (concrete, pavers, etc.) on at least one side to access the back yard and to move equipment or trash receptacles.
21. Show minimum on-site tree sizes per the Landscape Development standards, see the Landscape Planning website. 5% 48” box, 10% 36 box, 30% 24” box, 55% 15 gallon.
22. Show 25% of trees as California native (Platanus racemosa, Quercus agrifolia, Quercus wislizenii, Quercus douglasii, Cercis occidentalis etc.) in appropriate locations.
23. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
24. Provide phasing map for multi-phase projects.
25. After a project’s entitlement approval, the applicant shall pay all applicable fees for landscape plan check and inspections at a rate established by resolution of the City Council. Fees are:

Plan Check—5 or more acres.....	\$2,326.00
Inspection—Construction (up to 3 inspections per phase).....	\$278.00
Total.....	\$2,604.00
Inspection—Field – any additional.....	\$83.00

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



Project File No.: PDEV19-039
 Address: SEC Eucalyptus Avenue & Park Place Avenue
 APN: 0218-014-25
 Existing Land Use: Vacant, mass graded
 Proposed Land Use: Development Plan to construct 67 Single Family Homes
 Site Acreage: 11.23 Proposed Structure Height: 30 ft
 ONT-IAC Project Review: N/A
 Airport Influence Area: ONT & Chino

Reviewed By: Lorena Mejia
 Contact Info: 909-395-2276
 Project Planner: Henry Noh
 Date: 11/6/19
 CD No.: 2019-056
 PALU No.: n/a

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

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

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

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

Allowable Height: 200 FT +

CONSISTENCY DETERMINATION

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

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

Real Estate Transaction Disclosure Required

Airport Planner Signature: _____



Development Advisory Board Decision

November 18, 2019

DECISION NO.: DAB Decision No.

FILE NO.: PMTT19-007

DESCRIPTION: A Tentative Parcel Map (PM 19970) to subdivide 0.71-acre of land into three traditional single-family residential lots located at 1919 South Cypress Avenue, within the LDR-5 (Low Density Residential - 2.1 to 5.0 DUs/Acre) zoning district (APN: 1050-331-24); **submitted by Mark Raab.**

Part I—BACKGROUND & ANALYSIS

MARK RAAB, (herein after referred to as “Applicant”) has filed an application requesting Tentative Parcel Map approval, File No. PMTT19-007, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

(1) **Project Setting:** The project site is comprised of 0.71-acre of land located at 1919 South Cypress Avenue and is depicted in Exhibit A: Aerial Photograph, attached. The site is comprised of a single through-lot, having access to both Cypress Avenue and Manzanita Court. Existing land uses, General Plan and zoning designations, and specific plan land uses on and surrounding the project site are as follows:

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
<i>Site:</i>	Single Family Residential Home	LDR (Low Density Residential)	LDR5 (Low Density Residential – 2.1 to 5.0 DU/Acre)	N/A
<i>North:</i>	Single Family Residential Homes	LDR (Low Density Residential)	LDR5 (Low Density Residential – 2.1 to 5.0 DU/Acre)	N/A
<i>South:</i>	Single Family Residential Homes	LDR (Low Density Residential)	LDR5 (Low Density Residential – 2.1 to 5.0 DU/Acre)	N/A
<i>East:</i>	Single Family Residential Homes	LDR (Low-Density Residential)	LDR5 (Low Density Residential – 2.1 to 5.0 DU/Acre)	N/A
<i>West:</i>	Ontario High School	PS (Public School)	Civic (Civic)	N/A

(2) **Project Description:** The Applicant is requesting approval of a Tentative Parcel Map (PM 19970) to subdivide 0.71-acre of land into three parcels. The proposed subdivision will facilitate the future development of single-family dwellings on Parcels 2 and 3. Parcel 1 is developed with an existing 2,100-square foot, single-family dwelling that will remain as part of the site improvements (see Exhibit B – Project Location Map).

Street access to Parcels 1 and 2 will be provided from Cypress Avenue by 10-foot wide driveways. Street access to Parcel 3 will be provided from Manzanita Court by a 10-foot wide driveway (see Exhibit D—Conceptual Site Plan and Exhibit C—Tentative Parcel Map No. 19970). Frontage improvements along

Cypress Avenue will include the removal and replacement of existing curb and gutter, construction of new drive approaches, replacement of damaged sidewalk panels, and the installation of a new fire hydrant. The frontage improvements along Manzanita Court will include a new drive approach, removal and replacement of damaged sidewalk panels, and new street trees and landscaping within the parkway area.

Consistent with minimum Development Code requirements, the new lots will range in size from 9,240 to 11,040 square feet (minimum 7,200 square feet is required), with lot widths ranging from 66 to 96 feet (minimum 60 feet is required). Additionally, each lot will have an average lot depth of approximately 130 feet (minimum 75 feet is required).

