

CITY OF ONTARIO PLANNING COMMISSION/ HISTORIC PRESERVATION MEETING AGENDA

August 23, 2016

Ontario City Hall
303 East "B" Street, Ontario, California 91764

6:30 PM

WELCOME to a meeting of the Ontario Planning/Historic Preservation Commission.

All documents for public review are on file in the Planning Department located at 303 E. B Street, Ontario, CA 91764.

- *Anyone wishing to speak during public comment or on a particular item should fill out a green slip and submit it to the Secretary.*
- *Comments will be limited to 5 minutes. Speakers will be alerted when their time is up. Speakers are then to return to their seats and no further comments will be permitted.*
- *In accordance with State Law, remarks during public comment are to be limited to subjects within the Commission's jurisdiction. Remarks on other agenda items will be limited to those items.*
- *Remarks from those seated or standing in the back of the chambers will not be permitted. All those wishing to speak including Commissioners and Staff need to be recognized by the Chair before speaking.*
- *The City of Ontario will gladly accommodate disabled persons wishing to communicate at a public meeting. Should you need any type of special equipment or assistance in order to communicate at a public meeting, please inform the Planning Department at (909) 395-2036, a minimum of 72 hours prior to the scheduled meeting.*
- *Please turn off all communication devices (phones and beepers) or put them on non-audible mode (vibrate) so as not to cause a disruption in the Commission proceedings.*

ROLL CALL

DeDiemar __ Delman __ Downs __ Gage __ Gregorek __ Ricci __ Willoughby __

PLEDGE OF ALLEGIANCE TO THE FLAG

ANNOUNCEMENTS

- 1) Agenda Items
- 2) Commissioner Items

PUBLIC COMMENTS

Citizens wishing to address the Planning/Historic Preservation Commission 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 Planning/Historic Preservation Commission values your comments, the Commission cannot respond nor take action until such time as the matter may appear on the forthcoming agenda.

CONSENT CALENDAR ITEMS

All matters listed under CONSENT CALENDAR will be enacted by one summary motion in the order listed below. There will be no separate discussion on these items prior to the time the Commission votes on them, unless a member of the Commission or public requests a specific item be removed from the Consent Calendar for a separate vote. In that case, the balance of the items on the Consent Calendar will be voted on in summary motion and then those items removed for separate vote will be heard.

A-01. MINUTES APPROVAL

Planning/Historic Preservation Commission Minutes of July 26, 2016, approved as written.

A-02. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW

FOR FILE NO. PDEV16-013: A Development Plan (File No. PDEV16-013) to construct a 91-unit multi-family townhome project consisting of 8 two-story complexes (five 14-unit complexes and three 7-unit complexes) on 5.04 acres of land located within the Medium Density Residential (MDR) district of Planning Area 10A of The Avenue Specific Plan, generally located north of Ontario Ranch Road, east of Turner Avenue and west of Haven Avenue. The environmental impacts of this project were previously analyzed in an addendum to The Avenue Specific Plan EIR (SCH# 2005071109) that was adopted by the City Council on June 17, 2014. All adopted mitigation measures of the addendum shall be a condition of approval for the project and are incorporated herein by reference. 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 Plans (ALUCP) for ONT Airport. (APNs: 0218-462-80 and 0218-513-24); **submitted by Brookfield Residential.**

A-03. ENVIRONMENTAL ASSESSMENT, DEVELOPMENT PLAN, AND PARKING REDUCTION REVIEW FOR FILE NO. PDEV16-014:

A Development Plan to construct 800 multiple-family dwellings and a maximum 10 percent reduction in off-street parking based upon the “low demand” provisions of Development Code Section 6.03.020.B, on approximately 21.6 acres of land generally located on the north side of Inland Empire Boulevard, approximately 300 feet west of Archibald Avenue, within the

Urban-Residential land use district of the Meredith Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with the Meredith International Centre Specific Plan Amendment Environmental Impact Report (SCH No. 2014051020), which was prepared in conjunction with File Nos. PGPA13-005 and PSPA14-003, and was certified by the 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 (ONT), and was evaluated and found to be consistent with the policies and criteria of the Airport Land Use Compatibility Plan (ALUCP) for ONT (APNs: 0110-311-56, 0110-311-57, & 0110-311-58); **submitted by Palmer Ontario Properties, LP, a California LP.**

PLANNING COMMISSION PUBLIC HEARING ITEMS

For each of the items listed under PUBLIC HEARING ITEMS, 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 Planning Commission 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.

- B. ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP AND DEVELOPMENT PLAN FOR FILE NO'S PMTT16-006 (PM19743) AND PDEV16-008:** A Tentative Parcel Map (**File No. PMTT16-006; PM19743**) to subdivide 9.17 acres of land into 4 parcels, in conjunction with a Development Plan (**File No. PDEV16-008**) to construct 4 industrial buildings totaling 182,084 square feet within the Business Park Land Use Designation of the Grove Avenue Specific Plan located at 1554 South Grove Avenue. Pursuant to the California Environmental Quality Act, staff is recommending the adoption of a Mitigated Negative Declaration of environmental effects for the project. 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 ONT Airport Land Use Compatibility Plan (ALUCP). (APN: 1050-161-03); **submitted by Western Realco, LLC.**

1. CEQA Determination

Motion to Approve/Deny a Mitigated Negative Declaration

2. File No. PMTT16-006 (Tentative Parcel Map)

Motion to Approve/Deny

3. File No. PDEV16-008 (Development Plan)

Motion to Approve/Deny

- C. **ENVIRONMENTAL ASSESSMENT AND SPECIFIC PLAN AMENDMENT FOR FILE NO. PSPA16-002**: An Amendment to The Exchange Specific Plan to establish the Industrial Park (IP) land use development standards, regulations and design guidelines for 10.59 acres of land, located on the north side of Ontario Mills Parkway, east of the I-15 Freeway, within the Industrial Park land use district of The Exchange Specific Plan. Pursuant to the California Environmental Quality Act, staff is recommending the adoption of a Mitigated Negative Declaration of environmental effects for the project. 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 ONT Airport Land Use Compatibility Plan (ALUCP). (Related Files No's.: PMTT16-012 and PDEV16-016) (APN: 0238-012-19); **submitted by Orbis Real Estate Partners. City Council action is required.**

1. **CEQA Determination**

Motion to recommend Approval/Denial of a Mitigated Negative Declaration

2. **File No. PSPA16-002** (Specific Plan Amendment)

Motion to recommend Approval/Denial

- D. **ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PMTT16-012 AND PDEV16-016**: A Tentative Parcel Map (File No. PMTT16-012 (TPM 19715)) to subdivide 10.59 acres of land into 4 lots, and a Development Plan (File No. PDEV16-016) to construct four industrial buildings totaling approximately 225,000 square feet, located on the north side of Ontario Mills Parkway, east of the I-15 Freeway, within the Industrial Park land use district of The Exchange Specific Plan. Pursuant to the California Environmental Quality Act, staff is recommending the adoption of a Mitigated Negative Declaration of environmental effects for the project. 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 ONT Airport Land Use Compatibility Plan (ALUCP). (Related File No.: PSPA16-002) (APN: 0238-012-19); **submitted by Orbis Real Estate Partners.**

1. **File No. PMTT16-012** (Tentative Parcel Map)

Motion to Approve/Deny

2. **File No. PDEV16-016** (Development Plan)

Motion to Approve/Deny

- E. **ENVIRONMENTAL ASSESSMENT AND TENTATIVE TRACT MAP REVIEW FOR FILE NO. PMTT16-015**: A Tentative Tract Map (TT20025) to subdivide two parcels totaling 0.83 acres of land into six numbered lots and one lettered lot for single-family residential homes generally located at the southwest corner of La Avenida Drive

and New Haven Drive within Planning Area 10A of The Avenue Specific Plan. The impacts of this project were previously analyzed in an addendum to The Avenue Specific Plan EIR (SCH# 2005071109) that was adopted by the City Council on June 17, 2014 and was prepared pursuant to the requirements of California Environmental Quality Act. 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 ONT Airport Land Use Compatibility Plan (ALUCP). (APNs: 218-452-16 & 218-452-22); **submitted by Brookfield Residential.**

1. CEQA Determination

No action necessary – use of previous EIR

2. File No. PMTT16-015 (Tentative Tract Map)

Motion to Approve/Deny

F. ENVIRONMENTAL ASSESSMENT AND GENERAL PLAN AMENDMENT REVIEW FOR FILE NO. PGPA16-004:

A General Plan Amendment (File No. PGPA16-004) to: (1) Modify Figures M-1 (Mobility Element System) and M-3 (Multipurpose Trails and Bikeway Corridor Plan) to add a parallel bike route to Holt Blvd. from Benson to Haven Aves., extend and modify the San Antonio Bike Corridor to extend from the southern to the northern city limits, modify planned facilities in Ontario Ranch to be consistent with Streetscape Masterplan and modify various existing planned facilities; (2) Modify Figure M-5 (Truck Routes) to eliminate Holt Blvd. as a designated truck route from Benson to Grove Aves.; (3) Modify Figure M-2 (Functional Roadway Classification Plan) to note locations of all grade separations regardless of whether they are existing or proposed; (4) Modify Figures M-1 (Mobility Element System) and M-4 (Transit Plan) to modify the Bus Rapid Transit (BRT) Corridor on Holt Blvd. east of Vineyard Ave. to be consistent with the alignment approved by Omnitrans; and (5) Add a Complete Streets Policy to the Mobility Element pursuant to AB1358. 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 ONT Airport Land Use Compatibility Plan (ALUCP). The project is categorically exempt from environmental review pursuant to State CEQA Guidelines Section 15301 (c) (Existing Facilities). **City initiated. City Council action required.**

1. CEQA Determination

No action necessary – Exempt: CEQA Guidelines Section §15301 (c) (Existing Facilities).

2. File No. PGPA16-004 (General Plan Amendment)

Motion to recommend Approval/Denial

G. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT CODE AMENDMENT REVIEW FOR FILE NO. PDCA16-004: A request to add Chapter 18 to Title 6 of the Ontario Municipal Code and amend the Ontario Development Code Section 9.01 (Definitions), Table 5.02-1 (Land Use Table), Table 5.02-1 (Land Use Table), and Section 5.03.280 (Medical Marijuana Dispensaries) to regulate personal, medical, and commercial use of marijuana. Staff has determined that the project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15601(b)(3) (General Rule) of the CEQA Guidelines. 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 ONT Airport Land Use Compatibility Plan (ALUCP); **City initiated. City Council action is required.**

1. CEQA Determination

No action necessary - Exempt: CEQA Guidelines Section §15601 (b)(3) (General Rule)

2. File No. PDCA16-004 (Development Code Amendment)

Motion to recommend Approval/Denial

H. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT CODE AMENDMENT REVIEW FOR FILE NO. PDCA16-005: A request to add Reference I, Public Art Program, to the City of Ontario Development Code to promote public art and art in public places. Staff has determined that the project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15601(b)(3) (General Rule) of the CEQA Guidelines. 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 ONT Airport Land Use Compatibility Plan (ALUCP); **City initiated. City Council action is required.**

1. CEQA Determination

No action necessary - Exempt: CEQA Guidelines Section §15601 (b)(3) (General Rule)

2. File No. PDCA16-005 (Development Code Amendment)

Motion to recommend Approval/Denial for the continuance of the item

MATTERS FROM THE PLANNING/HISTORIC PRESERVATION COMMISSION

- 1) Old Business
 - Reports From Subcommittees
 - Historic Preservation (Standing):

- 2) New Business
- 3) Nominations for Special Recognition

DIRECTOR'S REPORT

- 1) Monthly Activity Report

If you wish to appeal any decision of the Planning/Historic Preservation Commission, you must do so within ten (10) days of the Commission action. Please contact the Planning Department for information regarding the appeal process.

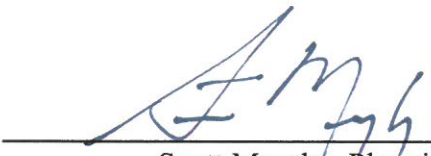
If you challenge any action of the Planning/Historic Preservation Commission in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning/Historic Preservation Commission at, or prior to, the public hearing.



I, Marci Callejo, Administrative Assistant, of the City of Ontario, or my designee, hereby certify that a true, accurate copy of the foregoing agenda was posted on **Friday, August 19, 2016**, at least 72 hours prior to the meeting per Government Code Section 54954.2 at 303 East "B" Street, Ontario.



Marci Callejo, Secretary Pro Tempore



Scott Murphy, Planning Director
Planning/Historic Preservation
Commission Secretary

**CITY OF ONTARIO PLANNING COMMISSION/
HISTORIC PRESERVATION MEETING**

MINUTES

July 26, 2016

CONTENTS	PAGE
PLEDGE OF ALLEGIANCE.....	2
ANNOUNCEMENTS.....	2
PUBLIC COMMENTS.....	2
CONSENT CALENDAR	
A-01. Minutes of June 28, 2016.....	2
A-02. PDEV16-018	2
A-03. PDEV16-013	3
PUBLIC HEARINGS	
B. File Nos. PMTT16-009, PDEV16-015 & PHP16-008	3
MATTERS FROM THE PLANNING COMMISSION.....	5
DIRECTOR’S REPORT.....	6
ADJOURNMENT	6

**CITY OF ONTARIO PLANNING COMMISSION/
HISTORIC PRESERVATION MEETING**

MINUTES

July 26, 2016

REGULAR MEETING: City Hall, 303 East B Street
Called to order by Chairman Willoughby at 6:30 PM

COMMISSIONERS

Present: Chairman Willoughby, Vice-Chairman Downs, DeDiemar,
Delman, Gage, Gregorek, and Ricci

Absent: None

OTHERS PRESENT: Planning Director Murphy, City Attorney Rice, Principal Planner
Wahlstrom, Principal Planner Zeledon, Associate Planner Mejia,
Assistant City Engineer Do, and Planning Secretary Callejo

PLEDGE OF ALLEGIANCE TO THE FLAG

The Pledge of Allegiance was led by Commissioner DeDiemar.

ANNOUNCEMENTS

Mr. Murphy stated Item A-03 has been recommended for continuance to the August 23, 2016
Planning Commission meeting.

PUBLIC COMMENTS

No one responded from the audience.

CONSENT CALENDAR ITEMS

A-01. MINUTES APPROVAL

Planning/Historic Preservation Commission Minutes of June 28, 2016, approved as written.

**A-02. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW
FOR FILE NO. PDEV16-018:** A Development Plan (File No. PDEV16-018) to
construct a 65,000 square foot addition to an existing 171,406 square foot industrial
building on 10.77 acres of land within the Industrial land use designation of the
California Commerce Center Specific Plan, located at 2151 South Proforma Avenue.
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 (ONT), and was evaluated and found to be consistent with the policies and criteria of the ONT Airport Land Use Compatibility Plan (ALUCP). (APNs: 211-242-62); **submitted by Panattoni Development Company, Inc.**

- A-03. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV16-013:** A Development Plan (File No. PDEV16-013) to construct a 91-unit multi-family townhome project consisting of 8 two-story complexes (five 14-unit complexes and three 7-unit complexes) on 5.04 acres of land located within the Medium Density Residential (MDR) district of Planning Area 10A of The Avenue Specific Plan, generally located north of Ontario Ranch Road, east of Turner Avenue and west of Haven Avenue. The environmental impacts of this project were previously analyzed in an addendum to The Avenue Specific Plan EIR (SCH# 2005071109) that was adopted by the City Council on June 17, 2014. All adopted mitigation measures of the addendum shall be a condition of approval for the project and are incorporated herein by reference. 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 Plans (ALUCP) for ONT Airport. (APNs: 0218-462-80 and 0218-513-24); **submitted by Brookfield Residential. Continued to August 23, 2016 meeting.**

It was moved by Gregorek, seconded by Downs, to approve the Planning Commission Minutes of June 28, 2016, as written, to approve File No. PDEV16-018 and to continue File No. PDEV16-013 to the August 23, 2016 Planning Commission meeting with a vote of 7 to 0.

PUBLIC HEARING ITEMS

- B. ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP, DEVELOPMENT PLAN AND A CERTIFICATE OF APPROPRIATENESS REVIEW FOR FILE NO'S PMTT16-009 (PM19737), PDEV16-015 AND PHP16-008:** A Tentative Parcel Map (File No. PMTT16-009; PM19737) to subdivide 4.8 acres of land into two parcels, in conjunction with a Development Plan (File No. PDEV16-015) to construct 2 industrial buildings totaling 107,750 square feet and a Certificate of Appropriateness (File No. PHP16-008) to facilitate the demolition of an existing Tier III historic eligible structure (a 1936 Mediterranean Revival Single-Family Residence) to accommodate the proposed industrial development, within the IG (General Industrial) zoning district, located at 530 South Magnolia Avenue. Pursuant to the California Environmental Quality Act, staff is recommending the adoption of a Mitigated Negative Declaration of environmental effects for the project. 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 ONT Airport Land Use Compatibility Plan (ALUCP). (APNs: 1011-201-10 and 1011-201-11); **submitted by Shaw Development Company, LLC.**

Associate Planner, Lorena Mejia, presented the staff report. Ms. Mejia began by giving background on the property and explained that it was legal non-conforming since it had an eligible historic residence on the parcel built in the 1930s. She said that the area is currently zoned General Industrial and went on to explain the applications for the

Certificate Appropriateness, Tentative Parcel Map and Development Plan. She explained the location of the warehouse buildings and landscape plans surrounding each building. She also shared how the truck loading areas will be screened from the public and the parking requirements for each building. Ms. Mejia presented slides of elevations and explained that both buildings will be of concrete construction, will feature smooth painted concrete and windows with clear anodized aluminum mullions and blue glazing. She explained the southern portion of the site was used for residential, which has a 1300 square foot home which is a Tier III historic resource built in 1936. She stated the applicant did apply for a Certificate for Appropriateness for the relocation or demolition of the house and structures. On July 14, 2016, the Historic Preservation Subcommittee recommended approval to the Historic Preservation Commission for the application. She stated that staff is recommending the Planning/Historic Preservation Commission approve the Mitigated Negative Declaration, File Nos. PHP16-008, PMTT16-009 and PDEV16-015 pursuant to the facts and reasons contained in the staff report and attached resolutions, and subject to the conditions of approval.

No one responded.

PUBLIC TESTIMONY

Quinn Johnson, a Principal with Shaw Development, LLC appeared and spoke. He wanted to acknowledge staff who had given a great amount of time and has done an amazing job in creating a first-class development. He stated they have gone through the Certificate of Appropriateness process and have been advertising actively to try and find a party to relocate the house rather than demolishing it. He said they do have several interested parties and they will be having a house tour, in the hope someone will step up and relocate the structure. Mr. Johnson said they are optimistic that will happen. If not, their plans will be to proceed with the demolition of the structure and the development of the two new industrial facilities. He said they are excited about the two industrial buildings. There will be no asphalt on the property and all the truck areas will be concrete. He said these will stand the test of time and temperatures. These are buildings which will not require constant maintenance. Mr. Johnson said he would answer any questions.

Mr. Willoughby asked about the date for the house tour.

Mr. Johnson stated they did not have one set, but were working with the homeowner. They are hoping by the middle of August.

Mr. Willoughby asked if the buildings would be built simultaneously.

Mr. Johnson stated yes, it will not be a phased project.

As there was no one else wishing to speak, Chairman Willoughby closed the public testimony

Mr. Gage stated the whole area is going to industrial so it looks appropriate to go industrial. He said it's actually cleaning up the area and helping with employment. He stated that he's not one to easily let historic structures go, but if there is one that would

need to be approved, this Tier III would be one he would be okay with because it's not in a neighborhood. He stated that he hopes someone takes it and saves it; that would be a win-win for everything.

PLANNING COMMISSION/ HISTORIC PRESERVATION COMMISSION ACTIONS

It was moved by Gage, seconded by Downs, to adopt the CEQA Determination and Mitigated Negative Declaration, Roll call vote: AYES, DeDiemar, Delman, Downs, Gage, Gregorek, Ricci, and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 7 to 0.

It was moved by Downs, seconded by DeDiemar, to adopt a resolution and to approve the Certificate of Appropriateness, File No. PHP16-008, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Delman, Downs, Gage, Gregorek, Ricci, and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 7 to 0.

It was moved by Ricci, seconded by Delman, to adopt the resolutions and to approve the Tentative Parcel Map, File Nos. PMTT16-009 and Development Plan, File No. PDEV16-015, subject to conditions of approval, Roll call vote: AYES, DeDiemar, Delman, Downs, Gage, Gregorek, Ricci, and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 7 to 0.

MATTERS FROM THE PLANNING COMMISSION

Old Business Reports From Subcommittees

Historic Preservation (Standing): This subcommittee met on Thursday, July 14, 2016

- *Recommended Approval to the Planning Commission for File No. PHP16-008, Certificate of Appropriateness*
- *Approved File No. PHP16-011, a Tier III Determination for 1206 N. Grove (commonly known as Halgren's Candies)*

Development Code Review (Ad-hoc): This subcommittee did not meet.

Zoning General Plan Consistency (Ad-hoc): This subcommittee did not meet.

New Business

Mr. Ricci wanted to recognize Commissioner Delman and Ontario Heritage for their entry in the Fourth of July Parade. He was in attendance at the Parks & Recreation Commission meeting where they were awarded a trophy. He congratulated them and said he looked forward to seeing them again in the parade next year.

Mr. Delman thanked him for his kind words and said they would be back in 2017.

NOMINATIONS FOR SPECIAL RECOGNITION

None at this time.

DIRECTOR'S REPORT

Mr. Murphy stated they have Monthly Activity Reports.

ADJOURNMENT

Downs motioned to adjourn, seconded by Gage. The meeting was adjourned at 7 PM.

Secretary Pro Tempore

Chairman, Planning Commission



PLANNING COMMISSION STAFF REPORT

August 23, 2016

SUBJECT: A Development Plan (File No. PDEV16-013) to construct a 91-unit multi-family townhome project consisting of 8 two-story complexes (five 14-unit complexes and three 7-unit complexes) on 5.04 acres of land located within the Medium Density Residential (MDR) district of Planning Area 10A of The Avenue Specific Plan, generally located north of Ontario Ranch Road, east of Turner Avenue and west of Haven Avenue. (APNs: 0218-462-80 and 0218-513-24); **submitted by Brookfield Residential.**

PROPERTY OWNER: Brookcal Ontario, LLC

RECOMMENDED ACTION: That the Planning Commission approve File No. PDEV16-013, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval contained in the attached departmental reports.

PROJECT SETTING: The project site is comprised of 5.04 acres of land generally located north of Ontario Ranch Road, east of Turner Avenue and west of Haven Avenue, within the Medium Density Residential (MDR) district of Planning Area 10A of The Avenue Specific Plan, and is depicted in **Figure 1: Project Location**, below. The project site gently slopes from north to south and is currently mass graded. The property to the north and east of the project site is within the Medium Density Residential district of Planning Area 10A of The Avenue Specific Plan and is mass graded for single-family residential uses. The property to the south is within the Medium Density Residential and Retail districts of Planning Areas 10B and 11 of The Avenue Specific Plan and is vacant. The property to the west is within the Low Density Residential district of Planning Area 8B of The Avenue Specific Plan and is developed with agricultural/dairy uses.