The existing house on Parcel 1 will remain and all newly created parcels (Parcel 1, 2 & 3) comply with all required setbacks and off-street parking requirements. The applicant is proposing to build new single-family homes and detached Accessory Dwelling Units (ADUs) on Parcels 2 and 3 (see Exhibit D—Conceptual Site Plan). The development of the new single-family homes and related ADUs will require separate approval through the City's Building Department plan check process. During the plan check process, staff will work with the applicant to ensure that the architecture and design of the new homes will be consistent with the requirements of the Ontario Development Code and compatible with the surrounding neighborhood.

Part II—RECITALS

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA"); and

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

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Development Advisory Board ("DAB") the responsibility and authority to review and 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 ("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 November 18, 2019, the DAB of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

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

Part III—THE DECISION

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

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

(1) The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15315 (Class 15, Minor Land Divisions) of the CEQA Guidelines, which consists of the division of property in urbanized areas zoned for residential, commercial, or industrial use into four or fewer parcels when the division is in conformance with the General Plan and zoning, no variance or exceptions are required, all services and access to the proposed parcels to local standards are available, the parcel was not involved in a division of a larger parcel within 2 years, and the parcel does not have an average slope greater than 20 percent.

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

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

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

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

SECTION 4: Concluding Facts and Reasons. Based upon the substantial evidence presented to the DAB during the above-referenced hearing and upon the specific findings set forth in Sections 1 through 4, above, the DAB hereby concludes as follows:

(1) **The proposed Tentative Parcel Map is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, and applicable area and specific plans, and planned unit developments.** The proposed Tentative Parcel Map is located within the LDR (Low Density Residential) land use district of the Policy Plan Land Use Map, and the LDR-5 (Low Density Residential – 2.1 to 5.0 DU/Acre) 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 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 LU1). Furthermore, the project will promote the City’s policy to “incorporate a variety of land uses and building types that contribute to 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 LU1-6 Complete Community).

(2) **The design or improvement of the proposed Tentative Parcel Map is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, and applicable specific plans and planned unit developments.** The proposed Tentative Parcel Map is located within the LDR (Low Density Residential) land use district of the Policy Plan Land Use Map, and the LDR-5 (Low Density Residential – 2.1 to 5.0 DU/Acre) 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 contribute to providing “[a] high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct” (Goal CD2). Furthermore, the project will further the City’s policy to “create distinct residential neighborhoods that are functional, have a sense of community, emphasize livability and social interaction, and are uniquely identifiable places through such elements as:

- Variable setbacks and parcel sizes to accommodate a diversity of housing types
- 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
- Landscaped parkways, with sidewalks separated from the curb.” (Policy CD2-2 Neighborhood Design)

(3) **The site is physically suitable for the type of development proposed.** The project site meets the minimum lot area and dimensions of the LDR-5 (Low Density Residential – 2.1 to 5.0 DU/Acre) zoning district, and is physically suitable for the type of residential development proposed in terms of zoning, land use and development activity proposed, and existing and proposed site conditions. The minimum lot size for each parcel is 7,200 square feet and the project is proposing three lots ranging from 9,240 to 11,040 square feet, which exceeds the minimum lot size requirements.

(4) **The site is physically suitable for the density/intensity of development proposed.** The project site is proposed for residential development at a density of 4.2 DUs/acre. The project site meets the minimum lot area and dimensions of the LDR-5 (Low Density Residential – 2.1 to 5.0 DU/Acre) zoning district and is physically suitable for the proposed density and intensity of development. The minimum lot size for each parcel is 7,200 square feet and the project is proposing three lots ranging from 9,240 to 11,040 square feet, which exceeds the minimum lot size requirements.

(5) **The design of the subdivision or the proposed improvements thereon, are not likely to cause substantial environmental damage, or substantially and avoidably injure fish or wildlife, or**

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

(6) **The design of the subdivision, or the type of improvements thereon, are not likely to cause serious public health problems.** The design of the proposed subdivision, and the overall 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. In addition, there are no known stationary commercial or industrial land uses within close proximity to the subject site that use/store hazardous materials to the extent that they would pose a significant hazard to visitors or occupants to the project site.

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

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

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

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

APPROVED AND ADOPTED this 18th day of November 2019.

Development Advisory Board Chairman

Exhibit A—AERIAL PHOTOGRAPH



Exhibit B—PROJECT LOCATION MAP



Exhibit C—TENTATIVE PARCEL MAP NO. 19970

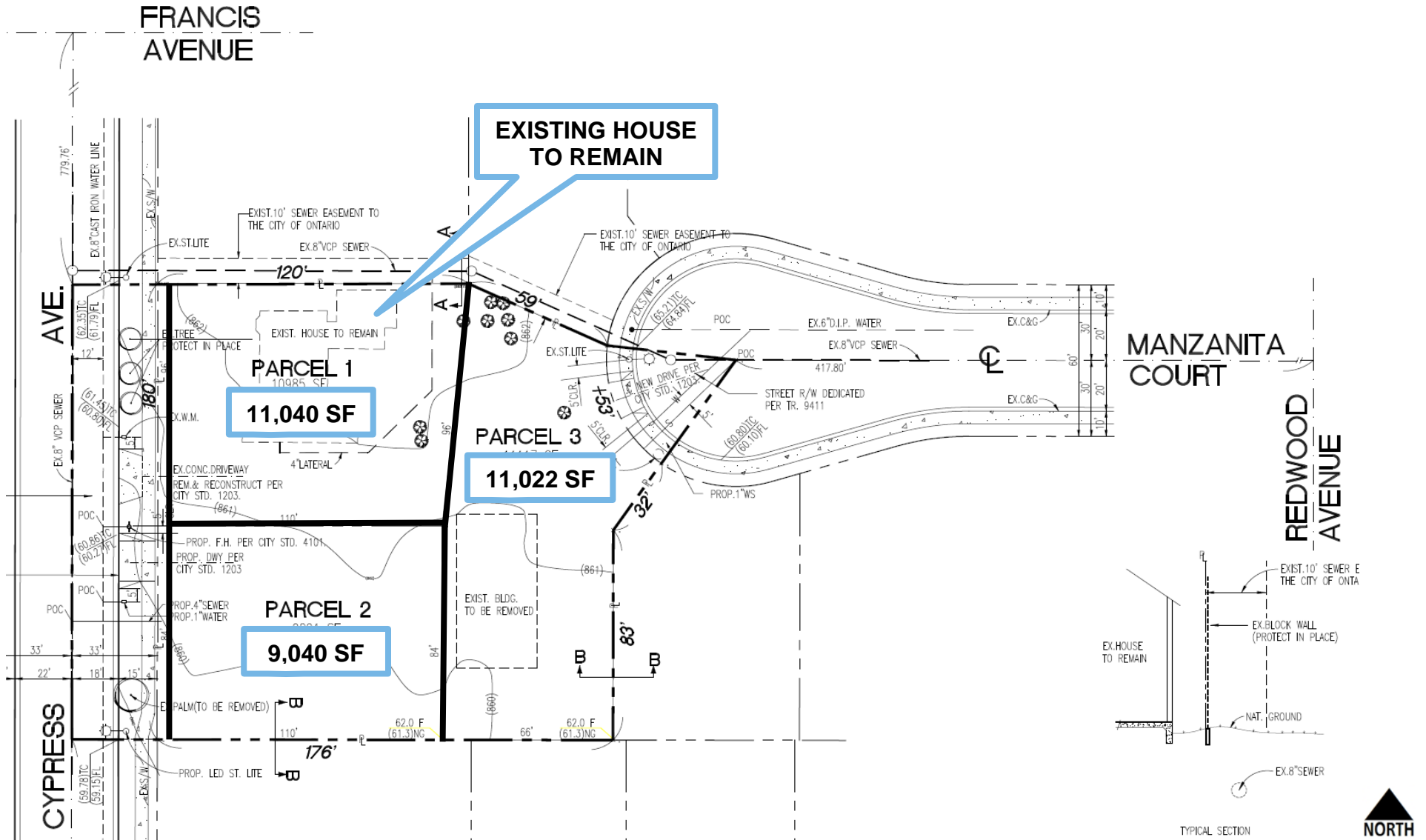
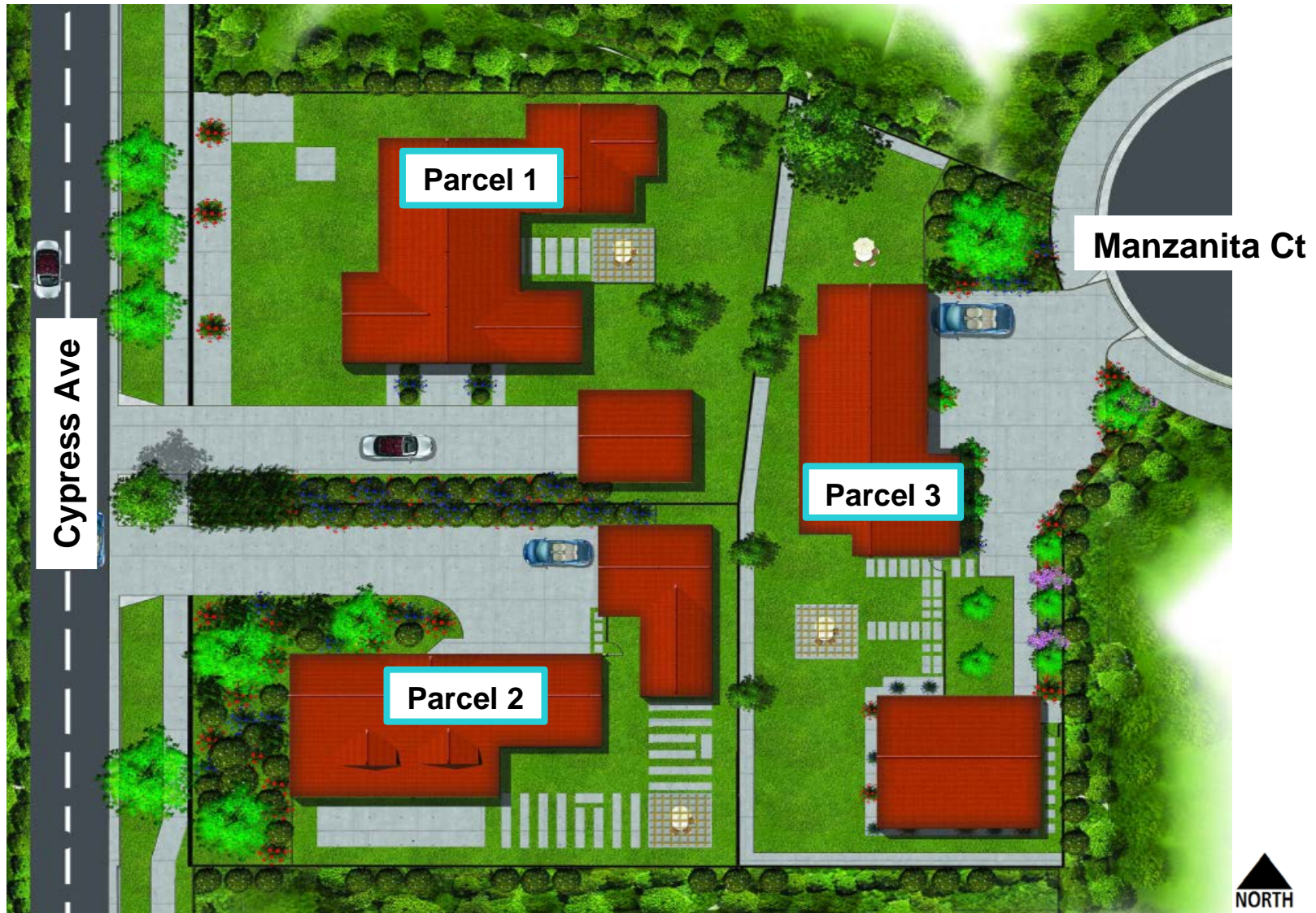