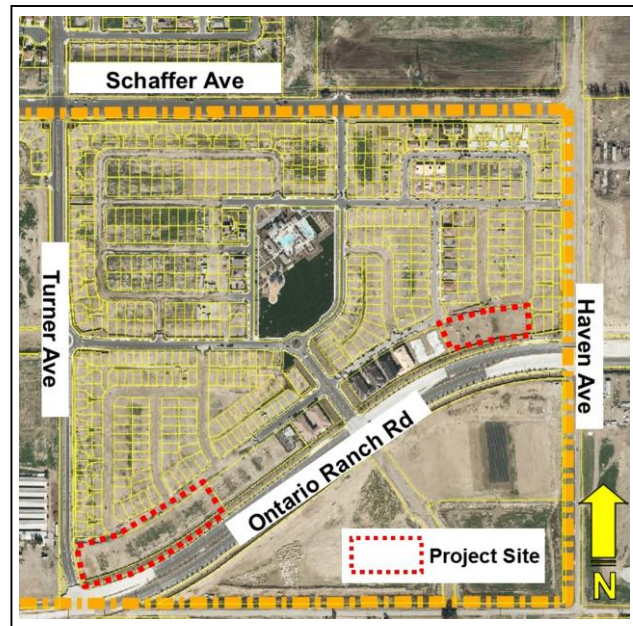
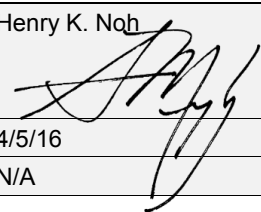


Figure 1: Project Location

PROJECT ANALYSIS:

Case Planner:	Henry K. Noh	Hearing Body	Date	Decision	Action
Planning Director Approval:		DAB	8/15/16	Approve	Recommend
Submittal Date:	4/5/16	ZA			
Hearing Deadline:	N/A	PC	8/23/16		Final
		CC			

[1] **Background** — The Avenue Specific Plan and Environmental Impact Report (EIR) were approved by the City Council on December 19, 2006. The Avenue Specific Plan establishes the land use designations, development standards, and design guidelines for 568 acres, which includes the potential development of 2,875 dwelling units and approximately 131,000 square feet of commercial.

On April 8, 2014, the Planning Commission approved Tentative Tract Map 18922 (referred to as an “A” Map) for Planning Areas 9A and 10A of The Avenue Specific Plan. The approved “A” Map facilitated the backbone infrastructure improvements (major streets, sewer, water and storm drain facilities) and the creation of park/recreational facilities and residential neighborhoods in the eastern portion of the Specific Plan (see **Figure 2: The Avenue Specific Plan Land Use Plan**, below).



Figure 2: The Avenue Specific Plan Land Use Map

On August 26, 2014, the Planning Commission approved Tentative Tract Maps 18991, 18992, 18993 and 18994 (referred to as “B” Maps) for the subdivision of Planning Areas 9A and 10A. The approval of the tentative tract maps subdivided the area into a combination of residential lots and lettered lots (private drive aisles, alleys, landscape buffers and parking) to accommodate conventional, alley loaded, cluster (6-pack) single-family products and multi-family rowtown and autocourt products.

On June 28, 2016, the Planning Commission approved a tentative tract map for condominium purposes to subdivide 5.04 acres of land into 2 numbered lots and 7 lettered lots to facilitate the construction of 91 multi-family townhomes. The applicant is now requesting Development Plan approval for the floor plans and elevations of the units.

To date there have been six development plans approved for the New Haven community that include:

- Holiday – a 98-unit autocourt project consisting of seven two-story buildings;
- Summerset - 112 single-family conventional homes (55'x90' lots);
- Waverly – a 6-pack cluster product with 135 single-family homes;
- Marigold - 149 single-family conventional homes (45'x90' lots);
- Poppy – a 6-pack cluster product with 104 single-family homes; and
- Arborel – 91 single-family alley loaded homes.

[2] Site Design/Building Layout — There are five 14-unit complexes and three 7-unit two-story complexes within the proposed project, that includes six (6) floor plans and two architectural styles. The six (6) floor plans (**Exhibit B: Floor Plans**) include the following:

- Plan 1: 974 square feet, 1 bedroom and 1 bath.
- Plan 2: 1,050 square feet, 2 bedrooms and 2.5 baths.
- Plan 3: 1,529 square feet, 2 bedrooms and 2 baths.
- Plan 4: 1,693 square feet, 3 bedrooms and 2.5 baths.
- Plan 5: 1,754 square feet, 3 bedrooms and 2.5 baths.
- Plan 6: 1,814 square feet, 3 bedrooms and 2.5 baths.

The proposed multi-family townhome product has garage access from an autocourt, with main entrances of the units fronting the street or garden court (**Figure 2: Typical Plotting**). The primary access into each unit will be from a garden court area landscaped with accent trees and decorative lighted bollards to provide visual interest and promote pedestrian mobility.

All plans incorporate various design features such as horizontal and vertical building articulation, varied entry designs, private patios, 1st or 2nd floor laundry facilities, and 2nd floor decks/balconies. All homes will have a two-car garage with the exception of Plan 1, which will provide a one-car garage. To minimize the visual impact of garages, the applicant proposes access off an autocourt and includes varied massing, second story projections over garages, recessed garage doors, landscaped finger planters and varied roof lines.



Figure 2: Typical Plotting

[3] Site Access/Circulation — The previously approved related Tentative Tract Map 18922 (“A” Map), facilitated the construction of the backbone streets and primary access points into the eastern portion (Planning Area 10A) of The Avenue Specific community from Ontario Ranch Road, Schaefer Avenue and Haven Avenue. The approved “B” Maps for Planning Area 10A (TT18991, TT18992, TT18993 and TT18994) facilitated the construction of the interior neighborhood streets serving the project site. The project site will have access from Yountville Drive, which runs east and west along the frontage of the site. Yountville Drive will provide access to New Haven Drive, which will have access to Ontario Ranch Road (see **Exhibit A: Site Plan**).

[4] Parking — Parking requirements for the attached product are consistent with The Avenue Specific Plan, requiring 1.75 spaces (one within a garage) for one-bedroom units, 2 spaces (one within a garage) for two-bedroom units, and 2.5 spaces (one within a garage) for three-bedroom units. Visitor parking is required at 1 parking space for every five units.

With the proposed development, the one-bedroom units will have a one-car garage and the two and three-bedroom units have a two-car garage. With the 91 units proposed, a total of 232 parking spaces are being provided (223 required). Based on the parking requirements, the development will be over parked by nine (9) spaces and provide 2.55 spaces per unit (see table below for details). Staff believes that there is sufficient parking on site to accommodate visitors and residents of the proposed development.

Summary of Parking Analysis						
Number of Units	Req. Parking Per Unit	Req. Guest Parking	Total Req. Parking	Garage Space Provided	On-Street/ Driveway Parking	Total Provided
1 Bedroom – 13 units	1.75 – Including 1-car garage (22.8 spaces)	1 space per 5 units (2.6 spaces)	25.4	1-car garage (13 spaces)	9	28
2 Bedrooms – 26 units	2 – Including 1-car garage (52 spaces)	1 space per 5 units (5.2 spaces)	57.2	2-car garage (52 spaces)	18	62
3 Bedrooms – 52 units	2.5 – Including 1-car garage (130 spaces)	1 space per 5 units (10.4 spaces)	140.4	2-car garage (104 spaces)	36	151
91 units	204.8	18.2	223	169	63	232
					2.55 spaces per unit	

[1] Architecture — The proposed architecture is consistent with the existing Holiday townhome architectural styles (Spanish and Monterey), with additional articulation provided on the Monterey elevation that front onto Yountville Drive (decorative window sills, extended roof and knee braces for second-story windows and 2” deep brick surrounds for the first-story windows). Additionally, due to lot size constraints and utility easements the applicant is proposing three 7-unit Monterey buildings. The proposed architectural designs of the buildings meet the design guidelines of The Avenue Specific Plan, which encourages high quality architecture and a level of authenticity of styles through the use of appropriate architectural elements. These styles complement one another through the overall scale, massing, proportions and details. The two architectural styles proposed will include the following **(Exhibits C - Elevations)**:

Monterey: Varying gable, Dutch gable and hipped roofs with concrete roof tile; a moderate roof overhang; second story pop-out features; decorative wood out-lookers; stucco exterior; square entry openings with decorative brick and stucco surround; decorative clay barrel accents below gable ends; wood balconies; square window openings with stucco trim; corbels; decorative wood shutters; and first story pot shelves with a decorative brick cap.

Spanish: Varying gable and hipped roofs with concrete “S” tile roof; a moderate roof overhang; second story pop-out features; 2” recessed arches; stucco exterior; square

and arched entry openings with stucco trim; decorative wrought iron accents below gable ends; decorative wrought iron balcony railing; square window openings with stucco trim; decorative wrought iron pot shelves; corbels; decorative wood shutters; and first story pot shelves with a decorative paver cap.

[2] Landscaping/Open Space — The Development Plan features landscaped parkways and interior landscaped green courts that include accent trees and decorative light bollards, which provides visual interest and promotes pedestrian mobility (Exhibit D: Conceptual Landscape Plan). In addition, 3'-6" high decorative patio walls with entry gates, that replicate the balcony railing, are provided for each architectural style. Finally, the autocourts are designed with finger planters to soften the massing of the garages. The landscape installation will be the responsibility of the builder and maintenance will be the responsibility of the homeowners' association.

TOP Policy PR1-5 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 0.61 acre park to meet the minimum TOP private park requirement. To satisfy the park requirement, a 6.8 acre park, as part of the related "A" Map (TT18922), was constructed at the center of Planning Area 10A, to the north of the project site. The park features an 8,348 square foot club house, two pools and spa, open lawn area and other recreational amenities. The residents of the townhomes will have access to the park and all park amenities.

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

[1] City Council Priorities

Primary Goal: Regain Local Control of the Ontario International Airport

Supporting Goals:

- Invest in the Growth and Evolution of the City's Economy;
- Maintain the Current High Level of Public Safety;
- Operate in a Businesslike Manner;
- Focus Resources in Ontario's Commercial and Residential Neighborhoods; and
- Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in the New Model Colony.

[2] Policy Plan (General Plan)

Land Use Element — Balance

- Goal LU1: A community that has a spectrum of housing types and price ranges that match the jobs in the City and make it possible for people to live and work in Ontario and maintain a quality of life.
 - LU1-1: Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, and foster the development of transit.
 - LU1-3: Adequate Capacity. We require adequate infrastructure and services for all development.
 - LU1-6: Complete Community. We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario.

Land Use Element — Neighborhood & Housing

- Goal H2: Diversity of types of quality housing that are affordable to a range of household income levels, accommodates changing demographics, and support and reinforce the economic sustainability of Ontario.
 - H2-4: New Model Colony. We support a premier lifestyle community in the New Model Colony distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.
- Goal H3: A City regulatory environment that balances the need for creativity and excellence in residential design, flexibility and predictability in the project approval process, and the provision of an adequate supply and prices of housing.
 - H3-1: Community Amenities. We shall provide adequate public services, infrastructure, open space, parking and traffic management, pedestrian, bicycle and equestrian routes and public safety for neighborhoods consistent with City master plans and neighborhood plans.
 - H3-3: Development Review. We maintain a residential development review process that provides certainty and transparency for project stakeholders and the public yet allows for the appropriate review to facilitate quality housing development.

Parks and Recreation Element – Planning & Design

- Goal PR1: A system of safe and accessible parks that meets the needs of the community.

- PR1-1: Access to Parks. We strive to provide a park and/or recreational facility within walking distance (¼ mile) of every residence.
- PR1-9: Phased Development. We require parks be built in new communities before a significant proportion of residents move in.

Mobility Element – Bicycles and Pedestrians Diversity

- Goal M2: A system of trails and corridors that facilitate and encourage bicycling and walking.
 - M2-3: Pedestrian Walkways. We require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, and other key destination points.

Community Economics Element — Place Making

- Goal CE2: A City of distinctive neighborhoods, districts, and corridors, where people choose to be.
 - CE2-1 Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community.
 - CE2-2 Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional and sustainable places that will compete well with their competition within the region.
 - CE2-4 Protection of Investment. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.
 - CE2-5 Private Maintenance. We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.

Safety Element — Seismic & Geologic Hazards

- Goal S1: Minimized risk of injury, loss of life, property damage and economic and social disruption caused by earthquake-induced and other geologic hazards.
 - S1-1 Implementation of Regulations and Standards. We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.

Community Design Element — Image & Identity

- Goal CD1: A dynamic, progressive city containing distinct neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses.

- CD1-1 City Identity. We take actions that are consistent with the City being a leading urban center in Southern California while recognizing the diverse character of our existing viable neighborhoods.

- CD1-3 Neighborhood Improvement. We require viable existing residential and non-residential neighborhoods to be preserved, protected, and enhanced in accordance with our land use policies.

Community Design Element — Design Quality

- Goal CD2: A high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct.

- CD2-1 Quality Architecture. We encourage all development projects to convey visual interest and character through:

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

- CD2-7 Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials and construction techniques.

- CD2-8 Safe Design. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintenance of visibility and accessibility, and use of lighting.

➤ CD2-9 Landscape Design. We encourage durable landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.

➤ CD2-13 Entitlement Process. We work collaboratively with all stakeholders to ensure a high degree of certainty in the efficient review and timely processing of all development plans and permits.

Community Design — Protection of Investment

▪ Goal CD5: A sustained level of maintenance and improvement of properties, buildings and infrastructure that protects the property values and encourages additional public and private investments.

➤ CD5-1 Maintenance of Buildings and Property. We require all public and privately owned buildings and property (including trails and easements) to be properly and consistently maintained.

➤ CD5-2 Maintenance of Infrastructure. We require the continual maintenance of infrastructure.

HOUSING ELEMENT COMPLIANCE: The project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. 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 (91) and density (18.06 DU/Acre) specified in the Available Land Inventory.

AIRPORT LAND USE COMPATIBILITY PLAN COMPLIANCE: The project site is located within the Airport Influence Area of LA/Ontario International Airport and has been found to be consistent with the policies and criteria set forth within the LA/Ontario International Airport Land Use Compatibility Plan (ALUCP).

ENVIRONMENTAL REVIEW: The environmental impacts of this project were previously reviewed in conjunction with The Avenue Specific Plan Amendment (PSPA13-003), for which an addendum to The Avenue Specific Plan EIR (SCH# 2005071109) was adopted by the City Council on June 17, 2014. This Application introduces no new significant environmental impacts. All previously adopted mitigation measures are be a condition of project approval and are incorporated herein by reference.

CONDITIONS OF APPROVAL: See attached department reports.

TECHNICAL APPENDIX:

Surrounding Zoning and Land Use:

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
<i>Site</i>	Vacant	Medium Density Residential	The Avenue Specific Plan	PA-10A: Medium Density Residential
<i>North</i>	Vacant	Medium Density Residential	The Avenue Specific Plan	PA-10A: Medium Density Residential
<i>South</i>	Vacant Agricultural/Dairy Uses	Medium Density Residential and Neighborhood Commercial	The Avenue Specific Plan	PA-11 and PA-10B: Medium Density Residential and Retail
<i>East</i>	Vacant	Medium Density Residential	The Avenue Specific Plan	PA-10A: Medium Density Residential
<i>West</i>	Agricultural/Dairy Uses	Low Density Residential	The Avenue Specific Plan	PA-8B: Low Density Residential

General Site & Building Statistics

<i>Item</i>	<i>Required Min./Max.</i>	<i>Provided (Ranges)</i>	<i>Meets Y/N</i>
<i>Project area (in acres):</i>	N/A	5.04	Y
<i>Maximum project density (dwelling units/ac):</i>	20	18	Y
<i>Maximum coverage (in %):</i>	60	49	Y
<i>Minimum lot size (in SF):</i>	14,000	67,239	Y
<i>Front yard setback (in FT):</i>	10	10	Y
<i>Side yard setback (in FT):</i>	10	14.6	Y
<i>Rear yard setback (in FT):</i>	10	15.4	Y
<i>Structure setbacks (in FT):</i>	20	23	Y
<i>Maximum height (in FT):</i>	35	31'-2"	Y
<i>Parking Required:</i>	223	232	Y