Exhibit D—CONCEPTUAL SITE PLAN



Attachment A—Departmental Conditions of Approval

(Departmental conditions of approval follow this page)



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

*Planning Department
Land Development Division
Conditions of Approval*

Meeting Date: November 18, 2019

File No: PMTT19-007

Related Files: None

Project Description: A Tentative Parcel Map (TPM 19970) to subdivide 0.71 acres of land into three traditional single-family residential lots located at 1919 South Cypress Avenue, within the LDR-5 (Low Density Residential - 2.1 to 5.0 DUs/Acre) zoning district (APN: 1050-331-24); **submitted by Mark Raab.**

Prepared By: Denny D. Chen, Associate Planner
Phone: 909.395.2424 (direct)
Email: dchen@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.

1.1 Time Limits

(a) Tentative Parcel Map (TPM 19970) approval shall become null and void 2 years following the effective date of application approval, unless the final 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.

1.2 Subdivision Map

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

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

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

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

(a) 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.

(b) 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.

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

1.5 Disclosure Statements

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

(i) This tract is subject to noise from the Ontario International Airport and may be more severely impacted in the future.

1.6 Environmental Review

(a) The proposed project is categorically exempt from the requirements of the California Environmental Quality Act of 1970 (CEQA), as amended, and the Guidelines promulgated thereunder, pursuant to Section 15315 (Class 15, In-Fill Development Projects) of the of the CEQA Guidelines, which consists of division of property in urbanized areas zoned for residential, commercial, or industrial use into four or fewer parcels when the division is in conformance with the General Plan and zoning, no variance or exceptions are required, all services and access to the proposed parcels to local standards are available, the parcel was not involved in a division of a larger parcel within 2 years, and the parcel does not have an average slope greater than 20 percent.

(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.

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

1.8 Additional Fees

(a) Within 5 days following final application approval, the Notice of Determination (NOD) filing fee of \$50.00 dollars shall be provided to the Planning Department. The fee shall be paid by check, made payable to the "Clerk of the Board of Supervisors", which shall be forwarded to the San

Bernardino County Clerk of the Board of Supervisors, along with all applicable environmental forms/notices, pursuant to the requirements of the California Environmental Quality Act (CEQA). Failure to provide said fee within the time specified may result in a 180-day extension to the statute of limitations for the filing of a CEQA lawsuit.

1.9 Additional Requirements

(a) The existing block wall along the east side of the project site, fronting Manzanita Court, shall be removed prior to construction of Parcel 3 in order to allow for vehicular access into the property.

(b) The development of new single homes on Parcels 2 and 3 shall require separate approvals through the City's building plan check process. During the plan check process, the applicant shall work with Planning staff to ensure that the site plan and building architecture meets the minimum Residential Development Standards & requirements of the Ontario Development Code.

(c) Add missing trees and replace any dead landscaping along the parkway and along the front setback of the existing house on Parcel 1. The existing chain link fence on Parcel 1 must be removed and shall be replaced with a decorative wrought iron fence or something similar.

(d) Building Plans for the proposed (20'x20') detached two-car garage shall be submitted to the Building & Safety Department and constructed on Parcel 1 prior to the recordation of the Final Parcel Map (PM 19970) and prior to the construction of the homes on Parcels 2 and 3.



**ENGINEERING DEPARTMENT
CONDITIONS OF APPROVAL**

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

<input type="checkbox"/> DEVELOPMENT PLAN <input type="checkbox"/> OTHER	<input checked="" type="checkbox"/> PARCEL MAP	<input type="checkbox"/> TRACT MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES
PROJECT FILE NO. <u>PM-19970</u> RELATED FILE NO(S). <u>PMTT19-007</u>		
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__		

CITY PROJECT ENGINEER & PHONE NO: Antonio Alejos (909) 395-2384

CITY PROJECT PLANNER & PHONE NO: Denny D. Chen (909) 395-2424

DAB MEETING DATE: November 18th, 2019

PROJECT NAME / DESCRIPTION: PM-19970, a Tentative Parcel Map to
subdivide 0.72 acres of land into three
(3) parcels.

LOCATION: 1919 South Cypress Avenue

APPLICANT: Henry C Mai

REVIEWED BY:  10/31/19
Bryan Lirley, P.E. Date

APPROVED BY:  11/13/19
Raymond Lee, P.E. Date
Sor



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

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

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

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



- 1.10 Provide a monument bond (i.e. cash deposit) in an amount calculated by the City's approved cost estimate spreadsheet (available for download on the City's website: www.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 three (3) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Management Services at (909) 395-2353 to initiate the CFD application process.
- 1.13 New Model Colony (NMC) Developments:
 - 1) Provide evidence of final cancellation of Williamson Act contracts associated with this tract, prior to approval of any final subdivision map. Cancellation of contracts shall have been approved by the City Council.
 - 2) Provide evidence of sufficient storm water capacity availability equivalents (Certificate of Storm Water Treatment Equivalents).
 - 3) Provide evidence of sufficient water availability equivalents (Certificate of Net MDD Availability).
- 1.14 Other conditions: _____

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

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

- 2.01 Record Parcel Map No. 19970 pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.
- 2.02 Submit a duplicate photo mylar of the recorded map to the City Engineer's office.
- 2.03 Note that the subject parcel is a recognized parcel in the City of Ontario per _____
- 2.04 Note that the subject parcel is an 'unrecognized' parcel in the City of Ontario and shall require a Certificate of Compliance to be processed unless a deed is provided confirming the existence of the parcel prior to the date of _____
- 2.05 Apply for a: Certificate of Compliance with a Record of Survey; Lot Line Adjustment
 - Make a Dedication of Easement.
- 2.06 Provide (original document) Covenants, Conditions and Restrictions (CC&R's), as applicable to the project, and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&R's shall provide for, but not be limited to, common ingress and egress, joint maintenance of all common access improvements, common facilities, parking areas, utilities and drive approaches in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project.



- 2.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com/>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658.
- 2.08 **Submit a soils/geology report.**
- 2.09 Other Agency Permit/Approval: Submit a copy of the approved permit and/or other form of approval of the project from the following agency or agencies:
- State of California Department of Transportation (Caltrans)
 - San Bernardino County Road Department (SBCRD)
 - San Bernardino County Flood Control District (SBCFCD)
 - Federal Emergency Management Agency (FEMA)
 - Cucamonga Valley Water District (CVWD) for sewer/water service
 - United States Army Corps of Engineers (USACE)
 - California Department of Fish & Game
 - Inland Empire Utilities Agency (IEUA)
 - Other: _____
- 2.10 Dedicate to the City of Ontario the right-of-way described below:
- _____ feet on _____
- Property line corner 'cut-back' required at the intersection of _____ and _____.
- 2.11 Dedicate to the City of Ontario the following easement(s): _____
- _____
- 2.12 New Model Colony (NMC) Developments:
- 1) Submit a copy of the permit from the San Bernardino County Health Department to the Engineering Department and the Ontario Municipal Utilities Company (OMUC) for the destruction/abandonment of the on-site water well. The well shall be destroyed/abandoned in accordance with the San Bernardino County Health Department guidelines.
 - 2) Make a formal request to the City of Ontario Engineering Department for the proposed temporary use of an existing agricultural water well for purposes other than agriculture, such as grading, dust control, etc. Upon approval, the Applicant shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by said agreement.
 - 3) Design proposed retaining walls to retain up to a maximum of three (3) feet of earth. In no case shall a wall exceed an overall height of nine (9) feet (i.e. maximum 6-foot high wall on top of a maximum 3-foot high retaining wall).
- 2.13 **Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein valued at 100% of the approved construction cost estimate. Security deposit shall be in accordance with the City of Ontario Municipal Code. Security deposit will be eligible for release, in accordance with City procedure, upon completion and acceptance of said public improvements.**