Exhibit A: Site Plan – Lot 1



Exhibit A: Site Plan – Lot 2

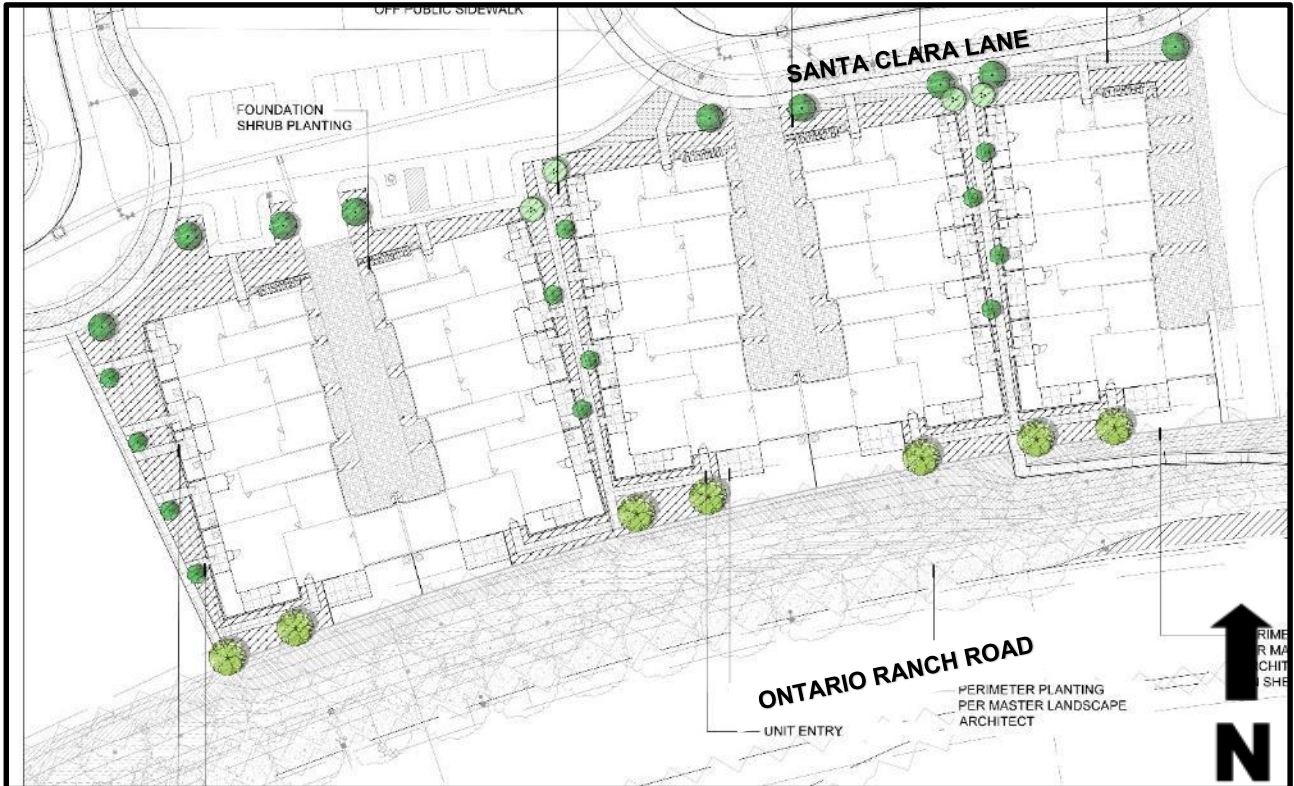


Exhibit B: 1st Story Floor Plan

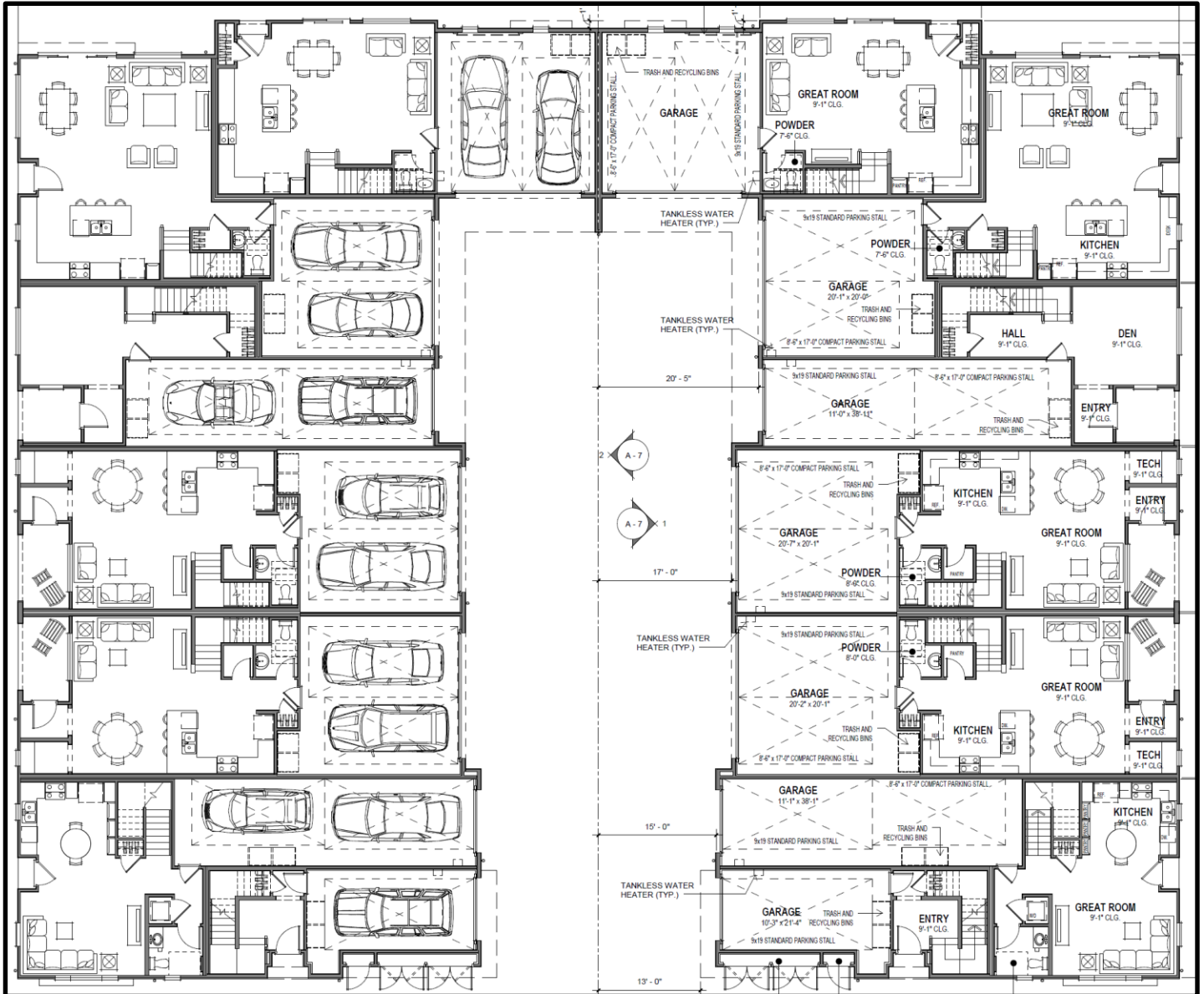


Exhibit B: 2nd Story Floor Plan

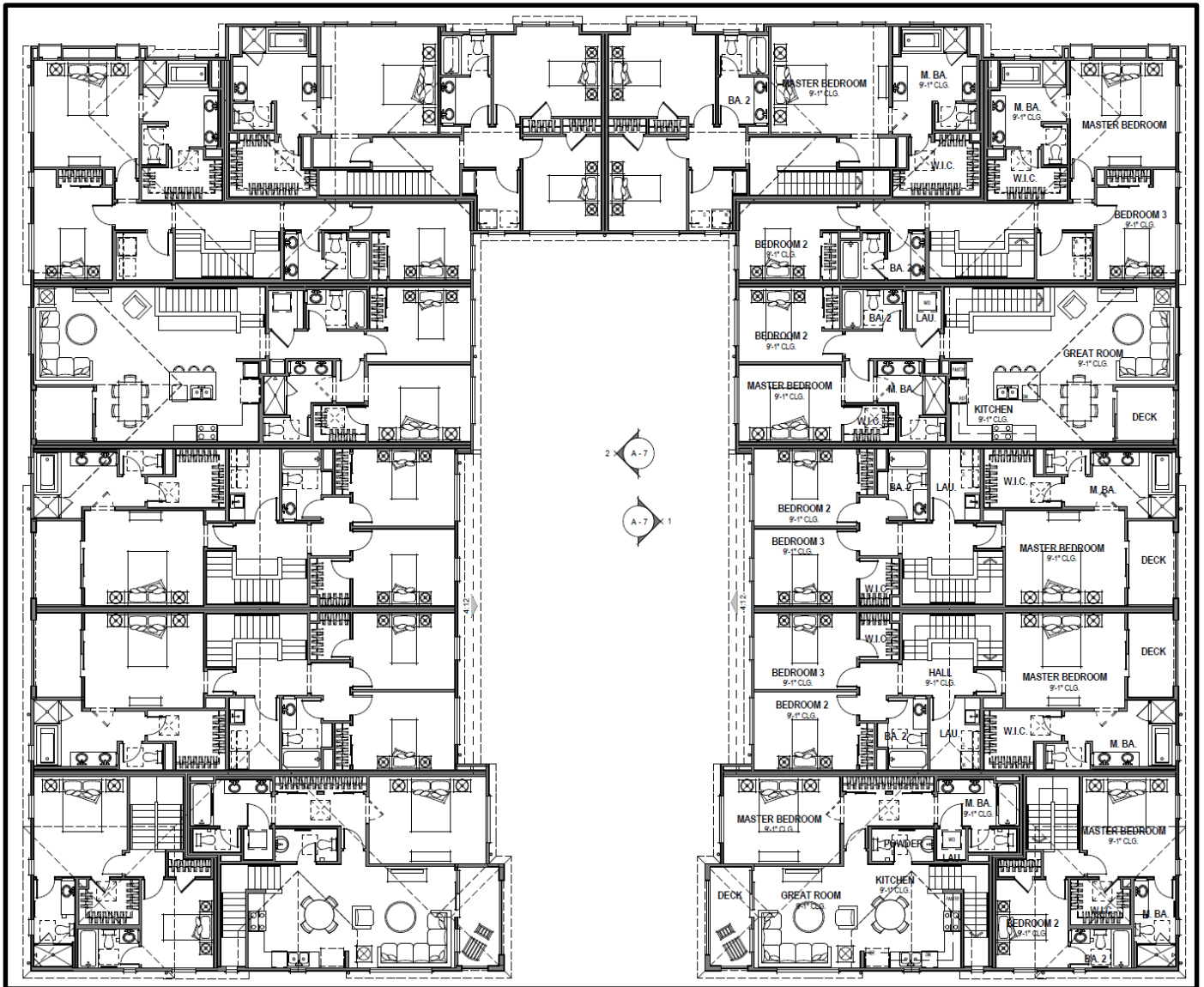


Exhibit C: Elevations – Monterey 7-Unit



Elevation Fronting Ontario Ranch Road



Elevation Fronting Yountville Drive

Exhibit C: Elevations – Monterey 14-Unit



Elevation Fronting Ontario Ranch Road



Elevation Fronting Yountville Drive

Exhibit C: Elevations - Spanish



Elevation Fronting Ontario Ranch Road



Elevation Fronting Yountville Drive

Exhibit D: Conceptual Landscape Plan



RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDEV16-013, A DEVELOPMENT PLAN TO CONSTRUCT A 91-UNIT MULTI-FAMILY TOWNHOME PROJECT CONSISTING OF 8 TWO-STORY COMPLEXES (FIVE 14-UNIT COMPLEXES AND THREE 7-UNIT COMPLEXES) ON 5.04 ACRES OF LAND LOCATED WITHIN THE MEDIUM DENSITY RESIDENTIAL (MDR) DISTRICT OF PLANNING AREA 10A OF THE AVENUE SPECIFIC PLAN, GENERALLY LOCATED NORTH OF ONTARIO RANCH ROAD, EAST OF TURNER AVENUE AND WEST OF HAVEN AVENUE, AND MAKING FINDINGS IN SUPPORT THEREOF— APN: 0218-462-80 AND 0218-513-24.

WHEREAS, Brookfield Residential ("Applicant") has filed an Application for the approval of a Development Plan, File No. PDEV16-013, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 5.04 acres of land generally located north of Ontario Ranch Road, east of Turner Avenue and west of Haven Avenue, within the Medium Density Residential (MDR) district of Planning Area 10A of The Avenue Specific Plan, and is presently mass graded; and

WHEREAS, the property to the north and east of the Project site is within the Medium Density Residential district of Planning Area 10A of The Avenue Specific Plan and is mass graded for single-family residential use. The property to the south is within the Medium Density Residential and Retail districts of Planning Areas 10B and 11 of The Avenue Specific Plan and is vacant. The property to the west is within the Low Density Residential district of Planning Area 8B of The Avenue Specific Plan and is developed with agricultural/dairy uses; and

WHEREAS, the proposed Development Plan is in compliance with the requirements of The Avenue Specific Plan and is sufficient in size to facilitate and implement the traditional planning concepts for the "Residential Neighborhood" within the Specific Plan; and

WHEREAS, the proposed Development Plan is located within Planning Area 10A (Medium Density Residential – Product Type 7) land use district of The Avenue Specific Plan, which establishes a minimum lot size of 14,000 square feet and a development capacity of 766 dwelling units; and

WHEREAS, the proposed Development Plan will facilitate the construction of 91 townhome units on 5.04 acres of land. The residential units range in size from 974 square

feet to 1,814 square feet. The Development Plan is consistent with all development standards and regulations of The Avenue Specific Plan; and

WHEREAS, TOP Policy PR1-5 requires new developments to provide a minimum of 2 acres of private park land per 1,000 residents, resulting in a park area requirement of 0.61-acres for the proposed Tentative Tract Map. To satisfy the park requirement, a 6.8 acre park, as part of the related "A" Map (TT18922), was constructed at the center of Planning Area 10A, to the north of the project site. The park features an 8,348 square foot club house, two pools and a spa, open lawn area and other recreational amenities. The residents of the townhomes will have access to the park and all park amenities; and

WHEREAS, 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 (91) and density (18.06 DU/Acre) specified in the Available Land Inventory; and

WHEREAS, 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; and

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 Avenue Specific Plan Amendment (PSPA13-003), for which an addendum to The Avenue Specific Plan EIR (SCH# 2005071109) was adopted by the City Council on June 17, 2014. This Application introduces no new significant environmental impacts. All previously adopted mitigation measures are be a condition of project approval and are incorporated herein by reference; 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, on August 15, 2016, the Development Advisory Board of the City of Ontario conducted a hearing and issued Decision No. DAB16-032 recommending the Planning Commission approve the Application; and

WHEREAS, on August 23, 2016, the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

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

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED, AND RESOLVED by the Planning Commission of the City of Ontario, as follows:

SECTION 1. As the decision-making body for the Project, the Planning Commission has reviewed and considered the information contained in the previously adopted addendum to The Avenue Specific Plan EIR (SCH# 2005071109) and supporting documentation. Based upon the facts and information contained in the previously adopted addendum to The Avenue Specific Plan EIR (SCH# 2005071109) and supporting documentation, the Planning Commission finds as follows:

a. The previously adopted addendum to The Avenue Specific Plan EIR contains a complete and accurate reporting of the environmental impacts associated with the Project; and

b. The previously adopted addendum to The Avenue Specific Plan EIR was completed in compliance with CEQA and the Guidelines promulgated thereunder; and

c. The previously adopted addendum to The Avenue Specific Plan EIR reflects the independent judgment of the Planning Commission; and

All previously adopted mitigation measures, which are applicable to the Project, shall be a condition of Project approval and are incorporated herein by this reference.

SECTION 2. Based upon the substantial evidence presented to the Planning Commission during the above-referenced hearing and upon the specific findings set forth in Section 1 above, the Planning Commission hereby concludes as follows:

a. The site is physically suitable for the proposed density of development. The lots that will be created with the Tract Map subdivision meet the development standards of The Avenue Specific Plan – Medium Density Residential (Product Type 7). The Specific Plan provides for the development of up to 766 residential dwelling units and the density of 6.70 dwelling units per acre. The Tentative Tract Map proposes 2 numbered lots (91 dwelling units) at a density of 18.06 dwelling units per acre.

b. 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 Project is compatible with 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 existing site is vacant/mass graded and improved with model/production homes and a community park (clubhouse) and the proposed development will be compatible with future developments within The Avenue Specific Plan. The Development Plan has been required to comply with all provisions of Product Type 7 Residential Development Standards of The Avenue Specific Plan. Future neighborhoods within the Avenue Specific Plan and surrounding area will provide for diverse housing and highly amenitized neighborhoods that will be compatible in design, scale and massing to the proposed development.

c. 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 will complement 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 proposed location of the Development Plan and the proposed conditions under which it will operate or be maintained will be consistent with TOP Policy Plan and The Avenue Specific Plan and therefore not be detrimental to health; safety and welfare. In addition, the environmental impacts of this project were reviewed in conjunction with the previously adopted addendum to The Avenue Specific Plan EIR.

d. 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 Project will not have a significant adverse impact on the environment. The environmental impacts of this project were previously reviewed in conjunction with The Avenue Specific Plan Environmental Impact Report (SCH#2005071109). This application is consistent with the previously adopted EIR and introduces no new significant environmental impacts.

e. 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 development is consistent with the development standards and design guidelines set forth in the Development Code and The Avenue Specific Plan. The Development Plan complies with all provisions of Product Type 7 Residential Design Guidelines and Development Standards of The Avenue Specific Plan.

SECTION 3. Based upon the findings and conclusions set forth in Sections 1 and 2 above, the Planning Commission hereby APPROVES the herein described Application subject to each and every condition set forth in the Department reports, attached hereto and incorporated herein by this reference.

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

SECTION 5. 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.

SECTION 6. The Secretary shall certify to the adoption of the Resolution.

The Secretary Pro Tempore for the Planning Commission of the City of Ontario shall certify as to the adoption of this Resolution.

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 23rd day of August 2016, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Jim Willoughby
Planning Commission Chairman

ATTEST:

Scott Murphy
Planning Director/Secretary of Planning
Commission

Planning Commission Resolution
File No. PDEV16-013
August 23, 2016
Page 6

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO)
CITY OF ONTARIO)

I, Marci Callejo, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC16-[insert #] was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on August 23, 2016, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Marci Callejo
Secretary Pro Tempore

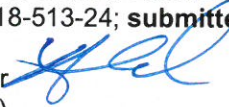


City of Ontario
Planning Department
303 East B Street
Ontario, California 91764
Phone: 909.395.2036
Fax: 909.395.2420

**Planning Department;
Land Development Section
Conditions of Approval**

Prepared: August 3, 2016
File No: PDEV16-013
Related Files: PMTT16-008

Project Description: A Development Plan (File No. PDEV16-013) to construct a 91-unit multi-family townhome project consisting of 8 two-story complexes (five 14-unit complexes and three 7-unit complexes) on 5.04 acres of land located within the Medium Density Residential (MDR) district of Planning Area 10A of The Avenue Specific Plan, generally located north of Ontario Ranch Road, east of Turner Avenue and west of Haven Avenue. APN(s): 0218-462-80 and 0218-513-24; **submitted by Brookfield Residential.**

Prepared By: Henry K. Noh, Senior Planner 
Phone: 909.395.2429 (direct)
Email: hnoh@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. 2010-021 on March 16, 2010. 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 applicable conditions of approval of Development Agreement (File No. PDA10-002) shall apply to this tract.

(b) All applicable conditions of approval of The Avenue Specific Plan shall apply to this tract.

(c) All applicable conditions of approval of the "A" Map TT 18922 (File No. PMTT13-010) and "B" Maps TT 18992 (File No. PMTT14-014) and TT 18996 (File No. PMTT16-008) shall apply to this development plan.

(d) 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.

(e) 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.

(f) 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) and The Avenue Specific Plan.

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

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

(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 Section, 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) and The Avenue Specific Plan.

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 Avenue Specific Plan.

(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 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.

2.6 Site Lighting.

(a) 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 Covenants, Conditions and Restrictions (CC&Rs)/Mutual Access and Maintenance Agreements.

(a) CC&Rs shall be prepared for the Project and shall be recorded prior to the issuance of a building permit.

(b) The CC&Rs shall be in a form and contain provisions satisfactory to the City. The articles of incorporation for the property owners association and the CC&Rs shall be reviewed and approved by the City.

(c) CC&Rs shall ensure reciprocal parking and access between parcels.

(d) CC&Rs shall ensure reciprocal parking and access between parcels, and common maintenance of:

(i) Landscaping and irrigation systems within common areas;

(ii) Landscaping and irrigation systems within parkways adjacent to the project site, including that portion of any public highway right-of-way between the property line or right-of-way boundary line and the curb line and also the area enclosed within the curb lines of a median divider (Ontario Municipal Code Section 7-3.03), pursuant to Ontario Municipal Code Section 5-22-02;

(iii) Shared parking facilities and access drives; and

(iv) Utility and drainage easements.

(e) CC&Rs shall include authorization for the City's local law enforcement officers to enforce City and State traffic and penal codes within the project area.

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

(g) A specific methodology/procedure shall be established within the CC&Rs for enforcement of its provisions by the City of Ontario, if adequate maintenance of the development does not occur, such as, but not limited to, provisions that would grant the City the right of access to correct maintenance issues and assess the property owners association for all costs incurred.

2.9 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.

2.10 Environmental Review.

(a) The environmental impacts of this project were previously analyzed in an addendum to The Avenue Specific Plan EIR (SCH# 2005071109) that was adopted by the City Council on June 17, 2014. This application is consistent with the previously adopted EIR and 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. All previously adopted mitigation measures shall be a condition of project approval and are incorporated herein by 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.

2.11 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.

2.12 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.

2.13 Additional Requirements.

(a) Off-Site Subdivision Signs.

The City Council has authorized the Baldy View Chapter of the Building Industry Association to manage a standardized off-site directional sign program on a non-profit basis. The program uses uniform sign structures and individual identification and directional signs for residential development. **No other off-site signing is authorized.** (For additional information, contact the Baldy View Chapter BIA at (909) 945-1884.

(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) Dairy Separation Requirement for Residential Development.

The following separation requirements from existing dairies/feed lots shall apply to new residential development or structures used for public assembly purposes from existing dairies/feed lots.

A minimum 100' separation shall be required between a new residential, commercial or industrial development or structure used for public assembly and an existing animal feed trough, corral/pen or an existing dairy/feed lot including manure stockpiles and related wastewater detention basins. The 100-foot separation requirement may be satisfied by an off-site easement acceptable to the Planning Director with adjacent properties, submitted with the initial final map and recorded prior to or concurrent with the final map.



ENGINEERING DEPARTMENT

CONDITIONS OF APPROVAL

(Traffic/Transportation Division, Engineering Services Division and Ontario Municipal Utilities Company Conditions incorporated)

<input checked="" type="checkbox"/> DEVELOPMENT PLAN <input type="checkbox"/> OTHER	<input type="checkbox"/> PARCEL MAP <input checked="" type="checkbox"/> FOR CONDOMINIUM PURPOSES	<input checked="" type="checkbox"/> TRACT MAP
PROJECT FILE NO. PMTT16-008/TTM18996 AND PDEV16-013		
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED		

CITY PROJECT ENGINEER & PHONE: Naiim Khoury, Associate Engineer *NK*
 (909) 395-2152
CITY PROJECT PLANNER: Henry Noh, Senior Planner
 (909) 395-2429
DATE: June 20, 2016
PROJECT NAME/ DESCRIPTION: Subdivide of 4.29 Acres into 2 Lots for the construction of 91 townhomes within The Avenue SP
LOCATION: North of Ontario Ranch Road and west of Haven Avenue
APPLICANT: BrookCal, LLC – Brookfield Residential
REVIEWED BY: *[Signature]*
 Omar Gonzalez, PE Date 6/13/16
 Sr. Associate Civil Engineer
APPROVED BY: *[Signature]*
 Khoi Do, PE Date 6/13/16
 Assistant City Engineer



THIS PROJECT SHALL COMPLY WITH THE REQUIREMENTS SET FORTH IN THE GENERAL STANDARD CONDITIONS OF APPROVAL ADOPTED BY CITY COUNCIL (RESOLUTION NO. 2010-021) AND THE PROJECT-SPECIFIC CONDITIONS SPECIFIED IN THE REPORT (ONLY APPLICABLE CONDITIONS ARE CHECKED IN THIS REPORT). THE APPLICANT AND/OR APPLICANT'S REPRESENTATIVE SHALL BE RESPONSIBLE FOR THE COMPLETION OF ALL APPLICABLE CONDITIONS (STANDARD AND PROJECT SPECIFIC CONDITIONS) PRIOR TO OCCUPANCY, AS SPECIFIED IN THIS REPORT PLUS THE CONDITIONS OF APPROVAL FOR TM18922-1, TM18922-2, TM18922-3, TM18991, TM18992 and TM18994.

1. PRIOR TO THE FINAL MAP RECORDATION

Check When Complete

- 1.01 A. Prior to TM18996 recordation, dedicate to the City of Ontario in fee simple the following right-of-way ROW in locations listed below.
- 1.02 Dedicate the following public easements:
 - a) Dedicate variable width easement for pedestrian access and paseo purposes across lots 1 and A as shown on the tentative tract map.
 - b) Dedicate 4-foot easement for pedestrian access and paseo purposes across lots 2, E and G as shown on the tentative tract map.
- 1.03 Restrict vehicular access as follows:

Access to subdivision shall only be granted at those locations shown in the approved Tentative Map and The Avenue Plan Specific Plan.
- 1.04 Vacate the following streets and easements:
- 1.05 Provide and record a reciprocal use agreement to assure common ingress and egress and joint maintenance of all common access, parking areas and drives, landscaping, and raised median landscape.
- 1.06 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, emergency access, joint maintenance of all common access improvements, cost for additional refuse collection pick up services, waste can pickup locations, 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. The CC&Rs / HOA shall define areas whereby tenants place their waste cans for pickup by service vehicles. Said policy shall be reviewed and approved by the Solid Waste Department.
- 1.07 Prepare a fully executed Subdivision Agreement (on City approved format and forms) with accompanying security as required, or complete all public improvements.
- 1.08 Provide a monument bond (i.e. cash deposit) in an amount determined 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 California Registered Professional Engineer or California Registered Land Surveyor of Record and approved by the City Engineer, whichever is greater.
- 1.09 Provide a preliminary title report not older than 30 days to the Engineering Department.



- 1.10 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) _____ - 1.11 File a Consent and Waiver to Annexation agreement, together with an annexation processing fee, to annex the subject property to a Street Lighting Maintenance Assessment District (SLMD). The agreement and fee shall be submitted a minimum of three (3) months prior to, and the annexation shall be completed, prior to final subdivision map approval or issuance of building permits, whichever occurs first. An annual special assessment shall be levied in the SLMD and will be collected along with annual property taxes. The special assessment will provide funding for costs associated with the annual operation and maintenance of the street lighting facilities and appurtenances that serve the property. Contact Management Services at (909) 395-2124 regarding this requirement.
 - 1.12 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) for all phases pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of four (4) months prior to recordation of TM18991, and the CFD shall be established prior to recordation of TM18991 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: Submit 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
 - 1.1 Provide for the sale of a portion of the subject property to the City of Ontario, to be used for the construction of public water well.
 - 1.15 The developer shall submit evidence of sufficient Water Availability Equivalents to Management Services (Certificate of Net MDD Availability) for this tract prior to the recordation of final map.
 - 1.16 The developer shall submit evidence of Storm Water Capacity Availability Equivalents (Certificate of Storm Water Treatment Capacity Availability) to the Engineering Department for this tract prior to the recordation of final map.
 - 1.17 **Other Conditions:**
- The public and private improvements constructed within this tentative tract map shall be maintained through the combination of public and private entities as described in Section 5.5 and Table 4, "Maintenance Responsibilities" of The Avenue Specific Plan.**

2. PRIOR TO PERMITTING (GRADING, BUILDING, ENCROACHMENT, ETC)

- A. GENERAL**
- 2.01 Tract Map No. _____ shall be recorded pursuant to the Subdivision Map Act and in accordance with City Code. Provide a duplicate photo Mylar of the recorded map to the City Engineer's office.
 - 2.02 The subject parcel is unrecognized. A certificate of compliance is required to be recorded for the parcel to become recognized.



- 2.03 The onsite easements that are in conflict with the proposed development shall be quit claimed/abandoned by easement owners prior to the issuance of any permits. No permanent structures are allowed on easements.
- 2.04 Easement dedication for _____ is required behind driveway approaches at the proposed driveway locations.
- 2.05 This project requires the following: _____
- 2.06 **All required public improvement plans and studies shall be prepared by a Registered Professional Civil Engineer in the State of California, and submitted to the City Engineer for review and approval.**
- 2.07 Provide a copy of proposed Covenants, Conditions and Restrictions as applicable to the project to the City Engineer to be reviewed and approved by the City Attorney. These CC&R's shall ensure, among other things, common ingress and egress, joint maintenance of all common access parking areas, utilities and drives as applicable to the project. The CC&R's shall also cover the maintenance and repair of those public utilities (water, sewer, storm drain, recycled water, etc) that are located within open space. In the event of any maintenance or repair of these facilities, the City shall only restore disturbed areas to City standards. Include language to this effect in the CC&R's.
- 2.08 **The applicant shall obtain an Encroachment Permit and Traffic Control Permit, as required, for all work within the public right-of-way/public easement. Prior to issuance of the Encroachment Permit, all public improvement plans, which include but are not limited to, street, water, sewer, lighting, signing and striping, etc. shall be reviewed and approved by the City Engineer.**
- 2.09 In lieu of constructing the required public improvements, an agreement and security in an amount acceptable to the City Engineer may be submitted to guarantee proper construction of the public improvements. All security must be acceptable to City Attorney's office, pursuant to Government Code, Section 66499 and City's Subdivision Ordinance.
- 2.10 **All Development Impact Fees (DIF) shall be paid to the Building Department prior to permit issuance.**
- 2.11 **All existing street and property monuments within or abutting this project site shall be preserved consistent with AB1414. If during construction of onsite or offsite improvements, monuments are damaged or destroyed, the applicant shall retain a licensed land surveyor or civil engineer to set new monuments, to the satisfaction of the City Engineer.**
- 2.12 Detailed on-site utility information shall be shown on the grading plan, which includes but is not limited to, location of monitoring manholes, backflow prevention devices, exact location of laterals, etc. (include low, average, and peak water demand in GPM for the proposed development and proposed water meter size). The grading plan will not be approved by the Engineering Department until this detailed utility information is included on the plans.
- 2.14 Submit a soils/geology report to the project engineer for review and approval in accordance with Government Code, Section 66434.5.