- 2.14 The applicant/developer shall submit all necessary survey documents prepared by a Licensed Surveyor registered in the State of California detailing all existing survey monuments in and around the project site. These documents are to be reviewed and approved by the City Survey Office.
- 2.15 **Pay all Development Impact Fees (DIF) to the Building Department. Final fee shall be determined based on the approved site plan.**
- 2.16 Other conditions: _____



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

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

Improvement	Cypress Av	Manzanita Ct	Street 3	Street 4
Curb and Gutter (see Sec. 2.F)	<input checked="" type="checkbox"/> Remove ex. curb and replace with new curb & gutter; 20-ft from C/L	<input type="checkbox"/> New; ___ ft. from C/L	<input type="checkbox"/> New; ___ ft. from C/L	<input type="checkbox"/> New; ___ ft. from C/L
AC Pavement	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement	<input type="checkbox"/> Replacement
PCC Pavement (Truck Route Only)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Drive Approach (see Sec. 2.F)	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> In-fill the ex. driveway approach no longer to be used	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Sidewalk	<input checked="" type="checkbox"/> Remove and replace damaged sidewalk panels	<input checked="" type="checkbox"/> Remove and replace damaged sidewalk panels	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
ADA Access Ramp	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Parkway	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)
Raised Landscaped Median	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Fire Hydrant (see Sec. 2.D)	<input checked="" type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation
Sewer (see Sec. 2.C)	<input checked="" type="checkbox"/> New lateral(s) w/ clean-outs behind PL	<input checked="" type="checkbox"/> New lateral w/ clean-out behind PL	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral



Water (see Sec. 2.D)	<input checked="" type="checkbox"/> New service(s) w/ water meter(s)	<input checked="" type="checkbox"/> New service w/ water meter	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
Recycled Water (see Sec. 2.E)	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
Traffic Signal System (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Traffic Signing and Striping (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Street Light (see Sec. 2.F)	<input checked="" type="checkbox"/> New	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation
Bus Stop Pad or Turn-out (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Storm Drain (see Sec. 2G)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
Fiber Optics (see Sec. 2K)	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances
Overhead Utilities	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate
Removal of Improvements	<input checked="" type="checkbox"/> Abandon existing services, laterals and other utilities no longer to be used	<input checked="" type="checkbox"/> Abandon existing services, laterals and other utilities no longer to be used	_____	_____
Other Improvements	_____	_____	_____	_____

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

- 2.18 Construct a 2" asphalt concrete (AC) grind and overlay on the following street(s): _____
- 2.19 Reconstruction of the full pavement structural section, per City of Ontario Standard Drawing number 1011, may be required based on the existing pavement condition and final street design. Minimum limits of reconstruction shall be along property frontage, from street centerline to curb/gutter.



- 2.20 Make arrangements with the Cucamonga Valley Water District (CVWD) to provide water service
 sewer service to the site. This property is within the area served by the CVWD and Applicant shall provide documentation to the City verifying that all required CVWD fees have been paid.
- 2.21 Overhead utilities shall be under-grounded, in accordance with Title 7 of the City's Municipal Code (Ordinance No. 2804 and 2892). Developer may pay in-lieu fee, approximately _____, for undergrounding of utilities in accordance with Section 7-7.303.e of the City's Municipal Code.
- 2.22 Other conditions: _____

C. SEWER

- 2.23 **An 8-inch sewer main is available for connection by this project in Cypress Avenue and Manzanita Court. [Ref: Sewer Drawing Number(s): S11924 and S11922]**
- 2.24 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.25 Submit documentation that shows expected peak loading values for modeling the impact of the subject project to the existing sewer system. The project site is within a deficient public sewer system area. Applicant shall be responsible for all costs associated with the preparation of the model. Based on the results of the analysis, Applicant may be required to mitigate the project impact to the deficient public sewer system, including, but not limited to, upgrading of existing sewer main(s), construction of new sewer main(s) or diversion of sewer discharge to another sewer.
- 2.26 **Other conditions:**
 - 1. The applicant/developer shall install the proposed sewer lateral on Cypress Avenue property frontage with a clean-out (behind the property line) and connect the lateral to the existing 8-inch public sewer main in Cypress Avenue per the latest City Design Guidelines/Standard Drawings.**
 - 2. The applicant/developer shall install the proposed sewer lateral on Manzanita Court property frontage with a clean-out (behind the property line) and connect the lateral to the existing 8-inch public sewer main in Manzanita Court per the latest City Design Guidelines/Standard Drawings.**

D. WATER

- 2.27 **An 8-inch and 6-inch water main is available for connection by this project in Cypress Avenue and Manzanita Court; respectively. [Ref: Water Drawing Number(s): W11298]**
- 2.28 Design and construct a water main extension. A water main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.29 **Other conditions:**
 - 1. The applicant/developer install a new fire hydrant with a break-off check valve on Cypress Avenue property frontage per City Standard Drawing Number 4101.**
 - 2. The applicant/developer shall install the proposed domestic water service on Cypress Avenue property frontage with an individual water meter and connect the service to the existing 8-inch public domestic water main in Cypress Avenue per the latest City Design Guidelines/Standard Drawings.**
 - 3. The applicant/developer shall install the proposed domestic water service on Manzanita Court property frontage with an individual water meter and connect the service to the existing 6-inch public domestic water main in Manzanita Court per the latest City Design Guidelines/Standard Drawings.**

E. RECYCLED WATER

- 2.30 A _____ inch recycled water main is available for connection by this project in _____.
(Ref: Recycled Water plan bar code: _____)
- 2.31 Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project.