2.15 Other Agency Permit/Approval: Prior to issuance of permits from the Engineering Department, this project will require a permit from the following agency:

- Caltrans
- California Department of Public Health for recycled water
- San Bernardino County Flood Control District (SBCFCD) for storm drain connection
- San Bernardino County Health Department for existing water wells
- Southern California Edison
- Army Corps of Engineers (ACOE)
- California Department of Fish & Game
- Inland Empire Utilities Agency for sewer connection to Eastern Sewer trunk line and recycled water line

2.16 Dedicate the following right-of-way in locations listed below:

2.17 NMC Developments

1. On site wells shall be destroyed/ abandoned per the Department of Water Resources Guidelines and require permitting from the County Health Department. A copy of such permit shall be provided to the Engineering Department and the Ontario Municipal Utilities Company prior to issuance of grading and/or building permits. If a private well is actively used for water supply, the Developer shall submit a plan to abandon such well and connect users to the City's water system.
2. If the Developer proposes temporary use of an existing agricultural well for purposes other than agriculture, such as grading, dust control, etc., the developer shall make a formal request to the City of Ontario for such use prior to issuance of permits for any construction activity. Upon approval, the Developer shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by the agreement.

2.18 Other Conditions:

- a) All proposed public pedestrian access pathways shown on lots 1, 2, A, E and G shall comply with the ADA requirements and shall include ADA ramps as needed.

Fiber Optic System

- b) The applicant/developer shall provide fiber optic connection to each townhome unit per city standards and guidelines.

3. PRIOR TO CERTIFICATE OF OCCUPANCY OF ANY PHASE

3.01 All remaining fees/ deposits required by the Engineering Department must be paid in full prior to issuance of a Certificate of Occupancy.

3.02 Complete all required public improvements to the satisfaction of the City Engineer.

3.03 Submit a set of Record Drawings on mylar of all Engineering Department approved plans for review.

3.04 Record an approved "Water Quality Management Plan and Stormwater BMP Transfer, Access and Maintenance Agreement" with the San Bernardino County Recorder on a standard City form. An electronic copy of this document is available at the City's website.

3.05 Set all monuments in accordance with the final map, and submit all centerline ties to the Engineering Department. Any monuments damaged as a result of construction, shall be reset to the satisfaction of the City.



- a) The City shall coordinate with the California Department of Public Health (CDPH) to obtain an approval of Engineer's Report (ER) for the use of recycled water. See items 2.53-2.55 for additional details.
- b) Installation of all recycled water improvements must be completed and successfully pass start-up and cross connection tests of recycle water lines upon availability/usage of recycled water.

Complete training of on-site personnel for the use of recycled water, as determined in the ER upon availability/usage of recycled water.

- 3.07 **All Development Impact Fees (DIF) must be paid in full to the Building Department**



EXHIBIT 'A'

ENGINEERING SERVICES DIVISION
First Plan Check Submittal Checklist for each phase

If any of the checked items below are missing, your submittal will be returned, un-checked, until all required items are submitted.

Project Number: Tentative Tract Map No. PMTT16-008/18996 and PDEV16-013

Items Required for First Plan Check Submittal:

(PDF copies of all required documents listed below are required with each submittal. For subsequent submittals, PDF copies of the City's previous redline comments are also required)

- A COPY OF THIS CHECK LIST MUST BE SUBMITTED WITH THE FIRST PLAN CHECK**
- Check(s) for Plan Check fees (Engineering & NPDES)
- 1 Copy of Engineering Cost Estimate (On City forms) with Engineer's Wet Signature and Stamp
- Copy of approved Conditions of Approval**
- 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).
- 4 Sets of Public Street Improvement Plans with Street Cross-Sections
- Private street improvement plans shall be prepared and submitted for review by the Engineering Department.
- 4 Sets of Public Water Plans (include water demand calculations showing low, average, and peak water demand in GPM for the proposed development and proposed water meter size).
- 4 Sets of Recycled Water Plans (include Recycled water demand calculations showing low, average, and peak water demand in GPM for the proposed development and proposed water meter size)
- 1 copy of Engineering Report and an electronic file (PDF format on compact disc) for recycled water use
- 4 Sets of Public Sewer Plans
- 5 Sets Public Storm Drain Plans
- 3 Sets of Street Light Plans
- 3 Sets of Fiber Optic Plans**
- 3 Sets of Signing and Striping Plans
- 3 Sets of Traffic Signal Plans and Specifications
- 3 Copies of Water Quality Management Plan (WQMP) and 1 copy of Storm Pollution Prevention Plan
- 3 Copies of Hydrology/Drainage Study
- Soils/ Geology Report
- Check for Final Map processing fees**
- 1 copy of the approved Tentative Map**
- 4 Sets of Final Map**

PROJECT FILE: TENTATIVE TRACT NO. PMTT16-008/TTM18996 & PDEV14-013
PROJECT. ENG: Naim Khoury
DATE: June 20, 2016



- 2 Copies of Preliminary Title Report (within last 30 days)
- 2 Copies of Closure Calculations
- 1 Set of Supporting Documents and Maps (legible copies): referenced record Final Maps (full size, 18"x26"), Assessor's Parcel Map (full size, 11"x17"), recorded documents such as Deeds, Lot Line Adjustments, easements, etc.
- Grading/drainage plans shall be submitted to the Building Department for processing.

CITY OF ONTARIO MEMORANDUM

TO: PLANNING DEPARTMENT, Henry Noh
FROM: BUILDING DEPARTMENT, Kevin Shear
DATE: April 11, 2016
SUBJECT: PDEV16-013

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

Conditions of Approval

1. Meet the current Building Code

2. Lot 1 - Needs ⁵~~6~~ accessible units

3. Lot 2 - Needs ³~~4~~ accessible units

PER K.S. 6/27/16

KS:lm



CITY OF ONTARIO MEMORANDUM

TO: Otto Kroutil, Development Director
 Scott Murphy, Planning Director
 Cathy Wahlstrom, Principal Planner (Copy of memo only)
 Charity Hernandez, Economic Development
 Kevin Shear, Building Official
 Raymond Lee, Assistant City Engineer
 Carolyn Bell, Landscape Planning Division
 Sheldon Yu, Municipal Utility Company
 Doug Sorel, Police Department
 Art Andres, Deputy Fire Chief/Fire Marshal
 Tom Danna, T. E., Traffic/Transportation Manager
 Lorena Mejia, Associate Planner, Airport Planning (Copy of memo only)
 Steve Wilson, Engineering/NPDES
 Bob Gluck, Code Enforcement Director

FROM: Henry Noh,

DATE: April 07, 2016

SUBJECT: FILE #: PDEV16-013 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 21, 2016**.

- 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 request for Development Plan approval to construct 91 multiple-family dwellings on approximately 4.29 acres of land generally located at the northeast corner of Turner Avenue and Ontario Ranch Road, within Planning Area 10A of The Avenue Specific Plan.

- 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.

5/13/16

Department Signature Title Date

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

PRELIMINARY PLAN CORRECTIONS

Sign Off

Carolyn Bell
 Carolyn Bell, Sr. Landscape Planner

5/3/16
 Date

Reviewer's Name:
Carolyn Bell, Sr. Landscape Planner

Phone:
(909) 395-2237

D.A.B. File No.:
 PDEV16-013

Case Planner:
 Henry Noh

Project Name and Location:
 Tract 18996 Lot 1 & Lot 2 Condos
 The Avenue Specific Plan – New Haven
 Applicant/Representative:
 Brookfield Residential - Susan McDowell
 3200 Park Center Drive Suite 1000
 Costa Mesa, CA 92626

A Preliminary Landscape Plan (dated 4/7/16) 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.

CORRECTIONS REQUIRED

1. Change bollard style to match architecture, Spanish or Monterrey instead of a modern style. Show even spacing.
2. On Civil plans, note for compaction to be no greater than 85% at landscape areas. Note all finished grades at 1 ½" below finished surfaces.
3. Show a stub-out with A/S valve and hose bibb for future private yard irrigation system with nearby GFI electrical outlet.
4. Design spaces so utilities such as backflows and transformers are screened with 5' of landscape. Show on plans.
5. Show proposed trees at least ¾ of mature size.
6. Show trees behind sidewalk alternating with street trees 30' oc.
7. Change smaller trees to a larger tree where space allows, such as Koelreuteria, Pistache, Ulmus, etc. Keep large trees away from front doors and show trees spaced 30' oc.
8. Replace high maintenance and poor performing plants; Juncus, Stipa and Hibiscus.
9. Call out type of proposed irrigation system to meet the water budget and include preliminary MAWA calculation.
10. Show landscape hydrozones to separate low water from moderate water landscape.
11. Note for agronomical soil testing and include report on landscape plans.
12. Sht A-14; Show tall plant material in motor court planters where possible and smaller shrubs in motor court planters that fit under light fixtures and address sign locations.



CITY OF ONTARIO

MEMORANDUM

TO: Otto Kroutil, Development Director
Scott Murphy, Planning Director
Cathy Wahlstrom, Principal Planner (Copy of memo only)
Charity Hernandez, Economic Development
Kevin Shear, Building Official
Raymond Lee, Assistant City Engineer
Carolyn Bell, Landscape Planning Division
Sheldon Yu, Municipal Utility Company
Doug Sorel, Police Department
Art Andres, Deputy Fire Chief/Fire Marshal
Tom Danna, T. E., Traffic/Transportation Manager
Lorena Mejia, Associate Planner, Airport Planning (Copy of memo only)
Steve Wilson, Engineering/NPDES
Bob Gluck, Code Enforcement Director

FROM: Henry Noh,

DATE: April 07, 2016

SUBJECT: FILE #: PDEV16-013 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 21, 2016**.

- 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 request for Development Plan approval to construct 91 multiple-family dwellings on approximately 4.29 acres of land generally located at the northeast corner of Turner Avenue and Ontario Ranch Road, within Planning Area 10A of The Avenue Specific Plan.

- 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.

Airport Planning Department Lorena Mejia Associate Planner 3/11/16
Signature Title Date

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV16-013 & PMTT16-008

Address: NEC Turner Ave & Ontario Ranch Road

APN: 0218-462-80 & 0218-513-24

Existing Land Use: Vacant

Proposed Land Use: Subdivision for common interest and the development 6 (14-plex) and 1 (7-plex) multi-family residential buildings totaling 91 units

Site Acreage: 5.04 acres Proposed Structure Height: 31

ONT-IAC Project Review: n/a

Airport Influence Area: ONT

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Henry Noh

Date: 5/11/16

CD No.: 2016-019

PALU No.: n/a

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

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

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

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

Allowable Height: _____

CONSISTENCY DETERMINATION

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

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

The following condition applies: see attached

Airport Planner Signature: _____

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT

CD No.: 2016-018
PALU No.: _____

PROJECT CONDITIONS

The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT) and was evaluated and found to be consistent with the Airport Land Use Compatibility Plan (ALUCP) for ONT. The applicant is required to meet the Real Estate Transaction Disclosure in accordance with California Codes (Business and Professions Code Section 11010-11024). New residential subdivisions within an Airport Influence Area are required to file an application for a Public Report consisting of a Notice of Intention (NOI) and a completed questionnaire with the Department of Real Estate and include the following language within the NOI:

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.



CITY OF ONTARIO

MEMORANDUM

TO: HENRY NOH, PLANNING DEPARTMENT

FROM: DOUGLAS SOREL, POLICE DEPARTMENT

DATE: APRIL 25, 2016

SUBJECT: PDEV16-013 – A DEVELOPMENT PLAN TO CONSTRUCT 91 MULTI-FAMILY DWELLINGS IN THE AREA OF TURNER AVENUE AND ONTARIO RANCH ROAD

The “Standard Conditions of Approval” contained in Resolution No. 2010-021 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 and other areas used by the public shall be provided and shall operate on photosensor. Photometrics shall be provided and include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting fixtures.
- The Applicant shall comply with construction site security requirements as stated in the Standard Conditions.

The Applicant is invited to call Douglas Sorel at (909) 395-2873 regarding any questions or concerns.



CITY OF ONTARIO

MEMORANDUM

TO: Henry Noh, Senior Planner
Planning Department

FROM: Adam A. Panos, Fire Protection Analyst
Fire Department

DATE: April 29, 2016

SUBJECT: PDEV16-013 / A request for Development Plan approval to construct 91 multiple-family dwellings on approximately 4.29 acres of land generally located at the northeast corner of Turner Avenue and Ontario Ranch Road, within Planning Area 10A of The Avenue Specific Plan.

-
- The plan **does** adequately address Fire Department requirements at this time.
- No comments.
 - Standard Conditions of Approval apply, as stated below.
- The plan **does NOT** adequately address Fire Department requirements.
- The comments contained in the attached report must be met prior to scheduling for Development Advisory Board.

SITE AND BUILDING FEATURES:

- A. 2013 CBC Type of Construction: V B
- B. Type of Roof Materials: UNK
- C. Ground Floor Area(s): UNK
- D. Number of Stories: 2 stories
- E. Total Square Footage: UNK
- F. 2013 CBC Occupancy Classification(s): R-2

CONDITIONS OF APPROVAL:

1.0 GENERAL

- 1.1 The following are the Ontario Fire Department ("Fire Department") requirements for this development project, based on the current edition of the California Fire Code (CFC), and the current versions of the Fire Prevention Standards ("Standards.") It is recommended that the applicant or developer transmit a copy of these requirements to the on-site contractor(s) and that all questions or concerns be directed to the Bureau of Fire Prevention, at (909) 395-2029. For copies of Ontario Fire Department Standards please access the City of Ontario web site at www.ci.ontario.ca.us, 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 (20) 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](#).

3.0 WATER SUPPLY

- 3.1 The required fire flow per Fire Department standards, based on the 2013 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.
- 3.3 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 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

- 4.1 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 13R. 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 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.
- 4.5 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.
- 4.6 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.
- 4.7 A fixed fire extinguishing system is required for the protection of hood, duct, plenum and cooking surfaces. This system must comply with National Fire Protection Association (NFPA)

Standards 17A and 96. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.

- 4.8 Hose valves with two and one half inch (2 ½”) connections will be required on the roof, in locations acceptable to the Fire Department. These hose valves shall be take their water supply from the automatic fire sprinkler systems, and shall be included in the design submitted for these systems. Identification shall be provided for all hose valves per Standard #D-004.
- 4.9 Due to inaccessible rail spur areas, two and one half inch 2-1/2” fire hose connections shall be provided in these areas. These hose valves shall be take their water supply from the automatic fire sprinkler systems, and shall be included in the design submitted for these systems. Identification shall be provided for all hose valves per Standard #D-004.

5.0 BUILDING CONSTRUCTION FEATURES

- 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
- 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Address numbers shall contrast with their background. See Section 9-1.3280 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 9-1.3280 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.
- 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.
- 5.8 The building shall be provided with a Public Safety 800 MHZ radio amplification system per the Ontario Municipal Code Section 4-11.09 (n) and the CFC. The design and installation shall be approved by the Fire Department.

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 OTHER PROJECT SPECIFIC CONDITIONS

- 7.1 NONE

<END.>



PLANNING COMMISSION STAFF REPORT

August 23, 2016

SUBJECT: A Development Plan (File No. PDEV16-014) to construct 800 multiple-family dwellings, and a maximum 10 percent reduction in off-street parking based upon the “low demand” provisions of Development Code Section 6.03.020.B, on approximately 21.6 acres of land generally located on the north side of Inland Empire Boulevard, approximately 300 feet west of Archibald Avenue, within the Urban-Residential land use district of the Meredith International Centre Specific Plan (APNs: 0110-311-56, 0110-311-57, & 0110-311-58); **submitted by Palmer Ontario Properties, LP.**

PROPERTY OWNER: Craig Development Corporation

RECOMMENDED ACTION: That the Planning Commission approve File No. PDEV16-014, including a maximum 10 percent reduction in off-street parking in accordance with the “low demand” provisions of Development Code Section 6.03.020.B, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval contained in the attached departmental reports.

PROJECT SETTING: The project site is located on approximately 21.6 acres of land generally located on the north side of Inland Empire Boulevard, approximately 300 feet west of Archibald Avenue, within the Urban-Residential land use district of the Meredith International Centre Specific Plan, and is depicted in **Figure 1: Project Location**, below. The project site consists of three lots that are relatively flat with a gentle slope to the southwest. The property to the north of the project site is within the OS-R (Open Space – Recreation) zoning district and is currently owned and used by the San Bernardino County Flood Control District as part of the Deer Creek Flood Control Channel. The properties to the east and south are within the Urban Commercial

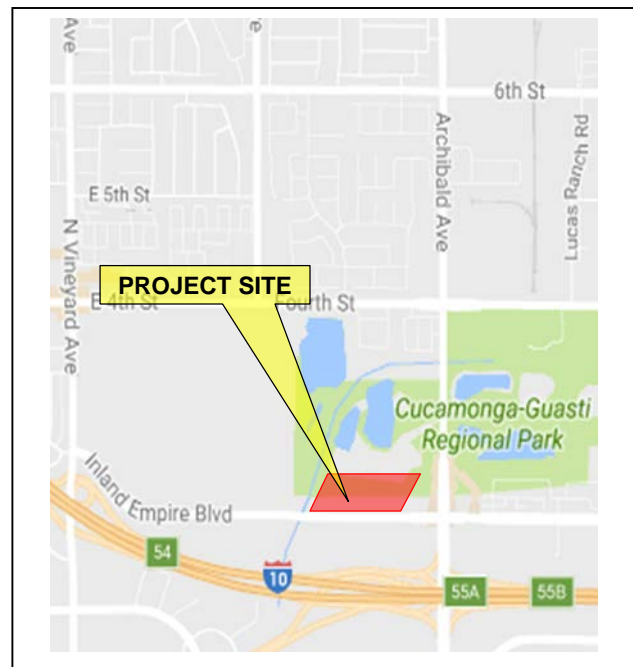


Figure 1: Project Location

Case Planner:	Charles Mercier	Hearing Body	Date	Decision	Action
Planning Director Approval:		DAB	8/15/16	Approve	Recommend
Submittal Date:	4/14/2016	ZA			
Hearing Deadline:	11/14/2016	PC	8/23/16		Final
		CC			

land use district of the Meredith International Centre Specific Plan and are currently unimproved. The property to the west is within the OS-R zoning district and is improved with the Deer Creek Flood Control Channel.

Vegetation on the project site consists of sparse nonnative ruderal grasses and low shrubs, while animal life consists of various common nesting birds. Additionally, potential habitat for the western burrowing owl exists on the project site. A field survey was conducted prior to the mass grading of the Meredith International Centre Specific Plan area in 2015, to facilitate construction of the SRG/ Meredith International Centre (an approximate 3,000,000-square foot industrial development on an approximate 143-acre portion of the Meredith International Centre Specific Plan) and off-site improvements to facilitate build-out of the Meredith International Centre Specific Plan area. The field survey did not detect any western burrowing owls; however, numerous suitable burrows were present, which were not utilized. A subsequent field survey of the project site will be completed 30 days prior to precise grading and excavation of the project site to ensure that no western burrowing owls have returned to the project site.

Furthermore, the project site is located within the Ontario Recovery Unit for the federally endangered Delhi sands flower-loving fly (DSF); however, the site is outside of the DSF habitat mapped for that unit. No suitable habitat for the DSF occurs on the project site and DSF are assumed to be absent from the project site and the surrounding area.

PROJECT ANALYSIS:

[1] 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. At the same time, the Planning Commission approved a Development Plan (File No. PDEV14-055), on an approximate 143-acre portion of the Tentative Parcel Map located immediately west of the project site, across the Deer Creek and Cucamonga Creek Flood Control Channels. The Development Plan permitted the phased development of 7 industrial buildings totaling approximately 3,000,000 square feet, which are currently under construction. Additionally, in September 2015, the City's Development Advisory Board approved the construction of an approximate 52,000-square foot automobile dealership (Audi Ontario)

on a 5-acre parcel of land located immediately to the southwest of the project site, on the south side of Inland Empire Boulevard, abutting the Cucamonga Creek and Deer Creek Flood Control Channels.

The project site is located within Planning Area 4 (PA4) of the Meredith International Centre Specific Plan, which is designated as the Urban Residential land use district, and contributes to the mixed-use lifestyle required by The Ontario Plan for the Meredith International Centre and surrounding area. PA4 allows for the development of high density residential land uses (for sale or for rent), not to exceed 800 dwelling units at a minimum density of 25 dwelling units per acre. The Applicant is now requesting Development Plan approval for the phased construction of a gated, 800-unit apartment project on the 21.6-acre project site, at a density of 37.04 dwelling units per acre (see Figure 2 (Site Plan), below).



Figure 2: Site Plan

[2] Site Design/Building Layout — The project site consists of 12 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 and electrical rooms. A 3-story wood-framed superstructure, which contains from 24 to 218 dwellings in a stacked flat configuration, is designed on top of each podium, for an overall height of 4 stories (45 to 50 feet, on average, with projections up to 63 feet).

Eight different floor plans are proposed, with unit sizes ranging from 650 to 1,280 square feet. Two one-bedroom/one-bathroom plans, four 2-bedroom/2-bathroom plans, and two 3-bedroom/3-bathroom floor plan designs are proposed, which, in total, includes 80 one-bedroom units, 600 two-bedroom units, and 120 three-bedroom units. The dwelling unit breakdown is as follows:

<i>Dwelling Unit Summary</i>				
<i>Unit No.</i>	<i>Unit Type</i>	<i>Area</i>	<i>No.</i>	<i>Percent</i>
A-1	1 Bedroom/1 Bathroom	650 SF	18	2.2%
A-2	1 Bedroom/1 Bathroom	698 SF	62	7.5%
B-1	2 Bedroom/2 Bathroom	983 SF	387	48.4%
B-2	2 Bedroom/2 Bathroom	1,055 SF	165	20.7%
C-1	3 Bedroom/3 Bathroom	1,184 SF	90	11.3%
C-2	3 Bedroom/3 Bathroom	1,280 SF	30	3.8%
D-1	2 Bedroom/2 Bathroom	976 SF	24	3.0%
D-2	2 Bedroom/2 Bathroom	1,048 SF	24	3.0%
TOTAL			800	100%

The open space requirements of the Meredith International Centre Specific Plan requires 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. The project has provided each dwelling with a balcony measuring a minimum of 10 feet in width and 6 feet in depth (60 square feet), meeting the minimum private open space requirement. Additionally, approximately 712 square feet of common open space per dwelling unit has been provided (totaling 569,450 square feet), which equals 2.8 times the minimum common open space requirement for the project.

The project is highly amenitized, including features such as two large recreation facilities, each consisting of a 2-story clubhouse built around a large pool and spa courtyard. The clubhouses include interior amenities such as a gym and exercise area, kids play room, lounge, restrooms, game room, bicycle storage (bikes provided by facility for tenant use), steam rooms and saunas, mail and parcel rooms, cabanas (open to the pool/spa courtyard), decorative water feature, fire pit, outdoor fireplace, outdoor kitchen, barbeques, shade canopies, and outdoor seating area.

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, and a dog park. Additionally, the larger buildings include second floor common courtyards (within Buildings A-1, A-2, B-3, B-7 and B-11), which include water features, fully furnished outside sitting areas, shade structures, outdoor kitchen areas, barbeques, and raised planters.

[3] Site Access/Circulation — The project site is accessed from Inland Empire Boulevard by two signalized vehicular entry points, pursuant to the requirements of the

Meredith International Centre Specific Plan, and will be shared with future commercial development across the street to the south. The east (main) driveway is intended for use by project residents and visitors. The west (secondary) driveway is intended for use solely by project residents. The project site 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.

The secondary gate will not be manned and, like the main gate, tenants will be will access the secondary gate utilizing an electronic controller. The secondary driveway has also been designed with a turnaround for vehicles mistakenly accessing 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 individual buildings is provided by a system of landscaped paseos and walkways adjacent to private drives.

[4] Parking—The Applicant is requesting a 7.84 percent reduction in the required number of off-street parking spaces, based upon the provisions of Development Code Section 6.03.020.B (Low Demand), which provides that the Planning Commission may approve a reduction in the required number of off-street parking spaces when it can be demonstrated that the project will not utilize the required number of parking spaces due to the nature of the specific land use or the manner in which the specific land use is conducted.

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

Resident Parking (one space to be provided in a garage or carport):

- Studio units—1.5 spaces per dwelling unit
- One-bedroom units—1.75 spaces per dwelling unit
- Two-bedroom units—2.0 spaces per dwelling unit
- Three-bedroom units—2.5 spaces per dwelling unit

Guest/Visitor Parking:

- Greater than 100 dwelling units—One space per 6 dwelling units

The direct application of the City Code parking ratios to the project yields a City Code requirement of 1,773 spaces (1,640 resident spaces and 133 guest spaces). By dividing the 1,773-space requirement by the 800 units proposed, a “blended” ratio of 2.22 spaces per unit is derived.

The Applicant has contracted with Linscott, Law & Greenspan, Engineers (LLG), for the preparation of a parking analysis (included as Attachment "A" of this report) in support of the proposed parking reduction. The analysis finds that the parking ratio of 2.22 spaces per unit is conservative, and likely overestimates the potential parking needs of the project, as the actual parking requirements for podium-style, multiple-family residential developments have been found to be significantly less than the City's Code requirement. This assertion is based on field studies of actual parking demand at existing developments similar to the project, in addition to parking demand/empirical ratio compilations from other sources. A comparison of parking ratios from each source (nine comparable sites in Costa Mesa, Irvine, Orange, Fullerton, Santa Ana, Monrovia, and Pasadena) shows that the blended ratio of 2.22 spaces per unit derived from the project's City Code calculation, is significantly greater than all peak parking ratios compiled. The comparison found an average peak demand ratio of 1.33 spaces per unit, an 85th percentile ratio of 1.47 spaces per unit, and a maximum ratio of 1.75 spaces per unit.

Additionally, *Parking Generation* (4th Edition), published by the Institute of Transportation Engineers (ITE), and *Shared Parking* (2nd Edition), published by the Urban Land Institute (ULI), as well as other reference materials identified in the parking reduction analysis, provide peak parking ratios for apartment complexes, which range from 1.20 spaces per unit (average ratio per ITE) to 1.66 spaces per unit (field studies in Ontario and Rancho Cucamonga).

Based upon the aforementioned studies, a ratio of 1.75 spaces per unit is recommended for the project. This is a demand factor that LLG has applied to numerous other projects, which includes a parking contingency of 19 percent relative to the 85th percentile ratio derived from comparable sites, and is 5 percent greater than the maximum ratio derived from field studies in both Ontario and Rancho Cucamonga. For the 800 units proposed, the estimated average demand would be 1,064 spaces, the 85th percentile demand would be 1,176 spaces, and the maximum demand (based on the recommended parking ratio of 1.75 spaces per unit) would be 1,400 spaces.

A comparison of the 1,773 parking spaces required by the Development Code against the proposed supply of 1,634 parking spaces, yields a deficiency of 139 off-street parking spaces. Applying the 7.84 percent parking reduction requested by the Applicant, yields 1,634 spaces, which derives an overall parking ratio of 2.04 spaces per unit and translates to a total surplus of 234 parking spaces for the project when compared to the projected maximum demand (recommended parking ratio of 1.75 spaces per unit).

The table below provides an overall summary of the off-street parking spaces provided for the proposed project:

Parking Supply Summary					
Parking Location	No. Dwellings	No. Assigned Parking Spaces			Parking Ratio (Spaces/Unit)
		Covered (Parking Garage)	Uncovered (Building Adjacent)	Total	
Building A-1	216	350	86	436	2.02
Building A-2	218	360	81	441	2.02
Building B-3	66	88	46	134	2.03
Building B-7	66	88	48	136	2.06
Building B-11	66	88	50	138	2.09
Building C-4	24	26	24	50	2.08
Building C-5	24	26	24	50	2.08
Building C-6	24	24	26	50	2.08
Building C-8	24	24	26	50	2.08
Building C-9	24	24	26	50	2.08
Building C-10	24	26	23	49	2.04
Building C-12	24	26	24	50	2.08
Total	800	1,150	484	1,634	2.04

It is staff's opinion that the parking analysis clearly demonstrates that a more than sufficient number of resident and visitor parking spaces will be provided with the requested parking reduction. Furthermore, it is important to point out that the parking spaces that would typically be lost to a project by the use of garage parking spaces as storage area for resident's "stuff" will not occur in this case. The podium design proposed, which utilizes common parking garages for each building's residents, allows easy monitoring of parking spaces by project management. Furthermore, a 2013 survey commissioned by The Wall Street Journal, found that storage is a more common use of garages than parking. The survey also found that less than 70 percent of garages are available for parking because the floor area is occupied by something other than a car, two-thirds of households with 2 or more cars cannot park in their garage, and one-third of households never open their garage door.

[5] Architecture—Architecturally, the proposed buildings incorporate a light sand stucco finish, terra cotta colored mission tile roofs, decorative wrought iron elements, decorative false terra cotta gable vents and chimney caps, series of small decorative niches, recessed vinyl windows, canvas awnings above various windows, decorative overhead trellises at various balconies and 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; and
- 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.

[6] 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 18 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.

[7] 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.

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

[1] City Council Priorities

Primary Goal: Regain Local Control of the Ontario International Airport

Supporting Goals:

- Invest in the Growth and Evolution of the City's Economy
- Operate in a Businesslike Manner
- Focus Resources in Ontario's Commercial and Residential Neighborhoods

[2] Vision.

Distinctive Development:

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

[3] Governance.

Decision Making:

- Goal G1: Sustained decision-making that consistently moves Ontario towards its Vision by using The Ontario Plan as a framework for assessing choices.
 - G1-2 Long-term Benefit. We require decisions to demonstrate and document how they add value to the community and support the Ontario Vision

[4] Policy Plan (General Plan)

Land Use Element:

- Goal LU1: A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.
 - LU1-1 Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, and foster the development of transit.
 - LU1-6 Complete Community: We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario. (Refer to Complete Community Section of Community Economics Element).
- Goal LU2: Compatibility between a wide range of uses.
 - LU2-6: Infrastructure Compatibility: We require infrastructure to be aesthetically pleasing and in context with the community character.

Housing Element:

- Goal H2: Diversity of types of quality housing that are affordable to a range of household income levels, accommodate changing demographics, and support and reinforce the economic sustainability of Ontario.
 - H2-4 New Model Colony. We support a premier lifestyle community in the New Model Colony distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.
 - H2-5 Housing Design. We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices and other best practices.
- Goal H5: A full range of housing types and community services that meet the special housing needs for all individuals and families in Ontario, regardless of income level, age or other status.
 - H5-2 Family Housing. We support the development of larger rental apartments that are appropriate for families with children, including, as feasible, the provision of services, recreation and other amenities.

Community Economics Element:

- Goal CE1: A complete community that provides for all incomes and stages of life.
 - CE1-6 Diversity of Housing. We collaborate with residents, housing providers and the development community to provide housing opportunities for every stage of life; we plan for a variety of housing types and price points to support our workforce, attract business and foster a balanced community.
- Goal CE2: A City of distinctive neighborhoods, districts, and corridors, where people choose to be.
 - CE2-1 Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community.
 - CE2-2 Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional and sustainable places that will compete well with their competition within the region.
 - CE2-4 Protection of Investment. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.
 - CE2-5 Private Maintenance. We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.

Safety Element:

- Goal S1: Minimized risk of injury, loss of life, property damage and economic and social disruption caused by earthquake-induced and other geologic hazards.
 - S1-1 Implementation of Regulations and Standards. We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.

Community Design Element:

- Goal CD1: A dynamic, progressive city containing distinct neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses.

➤ CD1-1 City Identity. We take actions that are consistent with the City being a leading urban center in Southern California while recognizing the diverse character of our existing viable neighborhoods.

➤ CD1-2 Growth Areas. We require development in growth areas to be distinctive and unique places within which there are cohesive design themes.

➤ CD1-3 Neighborhood Improvement. We require viable existing residential and non-residential neighborhoods to be preserved, protected, and enhanced in accordance with our land use policies.

▪ Goal CD2: A high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct.

➤ CD2-1 Quality Architecture. We encourage all development projects to convey visual interest and character through:

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

➤ CD2-2 Neighborhood Design. We create distinct residential neighborhoods that are functional, have a sense of community, emphasize livability and social interaction, and are uniquely identifiable places through such elements as:

- A pattern of smaller, walkable blocks that promote access, activity and safety;
- Variable setbacks and parcel sizes to accommodate a diversity of housing types;
- Traffic calming measures to slow traffic and promote walkability while maintaining acceptable fire protection and traffic flows;
- Floor plans that encourage views onto the street and de-emphasize the visual and physical dominance of garages (introducing the front porch as the “outdoor living room”), as appropriate; and
- Landscaped parkways, with sidewalks separated from the curb.

➤ CD2-7 Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping and buildings to reduce energy demand through solar orientation, maximum use of natural

daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials and construction techniques.

➤ CD2-8 Safe Design. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintenance of visibility and accessibility, and use of lighting.

➤ CD2-9 Landscape Design. We encourage durable landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.

➤ CD2-10 Surface Parking Areas. We require parking areas visible to or used by the public to be landscaped in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field.

➤ CD2-11 Entry Statements. We encourage the inclusion of amenities, signage and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.

➤ CD2-12 Site and Building Signage. We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.

➤ CD2-13 Entitlement Process. We work collaboratively with all stakeholders to ensure a high degree of certainty in the efficient review and timely processing of all development plans and permits.

▪ Goal CD3: Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages between and within developments that are conveniently located, visually appealing and safe during all hours.

➤ CD3-1 Design. We require that pedestrian, vehicular, bicycle and equestrian circulation on both public and private property be coordinated and designed to maximize safety, comfort and aesthetics.

➤ CD3-2 Connectivity Between Streets, Sidewalks, Walkways and Plazas. We require landscaping and paving be used to optimize visual connectivity between streets, sidewalks, walkways and plazas for pedestrians.

- CD3-3 Building Entrances. We require all building entrances to be accessible and visible from adjacent streets, sidewalks or public open spaces.
- CD3-5 Paving. We require sidewalks and road surfaces to be of a type and quality that contributes to the appearance and utility of streets and public spaces.
- CD3-6 Landscaping. We utilize landscaping to enhance the aesthetics, functionality and sustainability of streetscapes, outdoor spaces and buildings.
 - Goal CD5: A sustained level of maintenance and improvement of properties, buildings and infrastructure that protects the property values and encourages additional public and private investments.
- CD5-1 Maintenance of Buildings and Property. We require all public and privately owned buildings and property (including trails and easements) to be properly and consistently maintained.
- CD5-2 Maintenance of Infrastructure. We require the continual maintenance of infrastructure.

HOUSING ELEMENT COMPLIANCE: The project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. 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 (800) and density (37 du/ac) specified in the Available Land Inventory.

AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) COMPLIANCE: The project site is located within the Airport Influence Area of Ontario International Airport (ONT), and has been found to be consistent with the policies and criteria set forth within the ALUCP for ONT.

ENVIRONMENTAL REVIEW: The environmental impacts of this project were previously reviewed in conjunction with File Nos. PGPA13-005 and PSPA14-003, for which the Meredith International Centre Specific Plan Amendment Environmental Impact Report (SCH No. 2014051020) was certified by the City Council on April 7, 2015. 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.

CONDITIONS OF APPROVAL: The Application is subject to each and every condition of approval set forth in the department reports included as Attachment “A” of the attached resolution.

TECHNICAL APPENDIX:

Surrounding Zoning and Land Use:

	<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	SP (Specific Plan)	Urban Residential (MICSP)
<i>North</i>	Deer Creek Flood Control Basin	Open Space	OS-R (Open Space – Recreation)	N/A
<i>South</i>	Vacant	Mixed Use	SP	Urban Commercial (MICSP)
<i>East</i>	Vacant	Mixed Use	SP	Urban Commercial (MICSP)
<i>West</i>	Deer Creek Flood Control Channel	Open Space	OS-R (Open Space – Recreation)	N/A

General Site & Building Statistics

<i>Item</i>	<i>Required Min./Max.</i>	<i>Provided</i>	<i>Meets Y/N</i>
<i>Project area (in acres):</i>	20,000 SF (Min)	21.6 Acres	Y
<i>Project density (dwelling units/ac):</i>	25 DU/AC (Min)/ 45 DU/AC (Max)	37.04 DU/AC	Y
<i>Lot coverage (in %):</i>	75% (Max)	46.2%	Y
<i>Lot size (in SF):</i>	20,000 SF (Min)	existing	Y
<i>Minimum lot depth (in FT):</i>	200 FT (Min)	existing	Y
<i>Minimum lot width (in FT):</i>	100 FT (Min)	existing	Y
<i>Front yard setback (in FT):</i>	5 FT (Min)	Varies from 5 FT to 40 FT	Y
<i>Side yard setback (in FT):</i>	10 FT (Min)	Varies from 11 FT to 120+ FT	Y
<i>Rear yard setback (in FT):</i>	10 FT (Min)	65+ FT	Y
<i>Drive aisle setback (in FT):</i>	5 FT (Min)	23 FT	Y
<i>Parking setback (in FT):</i>	5 FT (Min)	5 FT	Y
<i>Structure setbacks (in FT):</i>	10 FT (Min)	20 FT	Y
<i>Maximum dwelling units/building:</i>	N/A	218	Y
<i>Maximum height (in FT):</i>	150 FT	63 FT	Y
<i>Parking – resident:</i>	1,640 spaces	1,501 spaces	N**

Planning Commission Staff Report

File No.: PDEV16-014

August 23, 2016

<i>Item</i>	<i>Required Min./Max.</i>	<i>Provided</i>	<i>Meets Y/N</i>
<i>Parking – guest:</i>	133 spaces	133 spaces	Y
<i>Open space – private:</i>	60 SF/DU (Min)	60 SF/DU	Y
<i>Open space – common:</i>	250 SF/DU (Min) = 200,000 SF	712 SF/DU = 569,450 SF	Y

** *Note:* The Applicant is requesting an approximate 10 percent (7.84 percent actual) reduction in the required number of off-street parking spaces, based upon the provisions of Development Code Section 6.03.020.B (Low Demand)

Dwelling Unit Count:

<i>Item</i>	<i>Required Min./Max.</i>	<i>Provided (Ranges)</i>	<i>Meets Y/N</i>
<i>Total no. of units</i>	540 (Min)/800 (Max)	800	Y
<i>Total no. of buildings</i>	N/A	12	Y
<i>No. units per building</i>	N/A	24 to 218	Y

Dwelling Unit Statistics:

<i>Unit Nos.</i>	<i>Size (in SF)</i>	<i>No. Bedrooms</i>	<i>No. Bathrooms</i>	<i>No. Stories</i>	<i>Private Open Space (in SF)</i>
A-1	650 SF	1	1	1	60
A-2	698 SF	1	1	1	60
B-1	983 SF	2	2	1	60
B-2	1,055 SF	2	2	1	60
C-1	1,184 SF	3	3	1	60
C-2	1,280 SF	3	3	1	60
D-1	976 SF	2	2	1	60
D-2	1,048 SF	2	2	1	60

Exhibit A: Project Location Map

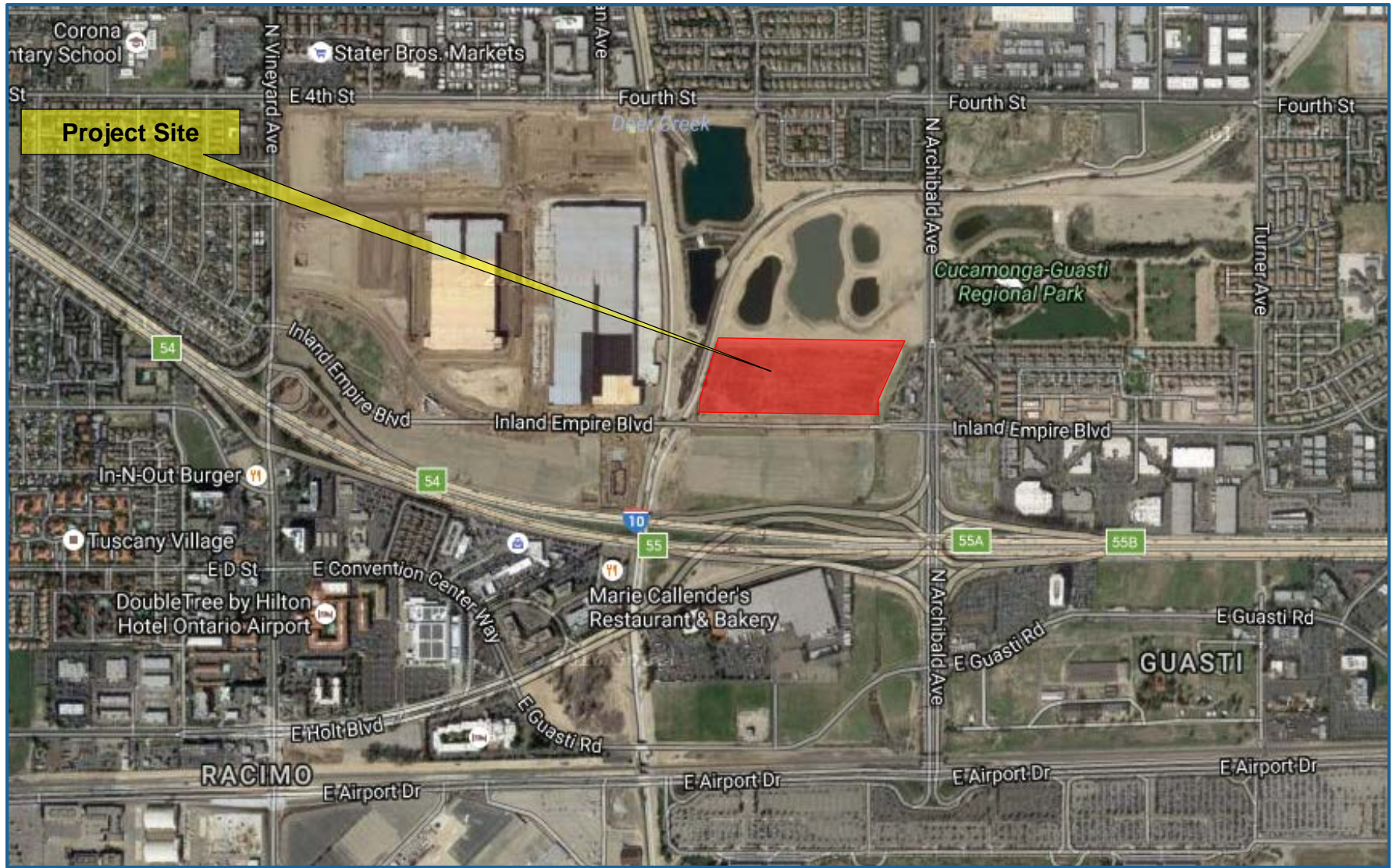


Exhibit B: Site Plan

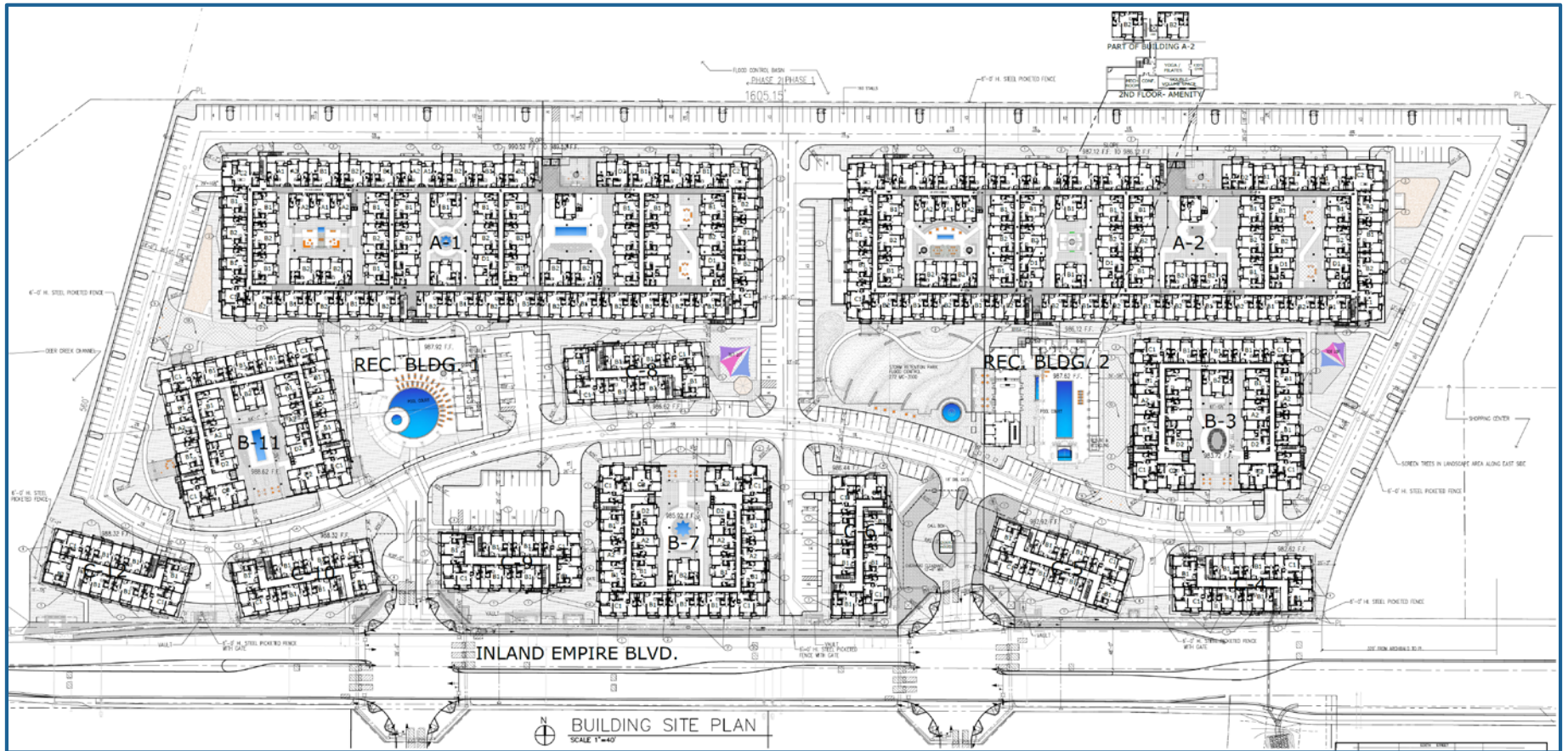


Exhibit C-1: Typical Exterior Elevations—Building Type A



FRONT ELEVATION



SIDE ELEVATION



SIDE ELEVATION



REAR ELEVATION

Exhibit C-2A: Typical Exterior Elevations—Building Type B



FRONT ELEVATION



SIDE ELEVATION

Exhibit C-2B: Typical Exterior Elevations—Building Type B



SIDE ELEVATION



REAR ELEVATION

Exhibit C-3: Typical Exterior Elevations—Building Type C



FRONT ELEVATION

SIDE ELEVATION



SIDE ELEVATION

REAR ELEVATION

Exhibit D: Landscape Plan



ATTACHMENT "A"



June 28, 2016

Mr. Darrel Malamut
Palmer Ontario Properties, LP
Paseo Investments II, LLC
270 N. Canon Drive
Beverly Hills, CA 90210

LLG Reference: 2.15.3643.1

Subject: ***Revised***
Parking Study for Paseos at Ontario
Ontario, California

Dear Mr. Malamut:

As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this parking study for the proposed Paseos at Ontario, which updates the April 5, 2016 report to address City staff comments.