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

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

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

2.34 Other conditions: _____

F. TRAFFIC / TRANSPORTATION

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

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

2.37 **Other conditions:**
1. **The applicant/developer shall remove the existing curb along Cypress Avenue property frontage and replace it with curb & gutter per City Standard Drawing Number 1201.**
2. **The applicant/developer shall construct all new driveway approaches on Cypress Avenue and Manzanita Court property frontage per City Standard Drawing Number 1203.**
3. **The applicant/developer shall in-fill the existing driveway approach on Cypress Avenue property frontage with new curb, gutter and parkway landscaping per the latest City Standards.**
4. **The applicant/developer shall design and construct in-fill street lighting along property frontage of Cypress Avenue. Streetlight shall be LED-type and in accordance with City's Traffic & Transportation.**

G. DRAINAGE / HYDROLOGY

2.38 **A storm drain main is not available to accept flows from this project in Cypress Avenue and Manzanita Court. [Ref: Storm Drain Drawing Number(s): None]**

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

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

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



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

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

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

J. SPECIAL DISTRICTS

- 2.48 File an application, together with an initial payment deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community facilities District Act of 1982. The application and fee shall be submitted a minimum three (3) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact the Management Services Department at (909) 395-2353 to initiate the CFD application process.
- 2.49 Other conditions: _____

K. FIBER OPTIC

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



L. Solid Waste

- 2.52 Onsite solid waste shall be designed in accordance with the City's Solid Waste Manual location at: <http://www.ontarioca.gov/municipal-utilities-company/solid-waste>
- 2.53 Other conditions:
 - 1. Refuse staging area shall be in Cypress Avenue and Manzanita Court to be picked-up along curb side.



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

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



EXHIBIT 'A'

ENGINEERING DEPARTMENT First Plan Check Submittal Checklist

Project Number: Parcel Map No. 19970

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

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



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

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

DAB CONDITIONS OF APPROVAL

Sign Off

Carolyn Bell
Carolyn Bell, Sr. Landscape Planner

4/17/19
Date

Reviewer's Name:
Carolyn Bell, Sr. Landscape Planner

Phone:
(909) 395-2237

D.A.B. File No.:
PMTT19-007

Related Files:

Case Planner:
Denny Chen

Project Name and Location:

Subdivide 1 lot into 3 parcels
1919 S Cypress Ave

Applicant/Representative:

Raab Engineering – Mark Raab
510 Branding Iron
Norco, CA 92860



A Tentative Tract Map (dated 3/28/19) has been approved with the consideration that the following conditions below be met upon submittal of the landscape construction documents.



A Tentative Tract Map (dated) has not been approved. Corrections noted below are required prior to DAB approval.

CORRECTIONS REQUIRED

1. Relocate utilities to minimum clearances to allow parkway trees. Parkway trees are to be 30' apart. Show and note a 10' wide parkway tree space, 5' clearance each side of tree from water, sewer, drain lines and driveways; and 10'-15' clear from street lights.
2. Show and identify any on-site storm water infiltration areas or storm water infiltration devices proposed on site or in parkways such as rain gardens or shallow infiltration basins.

On Grading or Utility Construction Plans:

3. Provide an arborist report and tree inventory for existing trees include genus, species, trunk diameter, canopy width and condition. Show and note existing trees in good condition to remain and note trees proposed to be removed. Include existing trees within 15' of adjacent property that would be affected by new walls, footings or on-site tree planting. Add tree protection notes on construction and demo plans to protect trees to remain. Replacement and mitigation for removed trees shall be equal to trunk diameter of heritage trees removed per the Development Code Tree Preservation Policy and Protection Measures, section 6.05.020.
4. Show on demo plans and landscape construction plans trees to be preserved, removed or mitigation measures for trees removed, such as: New 15 gallon trees min 1" diameter trunk, in addition to trees required.
 - a. New 24" box trees min 1.5" diameter trunk, in addition to trees required.
 - b. Upsizing trees on the plan one size larger such as 15 gallon to 24" box, or 24" to 36" box size.
 - c. 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 General Fund for city tree planting or city approved combination of the above items.