The project site, which is identified as Planning Area (PA) 4 in the *Meredith International Centre Specific Plan (MICSP)*, is a 21.4-acre vacant parcel of located that is generally located north of Inland Empire Boulevard, south of the San Bernardino County Flood Control facilities, east of the Cucamonga Creek Channel, and west of Archibald Avenue. According to the MICSP, PA-4 allows for the development of up to 800 multi-family residential dwelling units, and certain ancillary uses, including carports, garages, and private recreation centers. Access to PA-4 is limited to Inland Empire Boulevard via two full access signalized driveways.

As currently proposed, Paseos at Ontario will include development of an 800-unit apartment complex, consisting of 80 one-bedroom units, 600 two-bedroom units, and 120 three-bedroom units. A total of 1,634 parking spaces will be provided, comprised of 1,150 covered/garage structure spaces and 484 surface spaces. Dividing the supply of 1,634 spaces by the 800 dwelling units results in a ratio of 2.04 spaces to be provided for each unit.

Swimming pools and parks/tot-lots will also be developed, but these are intended for the exclusive use of residents and their guests, and will not generate additive parking demand.

Based on our understanding of study needs, the City requires a parking assessment presuming a 10% reduction to City Code requirements, and a Parking Management Plan (PMP) that would identify measures on parking allocation, regulations, and enforcement. This letter report was prepared to address those study needs.

Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law & Greenspan, Engineers

2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 T
949.825.6173 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

Philip M. Linscott, PE (1924-2000)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
John P. Keating, PE
David S. Shender, PE
John A. Boarman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE

CITY CODE REQUIREMENTS

The City's Development Code (Division 6.03) specifies the following parking requirements for multi-family residential uses:

- studio units – 1.5 resident spaces per dwelling unit
- one-bedroom units – 1.75 resident spaces per dwelling unit
- two-bedroom units – 2.0 resident spaces per dwelling unit
- three-bedroom units – 2.5 resident spaces per dwelling unit
- The above resident parking should include one space in a garage or carport
- Guest parking for large residential developments with greater than 100 dwelling units requires 1 guest/visitor space per 6 dwelling units

The direct application of the City Code parking ratios to the project, as proposed, yields a City Code requirement of 1,773 spaces (1,640 resident spaces, 133 guest spaces). By dividing the 1,773-space requirement by the 800 units proposed, a “blended” ratio of 2.22 spaces per unit is derived. This resultant parking ratio (based strictly on City Code calculation) is conservative, and likely overestimates the potential parking needs of the project, as discussed in the next section.

PARKING RATIO COMPARISON

Notwithstanding the requirements of City Code, the actual parking requirements for multifamily residential uses have been found to be significantly less than the City's own Code requirement. This aspect is illustrated by LLG's previous field studies of actual parking demand at existing sites similar to the project, in addition to parking demand/empirical ratio compilations from other sources.

Table 1 presents a comparison of parking ratios from various sources, and underscores the fact that the ratio of 2.22 spaces per unit derived from the project's City Code calculation is significantly greater than all of the peak parking ratios compiled.

The upper portion of *Table 1* presents nine comparable sites in Costa Mesa, Irvine, Orange, Fullerton, Santa Ana, Monrovia, and Pasadena. This array of peak parking rates yields an average ratio of 1.33 spaces per unit, an 85th percentile ratio of 1.47 spaces per unit, and a maximum ratio of 1.75 spaces per unit (based on the 580 Anton Boulevard multifamily residential project in Costa Mesa).

Parking Generation (4th Edition) published by the Institute of Transportation Engineers (ITE), and *Shared Parking* (2nd Edition) published by the Urban Land Institute (ULI), as well as other reference materials for the cities of Ontario and Rancho Cucamonga, San Bernardino County, and Riverside County, provide peak

parking ratios for apartment complexes, as summarized in the middle portion of *Table 1*. These parking ratios range from 1.20 spaces per unit (average ratio per ITE) to 1.66 spaces per unit (field studies in Ontario and Rancho Cucamonga).

Based on the above, a ratio of 1.75 spaces per unit is recommended for application to the project. It is a solid demand factor that LLG has applied to numerous other studies, includes a parking contingency of 19% relative to the 85th percentile ratio derived from comparable sites, and is 5% greater than the maximum ratio derived from field studies in Ontario and Rancho Cucamonga.

The bottom portion of *Table 1* estimates the project's parking needs based on the application of the average, 85th percentile, and maximum parking rates from comparable sites. For the 800 units as now proposed, it is estimated that the average demand would be 1,064 spaces, the 85th percentile demand would be 1,176 spaces, and the maximum demand would be 1,400 spaces.

PROJECT PARKING SUPPLY VERSUS DEMAND

Table 2 presents a summary of the City Code requirements (without and with a 10% reduction), parking demand based on the application of the empirical parking ratio of 1.75 spaces per unit, covered/garage structure parking supply, surface parking supply, and parking surplus or deficiency for each of the project components aggregated (based on their respective locations within the site) as follows:

- Building A-1
- Building A-2
- Building B-3
- Building B-7
- Building B-11
- Buildings C-4 and C-5
- Buildings C-6, C-8, and C-9
- Buildings C-10 and C-12

It was necessary to compare parking needs against supply on a sub-area basis in order to determine the adequacy of spaces that are accessible and conveniently located for both residents and guests/visitors to park in.

As *Table 2* indicates, comparing the unadjusted City Code requirements against supply for each sub-area would result in parking deficiencies that range between 11 spaces and 25 spaces per sub-area. For the entirety of the project, a comparison of the 1,773-space City Code requirement against the supply of 1,634 spaces indicates a deficiency of 139 spaces.

Further shown on *Table 2*, presuming a 10% reduction to Code requirements yields a surplus of 13 to 15 spaces for each of Buildings A-1 and A-2. Reduced Code requirements in all other sub-areas are reported to generally match supply provisions in garages and nearby surface spaces. The reduced code requirements were used as basis for developing *Figure 1*, which illustrates how resident and guest/visitor parking spaces will be allocated per sub-area. Looking at the project as a whole, a comparison of the 1,596-space reduced City Code requirement against the supply of 1,634 spaces indicates a surplus of 38 spaces.

Applying a 10% reduction to the Code-based requirements of 1,773 spaces yields 1,596 spaces, and translates to an overall ratio of 2.00 spaces per unit when divided by 800 units.

The far-right columns of *Table 2* indicate that application of the empirical parking ratio of 1.75 spaces per unit to each sub-area, and to the entire project, results in a parking surplus of 15 to 60 spaces on a sub-area basis, totaling 234 surplus spaces for the project. That 234-space surplus translates to a parking contingency of 14% when compared against the supply of 1,634 spaces.

Based on these findings, it is concluded that the proposed parking supply is more than sufficient to meet the projected peak parking demand.

PARKING MANAGEMENT PLAN (PMP)

The following Parking Management Plan (PMP) for the proposed Project outlines the proposed allocation of on-site parking supply based on *Table 2* and *Figure 1*, along with key parking management strategies, to maximize the availability of parking for residents and guests/visitors.

1. Assign one parking space per unit in each building (covered/garage structure spaces will be assigned at the outset, then when all podium spaces have been assigned, surface parking spaces located closest to the building will be designated according to *Figure 1*).
2. Restrict residents from parking in non-resident spaces, and require residents to inform their guests where to park. They should be given written parking regulations and a parking map with key allocations to restrict them from parking in non-resident areas at any time, and require that they inform their guests where to park. This will be enforced by requiring each resident to register their vehicle by providing the license plate number, and sign an acknowledgement that they received the parking regulations (restricting that they park in their designated spaces, and that they inform guests where to park), and that the resident will comply with all parking regulations (non-compliance may be escalated to result in parking fines).

3. Signage (developed to the satisfaction of California Vehicle Code requirements, City Traffic Engineer, project applicant) will be posted at the entrance to each parking garage to indicate “Resident Parking Only” or “Reserved Parking” that only designated residents are allowed to parking there, and that no visitors are allowed.
4. Leasing office/property management company personnel (security and/or parking personnel) will be responsible for enforcing the parking regulations, and ensuring compliance by going through the following levels of enforcement escalating in severity from Level 1 to 4:

Enforcement Level 1:	issue ticket
Enforcement Level 2:	issue second and final ticket
Enforcement Level 3:	escalate to paying fines
Enforcement Level 4:	tow the vehicle

We appreciate the opportunity to provide this analysis. Should you have any questions, please call us at 949.825.6175.

Sincerely,

Linscott, Law & Greenspan, Engineers



Richard E. Barretto
Principal



Trissa (de Jesus) Allen, P.E.
Senior Transportation Engineer

TABLE 1
PARKING RATIO COMPARISON
Paseos at Ontario

Comparable Site or Reference	Tenant & Guest Peak Parking Ratio (spaces per DU)
1 580 Anton Boulevard, Costa Mesa (proposed 250-unit mid-rise residential building)	1.75
2 Main Street Village [a] 2555 Main Street, Irvine	1.42
3 279-unit apartment complex, Irvine [b]	1.36
4 403-unit apartment complex, Irvine [b]	1.29
5 460-unit apartment complex, Orange [b]	1.40
6 183-unit apartment complex, Fullerton [b]	1.10
7 250-unit apartment complex, Santa Ana [b]	0.94
8 Paragon at Old Town [a] 700 S. Myrtle Avenue, Monrovia	1.48
9 Trio Apartments [a] 44 N. Madison Avenue, Pasadena	1.22
Average:	1.33
85th Percentile:	1.47
Maximum:	1.75
ITE <i>Parking Generation</i> , 4th Edition Low/Mid-Rise Apartment (Urban)	
Average:	1.20
85th Percentile:	1.61
ULI <i>Shared Parking</i> : Residential (Rental) Units	1.65
Field Studies in Ontario and Rancho Cucamonga [c]	1.58 - 1.66
American Community Survey (ACS) in Ontario [c]	1.62
Household Surveys in San Bernardino and Riverside [c]	1.45
Parking Calculation Using Empirical Rates Above (800 DUs for Paseos at Ontario)	
Average Demand (1.33 x 800 DUs):	1,064
85th Percentile Demand (1.47 x 800 DUs):	1,176
Maximum Demand (1.75 x 800 DUs):	1,400

Notes:

[a] Source: *Parking Demand Analysis for the Proposed Fifth Avenue/Huntington Drive Mixed-Use Project City of Monrovia, California*, prepared by LLG, Oct. 2012

[b] Source: *Parking Study for AMLI Orange Apartment Project*, prepared by IBI Group, Nov. 2012

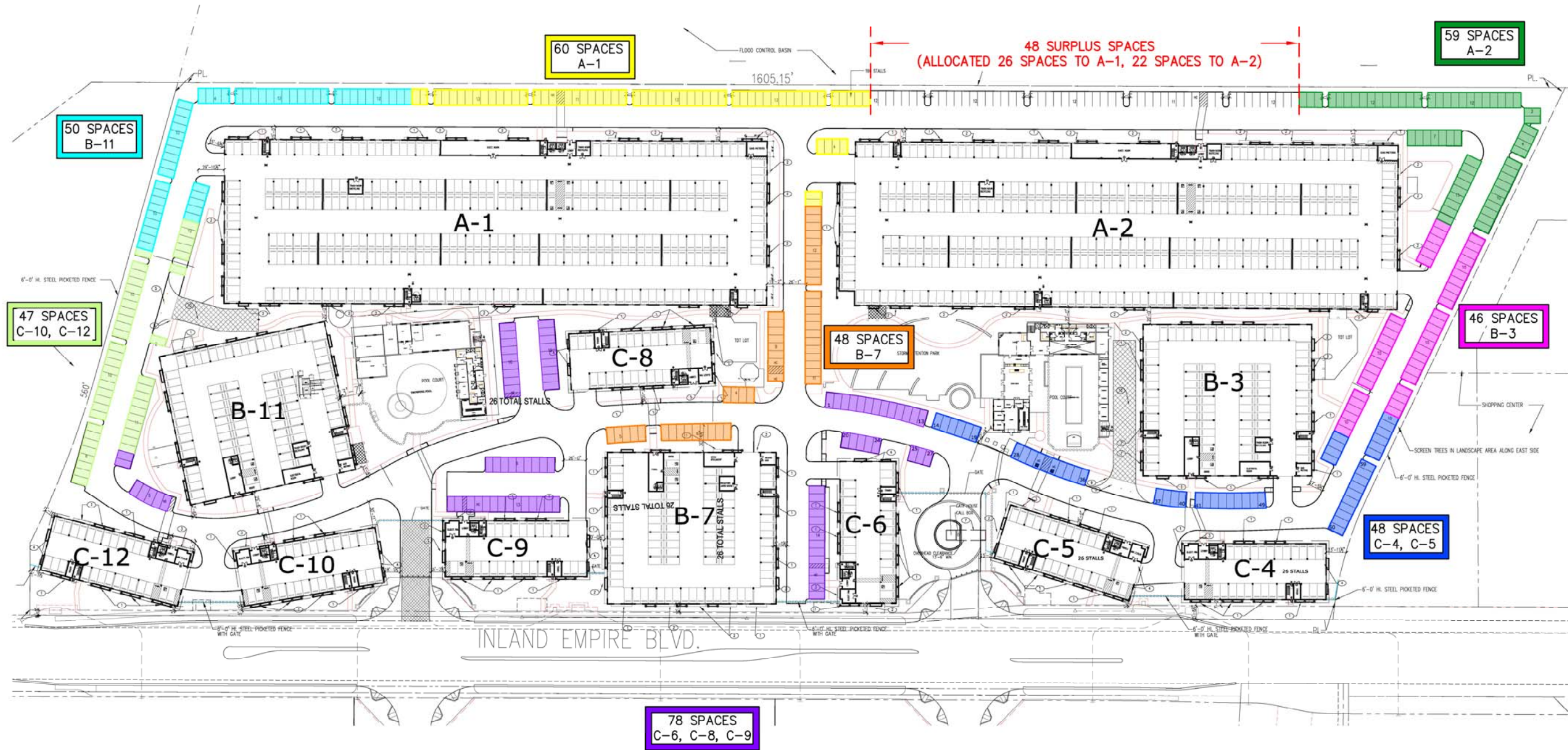
[c] Source: *Parking Reform Made Easy*, Richard W. Willson, 2013

TABLE 2
PARKING SUMMARY
Paseos at Ontario

Description	Units	City Code Requirements					Empirical Demand Calculation		
		Resident		Guest		Total	with 10% Reduction	Resident + Guest	
		City Code Ratio	Spaces Required	City Code Ratio	Spaces Required			Empirical Ratio	Spaces Required
BLDG. A-1									
1-bedroom	21	1.75 sp/unit	37	1 sp/6 units	4			1.75 sp/unit	37
2-bedroom	183	2.0 sp/unit	366	1 sp/6 units	31			1.75 sp/unit	320
3-bedroom	12	2.5 sp/unit	30	1 sp/6 units	2			1.75 sp/unit	21
Total:	216		433		37	470	423	Total Demand:	378
						Garage Supply:	350	Garage Supply:	350
						Surface Spaces Needed:	(120)	Surface Spaces Needed:	(28)
						Surface Spaces Provided Nearby:	86	Surface Spaces Provided Nearby:	86
						Surplus (+) or Deficiency (-):	(34)	Surplus (+) or Deficiency (-):	58
BLDG. A-2									
1-bedroom	23	1.75 sp/unit	40	1 sp/6 units	4			1.75 sp/unit	40
2-bedroom	183	2.0 sp/unit	366	1 sp/6 units	31			1.75 sp/unit	320
3-bedroom	12	2.5 sp/unit	30	1 sp/6 units	2			1.75 sp/unit	21
TOTAL	218		436		37	473	426	Total Demand:	381
						Garage Supply:	360	Garage Supply:	360
						Surface Spaces Needed:	(113)	Surface Spaces Needed:	(21)
						Surface Spaces Provided Nearby:	81	Surface Spaces Provided Nearby:	81
						Surplus (+) or Deficiency (-):	(32)	Surplus (+) or Deficiency (-):	60
BLDG. B-3									
1-bedroom	12	1.75 sp/unit	21	1 sp/6 units	2			1.75 sp/unit	21
2-bedroom	36	2.0 sp/unit	72	1 sp/6 units	6			1.75 sp/unit	63
3-bedroom	18	2.5 sp/unit	45	1 sp/6 units	3			1.75 sp/unit	32
TOTAL	66		138		11	149	134	Total Demand:	116
						Garage Supply:	88	Garage Supply:	88
						Surface Spaces Needed:	(61)	Surface Spaces Needed:	(28)
						Surface Spaces Provided Nearby:	46	Surface Spaces Provided Nearby:	46
						Surplus (+) or Deficiency (-):	(15)	Surplus (+) or Deficiency (-):	18
BLDG. B-7									
1-bedroom	12	1.75 sp/unit	21	1 sp/6 units	2			1.75 sp/unit	21
2-bedroom	36	2.0 sp/unit	72	1 sp/6 units	6			1.75 sp/unit	63
3-bedroom	18	2.5 sp/unit	45	1 sp/6 units	3			1.75 sp/unit	32
TOTAL	66		138		11	149	134	Total Demand:	116
						Garage Supply:	88	Garage Supply:	88
						Surface Spaces Needed:	(61)	Surface Spaces Needed:	(28)
						Surface Spaces Provided Nearby:	48	Surface Spaces Provided Nearby:	48
						Surplus (+) or Deficiency (-):	(13)	Surplus (+) or Deficiency (-):	20
BLDG. B-11									
1-bedroom	12	1.75 sp/unit	21	1 sp/6 units	2			1.75 sp/unit	21
2-bedroom	36	2.0 sp/unit	72	1 sp/6 units	6			1.75 sp/unit	63
3-bedroom	18	2.5 sp/unit	45	1 sp/6 units	3			1.75 sp/unit	32
TOTAL	66		138		11	149	134	Total Demand:	116
						Garage Supply:	88	Garage Supply:	88
						Surface Spaces Needed:	(61)	Surface Spaces Needed:	(28)
						Surface Spaces Provided Nearby:	50	Surface Spaces Provided Nearby:	50
						Surplus (+) or Deficiency (-):	(11)	Surplus (+) or Deficiency (-):	22

TABLE 2
PARKING SUMMARY
Paseos at Ontario

Description	Units	City Code Requirements					Empirical Demand Calculation			
		Resident		Guest		Total	Total with 10% Reduction	Resident + Guest		
		City Code Ratio	Spaces Required	City Code Ratio	Spaces Required			Empirical Ratio	Spaces Required	
BLDG. C-4, C-5										
1-bedroom	0	1.75 sp/unit	0	1 sp/6 units	0			1.75 sp/unit	0	
2-bedroom	36	2.0 sp/unit	72	1 sp/6 units	6			1.75 sp/unit	63	
3-bedroom	12	2.5 sp/unit	30	1 sp/6 units	2			1.75 sp/unit	21	
TOTAL	48		102		8	110	99			
						Garage Supply:	52	52	Total Demand:	84
						Surface Spaces Needed:	(58)	(47)	Garage Supply:	52
						Surface Spaces Provided Nearby:	48	48	Surface Spaces Needed:	(32)
						Surplus (+) or Deficiency (-):	(10)	1	Surface Spaces Provided Nearby:	48
									Surplus (+) or Deficiency (-):	16
BLDG. C-6, C-8, C-9										
1-bedroom	0	1.75 sp/unit	0	1 sp/6 units	0			1.75 sp/unit	0	
2-bedroom	54	2.0 sp/unit	108	1 sp/6 units	9			1.75 sp/unit	95	
3-bedroom	18	2.5 sp/unit	45	1 sp/6 units	3			1.75 sp/unit	32	
TOTAL	72		153		12	165	149			
						Garage Supply:	72	72	Total Demand:	127
						Surface Spaces Needed:	(93)	(77)	Garage Supply:	72
						Surface Spaces Provided Nearby:	78	78	Surface Spaces Needed:	(55)
						Surplus (+) or Deficiency (-):	(15)	1	Surface Spaces Provided Nearby:	78
									Surplus (+) or Deficiency (-):	23
BLDG. C-10, C-12										
1-bedroom	0	1.75 sp/unit	0	1 sp/6 units	0			1.75 sp/unit	0	
2-bedroom	36	2.0 sp/unit	72	1 sp/6 units	6			1.75 sp/unit	63	
3-bedroom	12	2.5 sp/unit	30	1 sp/6 units	2			1.75 sp/unit	21	
TOTAL	48		102		8	110	99			
						Garage Supply:	52	52	Total Demand:	84
						Surface Spaces Needed:	(58)	(47)	Garage Supply:	52
						Surface Spaces Provided Nearby:	47	47	Surface Spaces Needed:	(32)
						Surplus (+) or Deficiency (-):	(11)	0	Surface Spaces Provided Nearby:	47
									Surplus (+) or Deficiency (-):	15
ALL BUILDINGS										
1-bedroom	80	1.75 sp/unit	140	1 sp/6 units	13			1.75 sp/unit	140	
2-bedroom	600	2.0 sp/unit	1,200	1 sp/6 units	100			1.75 sp/unit	1,050	
3-bedroom	120	2.5 sp/unit	300	1 sp/6 units	20			1.75 sp/unit	210	
TOTAL	800		1,640		133	1,773	1,596			
						Garage Supply:	1,150	1,150	Total Demand:	1,400
						Surface Spaces Needed:	(623)	(446)	Garage Supply:	1,150
						Surface Spaces Provided Nearby:	484	484	Surface Spaces Needed:	(250)
						Surplus (+) or Deficiency (-):	(139)	38	Surface Spaces Provided Nearby:	484
									Surplus (+) or Deficiency (-):	234



RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDEV16-014, A DEVELOPMENT PLAN TO CONSTRUCT 800 MULTIPLE-FAMILY DWELLINGS AND A MAXIMUM 10 PERCENT REDUCTION IN OFF-STREET PARKING PURSUANT TO THE "LOW DEMAND" PROVISIONS OF DEVELOPMENT CODE SECTION 6.03.020.B ON APPROXIMATELY 21.6 ACRES OF LAND GENERALLY LOCATED ON THE NORTH SIDE OF INLAND EMPIRE BOULEVARD, APPROXIMATELY 300 FEET WEST OF ARCHIBALD AVENUE, WITHIN THE URBAN-RESIDENTIAL LAND USE DISTRICT OF THE MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF— APNS: 0110-311-56, 0110-311-57 AND 0110-311-58.