5. Note for compaction to not be greater than 85% at landscape areas; all finished grades 1 1/2" below finished surfaces; landscaped slopes to be max 3:1.
6. Wall footings shall not restrict landscape; max 12" footing in front of wall with and 12" of cover.
7. Wall openings for drainage overflow shall be max 4" wide.
8. Add notes for any tree removal to occur outside of typical nesting season (February 1 through August 31) or per the specific plan EIR mitigation Measures.
9. After a project's entitlement approval, the applicant shall pay all applicable fees for landscape plan check and inspections at a rate established by resolution of the City Council. Fees are:

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

Landscape construction plans with building permit number for plan check may be emailed to: landscapeplancheck@ontarioca.gov

10. Show 24" box street tree 30' oc Cercis Canadensis



CITY OF ONTARIO

MEMORANDUM

TO: Denny Chen, Associate Planner
Planning Department

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

DATE: April 7, 2019

SUBJECT: PMTT19-007 - A Tentative Parcel Map (PM 19970) to subdivide 0.72 acres of land into 3 lots located at 1919 South Cypress Avenue, within the LDR-5 (Low-Density Residential – 2.1 to 5.0 DUs/Acre) zoning district (APN: 1050-331-24).

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

SITE AND BUILDING FEATURES:

- A. 2013 CBC Type of Construction: Type V-B wood frame
- B. Type of Roof Materials: non-rated
- C. Ground Floor Area(s): Various
- D. Number of Stories: Two Story
- E. Total Square Footage: Various
- F. 2013 CBC Occupancy Classification(s): R-3, U

CONDITIONS OF APPROVAL:

1.0 GENERAL

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

2.0 FIRE DEPARTMENT ACCESS

- 2.1 Fire Department vehicle access roadways shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved. Roadways shall be paved with an all-weather surface and shall be a minimum of twenty-four (24) ft. wide. See Standard #B-004.
- 2.2 In order to allow for adequate turning radius for emergency fire apparatus, all turns shall be designed to meet the minimum twenty five feet (25') inside and forty-five feet (45') outside turning radius per Standard #B-005.
- 2.3 Fire Department access roadways that exceed one hundred and fifty feet (150') in length shall have an approved turn-around per Standard #B-002.
- 2.7 Any time PRIOR to on-site combustible construction and/or storage, a minimum twenty-six (26) ft. wide circulating all weather access roads shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved by fire department and other emergency services.

3.0 WATER SUPPLY

- 3.1 The required fire flow per Fire Department standards, based on the 2016 California Fire Code, Appendix B, is 1500 gallons per minute (g.p.m.) for 2 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.
- 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.
- 3.4 The public 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

- 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 13 D. 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.

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. Homes that do not front street shall be provided with an address entry sign at the street. 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.
- 5.5 All residential chimneys shall be equipped with an approved spark arrester meeting the requirements of the California Building Code.



CITY OF ONTARIO MEMORANDUM

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

FROM: Denny Chen, Associate Planner

DATE: March 28, 2019

SUBJECT: FILE #: PMTT19-007

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 **Thursday, April 11, 2019**.

- 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 Parcel Map to subdivide 0.72 acres of land into 3 parcels located at 1919 S. Cypress Avenue, within the LDR-5 zoning district (APN: 1050-331-24). Related Tract Number 19970.

- 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.

Pouche
Department

Douglas Sorel
Signature

MANAGEMENT ANALYST
Title

4/16/19
Date

CITY OF ONTARIO MEMORANDUM

TO: PLANNING DEPARTMENT, Denny Chen
FROM: BUILDING DEPARTMENT, Kevin Shear
DATE: April 03, 2019
SUBJECT: PMTT19-007

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

Conditions of Approval

1. Standard Conditions of Approval apply.

KS:lr





CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Development Director
Cathy Wahlstrom, Planning Director (Copy of memo only)
Diane Ayala, Advanced Planning Division (Copy of memo only)
Charity Hernandez, Economic Development
Kevin Shear, Building Official
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Building

Department

Signature

Title

Date

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT



Project File No.: PMTT19-007
 Address: 1919 South Cypress Avenue
 APN: 1050-331-24
 Existing Land Use: Single Family Residential
 Proposed Land Use: Parcel Map to subdivide 0.72 acres of land into 3 parcels for residential land uses
 Site Acreage: 0.72 acres Proposed Structure Height: N/A
 ONT-IAC Project Review: n/a
 Airport Influence Area: ONT

Reviewed By: Lorena Mejia
 Contact Info: 909-395-2276
 Project Planner: Denny Chen
 Date: 4/23/19
 CD No.: 2019-025
 PALU No.: n/a

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

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

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

Zone 1
 Zone 2
 Zone 3
 Zone 4
 Zone 5
 Zone 6
 Allowable Height: _____

CONSISTENCY DETERMINATION

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

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

See attached condition.

Airport Planner Signature: _____

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT

CD No.: 2019-025

PALU No.: _____

PROJECT CONDITIONS

The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT) and was evaluated and found to be consistent with the Airport Land Use Compatibility Plan (ALUCP) for ONT. The applicant is required to meet the Real Estate Transaction Disclosure in accordance with California Codes (Business and Professions Code Section 11010-11024). New residential subdivisions within an Airport Influence Area are required to file an application for a Public Report consisting of a Notice of Intention (NOI) and a completed questionnaire with the Department of Real Estate and include the following language within the NOI:

NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.