WHEREAS, Palmer Ontario Properties, LP ("Applicant") has filed an Application for the approval of a Development Plan, File No. PDEV16-014, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to three parcels totaling approximately 21.6 acres of land generally located on the north side of Inland Empire Boulevard, approximately 300 feet west of Archibald Avenue, within the Urban-Residential land use district of the Meredith International Centre Specific Plan; and

WHEREAS, the property to the north of the project site is within the OS-R (Open Space – Recreation) zoning district and is currently owned and used by the San Bernardino County Flood Control District as part of the Deer Creek Flood Control Channel. The properties to the east and south of the project site are within the Urban Commercial land use district of the Meredith International Centre Specific Plan and are currently unimproved. The property to the west of the project site is within the OS-R zoning district and is improved with the Deer Creek Flood Control Channel; and

WHEREAS, vegetation on the project site consists of sparse nonnative ruderal grasses and low shrubs, while animal life consists of various common nesting birds. Additionally, potential habitat for the western burrowing owl exists on the project site. A field survey was conducted prior to the mass grading of the Meredith International Centre Specific Plan area in 2015, to facilitate construction of the SRG/ Meredith International Centre (an approximate 3,000,000-square foot industrial development on an approximate 143-acre portion of the Meredith International Centre Specific Plan) and off-site improvements to facilitate build-out of the Meredith International Centre Specific Plan area. The field survey did not detect any western burrowing owls; however, numerous suitable burrows were present, which were not utilized. A subsequent field survey of the project site will be completed 30 days prior to precise grading and excavation of the

project site, to ensure that no western burrowing owls have returned to the project site;
and

WHEREAS, the project site is located within the Ontario Recovery Unit for the federally endangered Delhi sands flower-loving fly (DSF); however, the site is outside of the DSF habitat mapped for that unit. No suitable habitat for the DSF occurs on the project site and DSF are assumed to be absent from the project site and the surrounding area;
and

WHEREAS, 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 generally located on the north side of Interstate 10 Freeway between Vineyard and Archibald Avenues; and

WHEREAS, 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. At the same time, the Planning Commission approved a Development Plan (File No. PDEV14-055), on an approximate 143-acre portion of the Tentative Parcel Map located immediately west of the project site, across the Deer Creek and Cucamonga Creek Flood Control Channels, that permitted the phased development of 7 industrial buildings totaling approximately 3,000,000 square feet, which are currently under construction. Additionally, in September 2015, the City's Development Advisory Board approved the construction of an approximate 52,000-square foot automobile dealership (Audi Ontario) on a 5-acre parcel of land located immediately to the southwest of the project site, on the south side of Inland Empire Boulevard, abutting the Cucamonga Creek and Deer Creek Flood Control Channels; and

WHEREAS, the project site is located within Planning Area 4 (PA4) of the Meredith International Centre Specific Plan, which is designated as the Urban Residential land use district, and contributes to the mixed-use lifestyle required by The Ontario Plan for the Meredith International Centre and surrounding area. PA4 allows for the development of high density residential land uses (for sale or for rent) not to exceed 800 dwelling units at a minimum density of 25 dwelling units per acre. The Applicant is now requesting Development Plan approval for the phased construction of a gated, 800-unit apartment project on the 21.6-acre project site, at a density of 37.04 dwelling units per acre; and

WHEREAS, the project site consists of 12 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 and electrical rooms. A 3-story wood-framed superstructure, which contains from 24 to 218 dwellings in a stacked flat configuration, is designed on top of each podium, for an overall height of 4 stories (45 to 50 feet, on average, with projections up to 63 feet); and

WHEREAS, eight different floor plans are proposed, with unit sizes ranging from 650 to 1,280 square feet. Two one-bedroom/one-bathroom plans, four 2-bedroom/2-bathroom plans, and two 3-bedroom/3-bathroom floor plan designs are proposed, which, in total, includes 80 one-bedroom units, 600 two-bedroom units, and 120 three-bedroom units; and

WHEREAS, the open space requirements of the Meredith International Centre Specific Plan requires 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. The project has provided each dwelling with a balcony measuring a minimum of 10 feet in width and 6 feet in depth (60 square feet), meeting the minimum private open space requirement. Additionally, approximately 712 square feet of common open space per dwelling unit has been provided (totaling 569,450 square feet), equal to 2.8 times the minimum common open space requirement for the project; and

WHEREAS, the Applicant is requesting a 7.84 percent reduction in the required number of off-street parking spaces, based upon the provisions of Development Code Section 6.03.020.B (Low Demand), which provides that the Planning Commission may approve a reduction in the required number of off-street parking spaces when it can be demonstrated that the project will not utilize the required number of parking spaces due to the nature of the specific land use, or the manner in which the specific land use is conducted; and

WHEREAS, the application of the Development Code off-street parking standards to the project, yields a requirement of 1,773 spaces (1,640 resident spaces and 133 guest spaces). By dividing the 1,773-space requirement by the 800 units proposed, a "blended" ratio of 2.22 spaces per unit is derived; and

WHEREAS, the Applicant has contracted with Linscott, Law & Greenspan, Engineers (LLG), for the preparation of a parking analysis in support of the proposed parking reduction. The analysis finds that the parking ratio of 2.22 spaces per unit is conservative, and likely overestimates the potential parking needs of the project. The actual parking requirements for podium-style multiple-family residential developments have been found to be significantly less than the City's Code requirement, based upon field studies of actual parking demand at existing developments similar to the project, in addition to parking demand/empirical ratio compilations from other sources. A comparison of parking ratios from each source (nine comparable sites in Costa Mesa, Irvine, Orange, Fullerton, Santa Ana, Monrovia, and Pasadena) shows that the blended ratio of 2.22 spaces per unit derived from the project's City Code calculation, is significantly greater

than all peak parking ratios compiled. The comparison found an average peak demand ratio of 1.33 spaces per unit, an 85th percentile ratio of 1.47 spaces per unit, and a maximum ratio of 1.75 spaces per unit; and

WHEREAS, *Parking Generation* (4th Edition), published by the Institute of Transportation Engineers (ITE), and *Shared Parking* (2nd Edition), published by the Urban Land Institute (ULI), as well as other reference materials identified in the parking reduction analysis, provide peak parking ratios for apartment complexes, which range from 1.20 spaces per unit (average ratio per ITE) to 1.66 spaces per unit (field studies in Ontario and Rancho Cucamonga); and

WHEREAS, based upon the aforementioned studies, a ratio of 1.75 spaces per unit is recommended for application to the project, as it is a demand factor that LLG has applied to numerous other projects, which includes a parking contingency of 19 percent relative to the 85th percentile ratio derived from comparable sites, and is 5 percent greater than the maximum ratio derived from field studies in both Ontario and Rancho Cucamonga. For the 800 units proposed, the estimated average demand would be 1,064 spaces, the 85th percentile demand would be 1,176 spaces, and the maximum demand (based on the recommended parking ratio of 1.75 spaces per unit) would be 1,400 spaces; and

WHEREAS, a comparison of the 1,773 parking spaces required by the Development Code against the proposed supply of 1,634 parking spaces, yields a deficiency of 139 off-street parking spaces. Applying the approximate 7.84 percent parking reduction requested by the Applicant, yields 1,634 spaces, which derives an overall parking ratio of 2.04 spaces per unit and translates to a total surplus of 234 parking spaces for the project when compared to the projected maximum demand (recommended parking ratio of 1.75 spaces per unit); and

WHEREAS, the parking analysis clearly demonstrates that a more than sufficient number of resident and visitor parking spaces will be provided with the requested parking reduction. Furthermore, parking spaces that would typically be lost to a residential development project by the use of enclosed garage parking spaces as storage area for resident's "stuff" will not occur in this case, due to the podium design proposed, which utilizes common parking garages for each building's residents, thereby easily allowing the project owner to monitor the use of parking spaces; and

WHEREAS, architecturally, the proposed buildings incorporate a light sand stucco finish, terra cotta colored mission tile roofs, decorative wrought iron elements, decorative false terra cotta gable vents and chimney caps, series of small decorative niches, recessed vinyl windows, canvas awnings above various windows, decorative overhead trellises at various balconies and 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; and

WHEREAS, 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 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; and
- 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; and

WHEREAS, 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 18 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; and

WHEREAS, 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; and

WHEREAS, the proposed project is consistent with the principles, goals and policies contained within the Vision, Governance, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan (TOP); and

WHEREAS, 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 (800) and density (37 du/ac) specified in the Available Land Inventory; and

WHEREAS, 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; and

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 Nos. PGPA13-005 and PSPA14-003, for which the Meredith International Centre Specific Plan Amendment Environmental Impact Report (SCH No. 2014051020) was certified by the City Council on April 7, 2015. 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, on August 15, 2016, the Development Advisory Board of the City of Ontario conducted a hearing and issued Decision No. DAB16-033 recommending the Planning Commission approve the Application; and

WHEREAS, on August 23, 2016, the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

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

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED, AND RESOLVED by the Planning Commission of the City of Ontario, as follows:

SECTION 1: As the decision-making body for the Project, the Planning Commission has reviewed and considered the information contained in the previously

certified Meredith International Centre Specific Plan Amendment Environmental Impact Report (SCH No. 2014051020), and supporting documentation. Based upon the facts and information contained in the Meredith International Centre Specific Plan Amendment Environmental Impact Report, and supporting documentation, the Planning Commission finds as follows:

- (1) The previous Environmental Impact Report contains a complete and accurate reporting of the environmental impacts associated with the Project; and
- (2) The previous Environmental Impact Report was completed in compliance with CEQA and the Guidelines promulgated thereunder; and
- (3) The previous Environmental Impact Report reflects the independent judgment of the Planning Commission; and
- (4) All previously adopted mitigation measures, which are applicable to the Project, shall be a condition of Project approval and are incorporated herein by this reference.

SECTION 2: Based upon the information presented to the Planning Commission, and the specific findings set forth in Section 1, above, the Planning Commission finds that the preparation of a subsequent or supplemental Environmental Impact Report is not required for the Project, as the Project:

- (1) Does not constitute substantial changes to the Environmental Impact Report that will require major revisions 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 Environmental Impact Report was prepared, that will require major revisions to the Environmental Impact Report 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 Environmental Impact Report was adopted/certified, that shows any of the following:
 - (a) The project will have one or more significant effects not discussed in the Environmental Impact Report; or

(b) Significant effects previously examined will be substantially more severe than shown in the Environmental Impact Report; 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 Environmental Impact Report would substantially reduce one or more significant effects on the environment, but which the City declined to adopt.

SECTION 3. Based upon the substantial evidence presented to the Planning Commission during the above-referenced hearing and upon the specific findings set forth in Section 1 above, the Planning Commission hereby concludes as follows:

a. The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.

b. The Project 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 Meredith International Centre Specific Plan and the City of Ontario Development Code, including standards relative to the particular land use proposed (High Density Multiple-Family Residential), as well as building intensity, building and parking setbacks, building height, number of off-street parking and loading spaces, on-site and off-site landscaping, and fences, walls and obstructions; and

c. The Project 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 proposed location of the Project, and the proposed conditions under which it will be constructed and maintained, is consistent with the Policy Plan component of The Ontario Plan, the Meredith International Centre Specific Plan, and the City's Development Plan, and, therefore, will not be detrimental to the public health, safety, and general welfare; and

d. The Project is consistent with the development standards set forth in the Meredith International Centre Specific Plan and the City of Ontario Development Code. The proposed project has been reviewed for consistency with the development standards contained in the Meredith International Centre Specific Plan and City of Ontario Development Code, which are applicable to the Project, including those related to the particular land use being proposed (dormitory/classrooms in conjunction with religious

assembly), as well as 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 a result of such review, staff has found the project, when implemented in conjunction with the conditions of approval, to be consistent with the applicable Meredith International Centre Specific Plan and the City of Ontario Development Code development standards; and

e. The Project is consistent with the design guidelines set forth in the Meredith International Centre Specific Plan and the City of Ontario Development Code. The proposed project has been reviewed for consistency with the design guidelines contained in the Meredith International Centre Specific Plan and the City of Ontario Development Code, which are applicable to the Project, including those guidelines relative to walls and fencing; lighting; streetscapes and walkways; parks and plazas; paving, plants and furnishings; on-site landscaping; and building design. As a result of such review, staff has found the project, when implemented in conjunction with the conditions of approval, to be consistent with the applicable Meredith International Centre Specific Plan and the City of Ontario Development Code design guidelines.

SECTION 4. Based upon the findings and conclusions set forth in Sections 1 and 2 above, the Planning Commission hereby APPROVES the herein described Development Plan, File No. PDEV16-014, including a maximum 10 percent reduction in off-street parking pursuant to the “low demand” provisions of Development Code Section 6.03.020.B, subject to each and every condition set forth in the department reports, included as Attachment “A” of this resolution.

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

SECTION 6. 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.

SECTION 7. The Secretary shall certify to the adoption of the Resolution.

The Secretary Pro Tempore for the Planning Commission of the City of Ontario shall certify as to the adoption of this Resolution.

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 23rd day of August 2016, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Jim Willoughby
Planning Commission Chairman

ATTEST:

Scott Murphy
Planning Director/Secretary of Planning
Commission

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO)
CITY OF ONTARIO)

I, Marci Callejo, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC16-[insert #] was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on August 23, 2016, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Marci Callejo
Secretary Pro Tempore

Attachment "A"

FILE NO. PDEV16-014 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 Section Conditions of Approval

Meeting Date: 08.23.2016

File No: PDEV16-014

Project Description: A Development Plan to construct 800 multiple-family dwellings, and a maximum 10 percent reduction in off-street parking based upon the “low demand” provisions of Development Code Section 6.03.020.B, on approximately 21.6 acres of land generally located on the north side of Inland Empire Boulevard, approximately 300 feet west of Archibald Avenue, within the Urban-Residential land use district of the Meredith Specific Plan (APNs: 0110-311-56, 0110-311-57, & 0110-311-58); **submitted by Palmer Ontario Properties LP, a California LP**

Prepared By: Charles Mercier, Senior Planner
Phone: 909.395.2425 (direct)
Email: cmercier@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. 2010-021 on March 16, 2010. 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) Administrative Exception approval shall become null and void one year 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, except that an Administrative Exception approved in conjunction with a Development Plan shall have the same time limits as said Development Plan. 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 the 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 Section.

(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 Section.

(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 Section, 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), except that a reduction in the required number of off-street parking spaces shall be allowed as follows:

(i) Project approval shall include an Off-Street Parking Exception, which grants a maximum 10 percent reduction in the required number of off-street parking spaces provided for the Project, pursuant to the "Parking Study for Paseos at Ontario," dated June 28, 2016, prepared by Linscott, Law & Greenspan, Engineers, 2 Executive Circle, Suite 250, Irvine, California 92614. A maximum 10 percent reduction in off-street parking shall be allowed for the Project pursuant to the requirements of Subsection B (Low Demand) of Development Code Section 6.03.020 (Reduction in the Required Number of Parking Spaces), wherein it can be demonstrated that the Project site and the approved land use thereon will not utilize the required number of parking spaces due to the nature of the specific land use, or the manner in which the specific land use is conducted, the number of parking spaces required by Table 6.03-1 (Off-Street Parking Requirements) of Development Code Division 6.03 (Off-Street Parking and Loading) may be reduced.

(ii) A "Low Demand Parking Reduction Agreement," by and between the City of Ontario and the Project developer/property owner shall be prepared for the Project, and shall be recorded as a restrictive covenant against the deed for the project site, prior to the issuance of the first building permit. The Agreement shall:

Attorney;

- Be in a form and contain provisions satisfactory to the City
- Include authorization for the City's local law enforcement officers to enforce City and State traffic and penal codes within the Project;
- Be executed and recorded with the County Recorder;
- Provide confirmation that the approved reduced parking supply will be adequate during periods of maximum demand;
- Confirm that the off-street parking spaces will be provided within a reasonable walking distance to the residents they serve; and
- Identify parking management strategies that are necessary to ensure the availability of the approved minimum number of parking spaces for the duration of the current use, and future users of the project site.

(iii) Upon completion and occupancy of the first phase of Project development, the Applicant shall assess whether the number of off-street parking spaces being provided is sufficient for the project, and whether the parking reduction is adversely impacting the Project. If it is determined that an insufficient number of off-street parking spaces are being provided for the project, the City may require that an additional number of parking spaces be provided.

(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 any purpose other 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).

(g) Private drives shall not be designed with a center swale. Drives shall have a center crown, and shall be sloped to the outer edges of the drive lanes, to lend a public street appearance.

2.6 Site Lighting.

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

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

2.7 Mechanical and Rooftop Equipment.

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

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

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

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

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

2.11 Housing Element Consistency. The Project shall remain in compliance with the Housing Element Consistency Determination Report, dated April 19, 2016, included herewith as Attachment "A".

2.12 Airport Land Use Compatibility Plan (ALUCP) Consistency. The Project shall remain in compliance with the ALUCP Consistency Determination Report, dated May 11, 2016, included herewith as Attachment "B".

2.13 Environmental Review.

(a) The environmental impacts of this project were previously reviewed in conjunction with File Nos. PGPA13-005 and PSPA14-003, for which the City Council of the City of Ontario approved Resolution No. 2015-023 on April 7, 2015, certifying the Meredith International Centre Specific Plan Amendment Environmental Impact Report (SCH# 2014051020) and Meredith International Centre SPA Mitigation Monitoring Plan. 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, are attached hereto (see Meredith International Centre SPA Table 1.11-1, Summary of Impacts and Mitigation), 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.

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

Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

2.15 Additional Fees.

(a) Within 5 days following final application approval, the Notice of 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.

**Table 1.11-1
Summary of Impacts and Mitigation**

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
4.1 Land Use and 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"> 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); 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 at Inland Empire Boulevard (Study Area Intersection 30); 	<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</p>

**Table 1.11-1
Summary of Impacts and Mitigation**

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		<p>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:</p> <ul style="list-style-type: none"> • Archibald Avenue at Arrow Route (Study Area Intersection 2); • I-10 EB Ramp at 4th Street (Study Area Intersection 14); and • Haven Avenue at 4th Street (Study Area Intersection 25). <p>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:</p> <ul style="list-style-type: none"> • Archibald Avenue at Arrow Route (Study Area Intersection 2); • I-10 EB Ramp at 4th Street (Study Area Intersection 14); • Archibald Avenue at 4th Street (Study Area Intersection 23) • 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) 	<p>cumulative traffic impacts, thereby fulfilling the Project's mitigation requirements. Notwithstanding, due to jurisdictional limitations and/or right(s)-of-way constraints, Project traffic impacts at the following Study Area 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"> • 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); • I-10 EB Ramp at 4th Street

**Table 1.11-1
Summary of Impacts and Mitigation**

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		<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>(Study Area Intersection 14);¹</p> <ul style="list-style-type: none"> • 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); • Archibald Avenue at Inland Empire Boulevard (Study Area Intersection 28); and • Vineyard Avenue at I-10 EB Ramps (Study Area Intersection 32).

¹ 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.

**Table 1.11-1
Summary of Impacts and Mitigation**

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		<p>4.2.5 <i>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 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>4.2.6 <i>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</i></p>	

**Table 1.11-1
Summary of Impacts and Mitigation**

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		<p><i>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 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>	

**Table 1.11-1
Summary of Impacts and Mitigation**

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		<p>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 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.</p> <p>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</p>	

**Table 1.11-1
Summary of Impacts and Mitigation**

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		<p><i>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 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</i></p>	

**Table 1.11-1
Summary of Impacts and Mitigation**

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		<p><i>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 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>	

**Table 1.11-1
Summary of Impacts and Mitigation**

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
	Potentially Significant at Study Area freeway facilities.	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 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).	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. ²

² 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.

**Table 1.11-1
Summary of Impacts and Mitigation**

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
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.

**Table 1.11-1
Summary of Impacts and Mitigation**

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
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.
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 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:</p> <ul style="list-style-type: none"> • All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour; • 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; 	<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, NO_x, and CO. • Under 2017 conditions, Project operational-source VOC, NO_x, CO, PM₁₀, and PM_{2.5} emissions would

**Table 1.11-1
Summary of Impacts and Mitigation**

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		<ul style="list-style-type: none"> • The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less; and • 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 (≥ 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</p>	<p>exceed applicable regional thresholds. ⁴</p> <ul style="list-style-type: none"> • Under 2020 conditions, Project operational-source VOC, NO_x, CO, PM₁₀, and PM_{2.5} emissions would exceed applicable regional thresholds.

⁴ 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.

**Table 1.11-1
Summary of Impacts and Mitigation**

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		<p><i>maximum (actively graded) disturbance area shall not exceed 26 acres per day.</i></p> <p><i>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 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> 	

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Summary of Impacts and Mitigation**

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		<ul style="list-style-type: none"> • Installation of electrical hook-ups at loading dock areas; • Installation of dual-paned or other energy efficient windows; • Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards; • Installation of automatic devices to turn off lights where they are not needed; • Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings; • 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; • Design of buildings to accommodate photo-voltaic solar electricity systems or the installation of photo-voltaic solar electricity systems; and • Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products. 	

**Table 1.11-1
Summary of Impacts and Mitigation**

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		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. ³ 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.	
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) 16 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-	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

³ This electricity generation estimate is based on the amount of electricity to be consumed within Planning Area 1 at buildout and full occupancy.

**Table 1.11-1
Summary of Impacts and Mitigation**

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
attainment under an applicable federal or state ambient air quality standard, including releasing emissions which exceed quantitative thresholds for ozone precursors.			Project construction-source and operational-source emissions to the extent feasible. However, construction-source VOC and NOx emission exceedances, and operational-source VOC, NOx, PM ₁₀ , and PM _{2.5} emissions exceedances would persist, and would result in a cumulatively considerable net increase in ozone, PM ₁₀ , and PM _{2.5} 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.
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.

**Table 1.11-1
Summary of Impacts and Mitigation**

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
4.5 Noise			
<p>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.</p>	<p>Potentially Significant.</p>	<p>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.</p> <p>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. Unnecessary openings shall not be made.</p> <ul style="list-style-type: none"> 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. 	<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.</p>

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Summary of Impacts and Mitigation**

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		<ul style="list-style-type: none"> • The noise control barriers and associated elements shall be completely removed and the site appropriately restored upon the conclusion of the construction activity. <p>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.</p> <p>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.</p> <p>4.5.5 The construction contractor shall limit haul truck deliveries to the same hours 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</p>	

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		<i>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>	
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.	Construction noise is not considered a source of permanent noise increases, and associated threshold questions are not germane.	Not Applicable.	Not Applicable.
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.	Potentially Significant.	Please refer to Mitigation Measures 4.5.1 through 4.5.5.	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.

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Summary of Impacts and Mitigation**

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
<p>Project vehicular source 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, or other applicable standards of other agencies.</p>	<p>Potentially Significant.</p>	<p>4.5.6 <i>First floor residential patio areas adjacent to Inland Empire Boulevard 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>Less-Than-Significant Impacts. Implementation of Mitigation Measures 4.5.6 through 4.5.8 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>

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Summary of Impacts and Mitigation**

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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 Project vicinity above levels existing without the Project.	Potentially Significant.	Please refer to Mitigation Measures 4.5.6 through 4.5.8.	<p>Less-Than-Significant Impacts. Implementation of Mitigation Measures 4.5.6 through 4.5.8 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</p>

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Summary of Impacts and Mitigation**

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
			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.
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.	Less-Than-Significant.	<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> <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> 	To further reduce potential operational noise levels received at adjacent residential land uses, Project Noise Impact Analysis recommendations are incorporated here as mitigation.

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		<p>4.5.11 All trucks, tractors, and forklifts shall be operated with proper operating and well maintained mufflers.</p> <p>4.5.12 Maintain quality pavement conditions that are free of bumps to minimize truck noise.</p> <p>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:</p> <ul style="list-style-type: none"> • Truck drivers shall turn off engines when not in use; • Diesel trucks servicing the Project shall not idle for more than five (5) minutes; and • Post telephone numbers of the building facilities manager to report violations. 	
Project operational noise would result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
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.

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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.	4.5.14 <i>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.	4.6.1 <i>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 pesticide concentrations in excess of the screening levels do</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

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		<p><i>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.</i></p> <p><i>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><i>an existing or proposed school is reduced to a level that is less-than-significant.</i></p>

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
Result in a 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.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
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.

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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 are new or expanded entitlements needed.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
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.

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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 substantial additional sources of polluted runoff.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
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	Potentially Significant.	4.9.1 <i>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</i>	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

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(CDFW) or United States Fish and Wildlife Service (USFWS).		<p><i>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 present on the site to monitor the vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed.</i></p> <p>4.9.2 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</p>	<p>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>

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		<p>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 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.</p> <p>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</p>	

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		<p><i>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 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>	

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		<p>4.9.6 <i>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> • <i>Discussion of avoidance measures to reduce project impacts; and,</i> • <i>Discussion of potential mitigation measures required to reduce the project impacts to a level of insignificance.</i> <p><i>Written verification of such a streambed alteration agreement/permit, or waiver, shall be provided to the City of Ontario Planning Department.</i></p>	

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		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.	
4.10 Geology and Soils			
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.	Potentially Significant.	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.	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 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.

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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>4.11.1 <i>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 recovery for identified resources. In the event the significant resources are recovered and if the qualified archaeologist and the Tribe determines the</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.

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		<p><i>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>4.11.2 <i>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 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>	

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		<p>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:</p> <p>“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 make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98”</p>	

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General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		<p>4.11.4 <i>All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by Mitigation Measure 4.9.2, that are collected during the grading monitoring program and from any previous archeological studies or excavations on the Project site shall be curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to the affected Tribe's/Tribes' curation facility(ies), which meets the standards set forth in 36 CRF Part 79 for federal repositories.</i></p> <p>4.11.5 <i>All sacred sites, should they be encountered within the Project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with the affected Tribe(s). To the extent that a sacred site cannot be feasibly preserved in place or left in an undisturbed state, mitigation measures shall be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.</i></p>	

**Table 1.11-1
Summary of Impacts and Mitigation**

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		<p>4.11.6 <i>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 inadvertent discoveries of subsurface archaeological resources are discovered during grading, work shall be halted immediately within 50 feet of the discovery. The developer, the Project archeologist, and the Tribe(s) shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the developer and the Tribe cannot agree on the significance of or the mitigation for such resources, these issues will be presented to the City of Ontario Planning Director. The Planning Director shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Tribe(s). Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the City of Ontario. In the event the significant resources are recovered and if the qualified archaeologist determines the resources to</i></p>	

**Table 1.11-1
Summary of Impacts and Mitigation**

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		<p><i>be historic or unique as defined by relevant state and local law, avoidance and mitigation would be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.”</i></p> <p>4.11.7 <i>To address the possibility that cultural resources may be encountered during grading or construction, a qualified professional archeologist shall monitor all construction activities that could potentially impact archaeological deposits (e.g., grading, excavation, and/or trenching). However, monitoring may be discontinued as soon the qualified professional is satisfied that construction will not disturb cultural and/or paleontological resources.</i></p>	
<p>Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.</p>	<p>Potentially Significant</p>	<p>4.11.8 <i>Any excavation exceeding eight feet below the current grade shall be monitored by a qualified paleontologist. If older alluvial deposits are encountered at shallower depths, monitoring shall be initialed once these deposits are encountered. A qualified paleontologist is defined as an individual with an M.S. or a Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques. A paleontological monitor may be retained to perform the on-site monitoring in place of the qualified paleontologist.</i></p>	<p>Less-Than-Significant. Application of Mitigation Measure 4.11.8 would ensure that the potential for the Project to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature is reduced to a level that is less-than-significant.</p>

**Table 1.11-1
Summary of Impacts and Mitigation**

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
		<p>The paleontological monitoring program should follow the local protocols of the Western Center (Hemet) and/or the San Bernardino County Museum and a paleontological monitoring plan should be developed prior to the ground altering activities. The extent and duration of the monitoring can be determined once the grading plan is understood and approved. The paleontological monitor shall have the authority to halt any Project-related activities that may be adversely impacting potentially significant resources. If paleontological resources are uncovered or otherwise identified, they shall be recovered, analyzed in accordance with standard guidelines, and curated with the appropriate facility (e.g., the Western Center at the Diamond Valley Reservoir, Hemet).</p>	
4.12 Aesthetics			
Project would have a substantial adverse effect on a scenic vista.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Project would substantially degrade the existing visual character or quality of the site and its surroundings	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Project would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area	Less-Than-Significant.	No mitigation is necessary.	Not applicable.

**Table 1.11-1
Summary of Impacts and Mitigation**

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation/Remarks
4.13 Population and Housing			
Induce substantial population growth in the area, either directly or indirectly.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Substantively affect applicable City of Ontario Policy Plan Goals and Policies addressing employment/housing balance.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Conflict with or obstruct implementation of the Policy Plan Housing Element.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.



HOUSING ELEMENT CONSISTENCY DETERMINATION



File No.: PDEV15-014 (REVISED)

Prepared By:

Melanie Mullis

Location: NWC Archibald Avenue and Inland Empire Blvd.

Date:

April 19, 2016

Project Description:

Signature:

(REVISED) A Development Plan and Administrative Exception to construct 800 multiple-family dwellings on approximately 21.6 acres of land located on the north side of Inland Empire Boulevard, approximately 292 feet west of Archibald Avenue (Planning Area 4 of the Meredith International Centre Specific Plan), within the Urban-Residential land use district of the Meredith Specific Plan.

This project has been reviewed for consistency with the adopted Housing Element. The following was found:

- The proposed project is consistent with the adopted Housing Element. The site is not one of the properties listed in the Available Land Inventory in the Housing Element.
- The proposed project is consistent with the adopted Housing Element. The site is listed as one of the sites in the Available Land Inventory in the Housing Element. The number of units proposed by the project of 800 and density of 37 du/ac is consistent with the minimum number of units specified in the Available Land Inventory in the Housing Element. The Available Land Inventory specifies that this site has a minimum number of 800 units at a minimum density of 25.1 du/ac.
- The proposed project is not consistent with the adopted Housing Element. The site is one of the properties listed in the Available Land Inventory in the Housing Element. The proposed project is not consistent with the number of dwelling units of _____ and/or the minimum density of _____ specified in the Available Land Inventory in the Housing Element. The Available Land Inventory specifies that this site has a minimum number of _____ units at a minimum density of _____ du/ac. One of the following will be needed:
- A General Plan Amendment to remove the subject property from the Available Land Inventory in the Housing Element will need to be approved prior to the approval of this project. Removing the subject property from the Available Land Inventory will not impact the City's Regional Housing Needs Allocation obligations since there are an adequate number of sites in the inventory to meet the RHNA obligation without finding replacement sites; or
- A General Plan Amendment to remove the subject property from the Available Land Inventory in the Housing Element will need to be approved prior to the approval of this project. Removing the subject property from the Available Land Inventory will impact the City's Regional Housing Needs Allocation obligations since there are not an adequate number of sites in the inventory to meet the RHNA obligation. Replacement sites that meet the HCD criteria will need to be found and included in the General Plan Amendment (listed by APN, number of units and density). Appropriate replacement sites will need to be reviewed by Advance Planning staff prior to including them in the Available Site Inventory.
- There are not adequate replacement sites to meet the City's RHNA obligation. The proposed project will either need to be revised to comply with the Housing Element or denied since it is not consistent with The Ontario Plan.

Additional Comments:

The Housing Element Available Land Inventory assumes the density of this site will be 52 du/ac. As long as the density of the development is greater than 25 du/ac (in order to meet minimum density specified for low income) and at least 800 units are accommodated, the project will be consistent with the Housing Element.

Findings should be included in the approving resolutions stating how/if the proposed project is consistent with the adopted Housing Element.

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV16-014

Address: NWC of Archibald Ave & Inland Empire Blvd.

APN: 0110-311-56, 57 & 58

Existing Land Use: Vacant

Proposed Land Use: Construct a 800 multi-family units

Site Acreage: 37 Proposed Structure Height: 55ft

ONT-IAC Project Review: n/a

Airport Influence Area: ONT

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Chuck Mercier

Date: 5/11/16

CD No.: 2016-022

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: 100 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.

Conditions Attached:

Airport Planner Signature: _____

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT

CD No.: 2016-022
PALU No.: _____

PROJECT CONDITIONS

The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT) and was evaluated and found to be consistent with the Airport Land Use Compatibility Plan (ALUCP) for ONT. The applicant is required to meet the Real Estate Transaction Disclosure in accordance with California Codes (Business and Professions Code Section 11010-11024). New residential subdivisions within an Airport Influence Area are required to file an application for a Public Report consisting of a Notice of Intention (NOI) and a completed questionnaire with the Department of Real Estate and include the following language within the NOI:

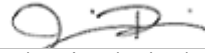
NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

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

CONDITIONS OF APPROVAL

Sign Off



07/13/2016

Jamie Richardson, Associate Landscape Planner

Date

Reviewer's Name: Jamie Richardson, Associate Landscape Planner		Phone: (909) 395-2615
D.A.B. File No.: PDEV16-014 Rev 1		Case Planner: Chuck Mercier
Project Name and Location: 800 Multifamily Unit Development Meredith Planning Area 4 – NWC of Archibald and Inland Empire		
Applicant/Representative: Derrel Malamut – Palmer Ontario Properties LP 270 North Canon Drive, Penthouse Beverly Hills, CA 90210		
<input checked="" type="checkbox"/>	A Preliminary Landscape Plan (dated 06/24/206) 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.	
CORRECTIONS REQUIRED		

PREVIOUS DAB PRELIMINARY PLAN CHECK CORRECTIONS: 05/12/2016

1. Replace short lived, high maintenance or poor performing plants; ~~Rhus, Cupaniopsis, Schinus, Phormium, Hibiscus, Stipa and Carpenteria.~~ (*Washingtonia robusta, Phormium, Bougainvillea, Lavandula*).
2. Limit use of Aloes and Agaves to accent areas, protected from frost; consider using in pots.
3. Limit use of higher water use plants to meet water budget; ~~Alpinia,~~ *Chlorophytum, Bromelia, Philodendron* and *Spathiphyllum*. Proposed water use must meet water budget.
4. Call out type of proposed irrigation system and include preliminary MAWA calculation. (*Include MAWA calculation breakdown in worksheet*).
5. ~~Dimension basins and swales to be no greater than 40% of the on-site landscape area to allow for ornamental landscape. Provide a level grade minimum 3' from pedestrian paving for safety. Consider underground storm water chambers; *underground chambers shall not interfere with required tree locations (parking island fingers, open space/park areas, etc.)*.~~
6. Design spaces so utilities such as backflows and transformers are screened with 5' of landscape. *Dimension utilities such as backflows and transformers 5' from the pavement or sidewalk.*
7. Show parking lot island tree planters 1 for every 10 parking spaces and at each row end.
8. Note on grading plans: 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.

DAB CONDITIONS OF APPROVAL: 07/14/2016

9. Provide details for underground storm chambers. Provide minimum 8' of cover for required park and island finger trees. Or design chambers to allow for required tree locations.
10. Corner Wheelchair Ramps: Show a maximum of 13' for 88'-120' R/W per Engineering Standard Detail 1213, to minimize expanse of concrete at corners. Correct corner ramps to 13'. Show on landscape and civil plans.



**ENGINEERING DEPARTMENT
CONDITIONS OF APPROVAL**

(Engineering Services Division [Land Development and Environmental], Traffic/Transportation Division, Ontario Municipal Utilities Company and Management Services Department conditions incorporated herein)

<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. PDEV16-014 RELATED FILE NO(S). _____	
<input checked="" type="checkbox"/> ORIGINAL <input checked="" type="checkbox"/> REVISED: 8/17/16	

CITY PROJECT ENGINEER & PHONE NO:

Dean A. Williams, Associate Engineer (909) 395-2135

CITY PROJECT PLANNER & PHONE NO:

Chuck Mercier, Senior Planner (909) 395-2425

DAB MEETING DATE:

August 15, 2016

PROJECT NAME / DESCRIPTION:

Paseos at Ontario- 800 Multiple-Family dwellings on 21.6 acres

LOCATION:

N/S of Inland Empire Boulevard 300' west of Archibald Avenue

APPLICANT:


Palmer-Ontario Properties, L.P.

REVIEWED BY:


 Bryan Lirley, P.E.
 Senior Associate Engineer

8/17/16
 Date

APPROVED BY:


 Khoi Do, P.E.
 Assistant City Engineer

8/17/16
 Date



THIS PROJECT SHALL COMPLY WITH THE REQUIREMENTS SET FORTH IN THE GENERAL STANDARD CONDITIONS OF APPROVAL ADOPTED BY THE CITY COUNCIL (RESOLUTION NO. 2010-021) 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 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) _____

- 1.08 File a Consent and Waiver to Annexation agreement, together with an annexation processing fee, to annex the subject property to a Street Lighting Maintenance Assessment District (SLMD). The agreement and fee shall be submitted a minimum of three (3) months prior to, and the annexation shall be completed, prior to final subdivision map approval or issuance of building permits, whichever occurs first. An annual special assessment shall be levied in the SLMD and will be collected along with annual property taxes. The special assessment will provide funding for costs associated with the annual operation and maintenance of the street lighting facilities and appurtenances that serve the property. Contact Management Services at (909) 395-2124 regarding this requirement.

- 1.09 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.

- 1.10 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).
- 1.11 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**
 - 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 **Submit a soils/geology report.**
- 2.08 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: _____

2.09 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 _____.

2.10 **Dedicate to the City of Ontario the following easement(s): 1) Easements for traffic signal construction, maintenance, equipment and appurtenances and easements for sidewalk purposes at the signalized drive approaches/entry points to the site. Limits of the easements shall include area north of the right-of-way as necessary for sidewalk, access ramps, traffic signal equipment and landscaping, in accordance with approved plans.**

2) A public utility easement(s) (PUE) for each water service and meter box not located within the public right-of-way. The easement(s) shall cover an area five feet (5'), on each side, from the outside wall of the meter box and service line.

2.11 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).

2.12 **Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein. 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.**

2.13 Other conditions: _____

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



2.14 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	Inland Empire	Street 2	Street 3	Street 4
Curb and Gutter	<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	<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 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 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 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 type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New <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 type="checkbox"/> Lateral	<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 type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
Recycled Water (see Sec. 2.E)	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
Traffic Signal System (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Traffic Signing and Striping (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Street Light (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New <input type="checkbox"/> Relocation	<input 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. 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
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	_____	_____	_____	_____

Note: Although the utility infrastructure and street improvements are being designed and constructed by the Sares-Regis Group and Craig Development Corporation, as the subdividers of PM 19612, a Certificate of Occupancy for this development cannot be issued until the improvements required for this development to function are complete.

- 2.15 Construct a 0.15' asphalt concrete (AC) grind and overlay on the following street(s): _____
- 2.16 Reconstruct the full pavement structural section based on existing pavement condition and approved street section design. Minimum limits of reconstruction shall be along property frontage, from street centerline to curb/gutter. 'Pothole' verification of existing pavement section required prior to acceptance/approval of street improvement plan.
- 2.17 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.



- 2.18 **Other conditions: SOLID WASTE COLLECTIONS:** The development project shall comply with the standards and service requirements, including the vehicle access standards contained in the current update of the "Solid Waste Department Refuse and Recycling Planning Manual".
- a) Due to the design constraints of the project site and the project site design not meeting all of the minimum solid waste collections standards and service requirements, the owner agrees to enter into a Service Agreement with the City that shall also be restrictive covenants that run with the land that shall include, but not be limited to, the following special terms:
- i. The Owner shall provide all of the compactor units and a sufficient number of corresponding bins, as required by the City.
 - ii. The Owner shall be responsible for the initial and ongoing operations and maintenance of the trash chutes, compactors and bins to a level that is satisfactory to the City. This may include periodically making repairs or replacing compactor units and bins and painting bins colors as specified by the City.
 - iii. The Owner shall be responsible for swapping out filled bins and empty bins between collection services.
 - iv. The Owner shall be responsible for unlocking the bin rooms and detaching the bins from the compactors prior to collection service and reattaching the bins to the compactors and locking the bin rooms after collection service.
 - v. The Owner shall be responsible for contracting with a licensed landscaping service to remove landscaping green waste from the site on a regular basis and shall not contaminate refuse and recycling by co-mingling green waste in with bins designated for refuse and recycling. If the Owner fails to comply with this term, the City may require the Owner to provide additional bin storage for green waste bins, subject to City standards and service requirements and the City providing green waste service to the site.

C. SEWER

- 2.19 **A 15- inch sewer main is available for connection by this project in Inland Empire Boulevard (Ref: Sewer plan drawing no. M-897)**
- 2.20 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.21 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.
- 2.22 **Other conditions: 1) Each of the existing sewer laterals fronting the project on Inland Empire Boulevard shall be extended to beyond the back of the ultimate right-of-way (or easements for street/drive approach purposes) and a manhole shall be constructed at the end of the lateral, per City standards. Manholes shall not be located within any sidewalk or pedestrian walkway. Any existing service lateral that will not be used shall be abandoned back to the main and capped at the wye/main connection, in accordance with City standards.**
- 2) The on-site sewer system, beyond the manhole(s) at the right-of-way/property line, shall be private and as such, privately maintained by the property owner.



D. WATER

- 2.23 An 18-inch water main is available for connection by this project in Inland Empire Boulevard. (Ref: Water plan drawing no. W-15612 and 15613)
- 2.24 Design and construct a water main extension. A water main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.25 Submit documentation that shows expected peak demand water flows for modeling the impact of the subject project to the existing water system. The project site is within a deficient public water 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 impacts to the deficient public water system, including, but not limited to upgrading of the existing water main(s) and/or construction of a new main(s).
- 2.26 Design and construct appropriate cross-connection protection for new potable water and fire service connections. Appropriate protection shall be based upon the degree of hazard per Title 17 of the California Code of Regulations. The minimum requirement is the installation of a backflow prevention device per current City standards. All existing potable water and fire services that do not meet the current minimum level of protection shall be upgraded (retrofitted) with the appropriate backflow protection assembly per current City standards.
- 2.27 Request a water flow test to be conducted, to determine if a water main upgrade is necessary to achieve required fire flow for the project. The application is available on the City website (www.ci.ontario.ca.us) or Applicant can contact the City of Ontario Fire Department at (909) 395-2029 to coordinate scheduling of this test. Applicant shall design and construct a water main upgrade if the water flow test concludes that an upgrade is warranted.
- 2.28 Other conditions: 1) The on-site water system, behind the meters, will be private and as such, privately maintained by the owner.
- 2) The existing 18-inch water main in Inland Empire Boulevard may have to be relocated due to conflicts with the proposed storm drain improvements needed to facilitate drainage from the site. If so, then:
- a) The relocation alignment of the 18-inch water main shall align with the new 18-inch water main installed as part of PM 19612 (Sequence 1) water improvements, west of Station 50+41.51 (21+81.51); and
- b) The relocation/replacement main shall extend from Station 50+41.51 (21+81.51) to approximately Station 52+83 to connect to the existing 18-inch potable water main that runs perpendicular to the street, and the old main shall be abandoned.

E. RECYCLED WATER

- 2.29 A 12-inch recycled water main is available for connection by this project in Inland Empire Boulevard. (Ref: Recycled Water plan drawing No. P-11511 and 11512)
- 2.30 Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project.
- 2.31 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. Applicant shall be responsible for construction of a connection to the recycled water main for approved uses, when the main becomes available. The cost for connection to the main shall be borne solely by Applicant.
- 2.32 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.

- 2.33 **Other conditions: 1) This development shall comply with City Ordinance no. 2689 and make use of recycled water for all approved uses, including, but not limited to landscaping irrigation.**
- 2) Provide a hard copy and digital files in .pdf and AutoCad format of both on-site and off-site utility plans, including landscape and irrigation.**
- 3) Prior to occupancy release, the City shall test the recycled water system and system shall successfully pass 'start up' and 'cross-connection' tests. City shall also train an on-site supervisor or designee, as determined in the Engineer's Report.**
- 4) The on-site recycled water system, behind the meters, shall be private and as such, privately maintained by the property owner.**

F. TRAFFIC / TRANSPORTATION

- 2.34 **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
- 2.35 **Other conditions: 1) Provide traffic signal maintenance easements to the satisfaction of the City Engineer (See item no. 2.10[1], above).**
- 2) No decorative paving shall be permitted in the public right-of-way.**
- 3) Entry and exit gates to the development shall operate independently.**
- 4) Gates shall remain open as long as there are incoming vehicles, rather than closing upon a single vehicle passage (requiring each vehicle to individually gain access). Inbound gates shall be such that residents gain access either via transponder or push button 'clicker'. No key fobs shall be permitted.**
- 5) The exit gate shall be controlled by a proximity detector on the exit lanes.**
- 6) The guard house shall be located no less than 140 feet from Inland Empire Boulevard, as measured from the prolongation of the northerly curb face, east of the proposed driveway. The east end of the east entry gates shall be located no less than 140 feet from Inland Empire Boulevard, measured from the prolongation of the northerly curb face, east of the proposed drive approach.**
- 7) The west entry gate shall be located no less than 120 feet from Inland Empire Boulevard, measured from the prolongation of the northerly curb face.**
- 8) Developer/applicant shall install a video camera at the west entry for guard surveillance and gate access operations, as proposed in Figure 18 of the queueing analysis prepared by Linscott, Law & Greenspan, dated 8/11/16 (hereafter referred to as "LLG Study").**
- 9) Developer/applicant shall install guest and resident "way finding" signs, to be placed on private property. These signs shall clearly communicate intended driveway use (residents/guests), direct guests to the easterly drive approach, and be to the satisfaction of the City Engineer.**
- 10) No "dual gate", e.g. series of access control devices, system shall be permitted, as this would increase the effective rate and inbound queue storage requirement.**



- 11) A guard shall be on duty at all times, e.g. "24/7".
- 12) The easterly drive approach shall have two 11-foot wide lanes per direction. The easterly drive approach shall be designed in accordance with Figure 16A of the LLG Study (alternate configuration) and to the satisfaction of the City Engineer. This drive approach shall be delineated with appropriate pavement markings as shown on said Figure 16A.
- 13) The westerly drive approach shall be designed in accordance with Figure 17A of the LLG Study and to the satisfaction of the City Engineer. This drive approach shall be delineated with appropriate pavement markings, e.g. centerline, lane lines and pavement legends.
- 14) Traffic signal maintenance easements shall be provided to the satisfaction of the City Engineer.
- 15) The material/equipment specifications for the gates shall be submitted to the Engineering Department for review and approval prior to issuance of a permit.

G. DRAINAGE / HYDROLOGY

- 2.36 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.
- 2.37 Design and construct a storm water detention facility on the project site. An adequate drainage facility to accept additional runoff from the site does not currently exist downstream of the project. Post-development flows from the site shall not exceed 80% of pre-development flows, in accordance with the approved hydrology study and improvement plans.
- 2.38 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.
- 2.39 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.
- 2.40 Calculate Storm Drain Impact Fees based on square footage or acreage of the subject site.
- 2.41 Other conditions: _____

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

- 2.42 401 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.



- 2.43 **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>.**

- 2.44 **Other conditions: All comments for this project prepared by the Environmental Section of the Engineering Department for the DPR review shall be addressed in their entirety on the specific plans and reports that will be provided to the City for review and approval (i.e. precise grading, storm drain, hydrology, WQMP, etc.) subsequent to project entitlement. Contact Stephen H. Wilson in the Engineering Department for questions regarding these comments and submittals.**

J. SPECIAL DISTRICTS

- 2.45 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.

- 2.46 File a Consent and Waiver to Annexation agreement, together with an annexation processing fee, to annex the subject property to a Street Lighting Maintenance Assessment District (SLMD). The agreement and fee shall be submitted three (3) months prior to, and the annexation shall be completed prior to, final subdivision map approval or issuance of building permits, whichever occurs first. An annual special assessment shall be levied in the SLMD and will be collected along with annual property taxes. The special assessment will provide funding for costs associated with the annual operation and maintenance of the street lighting facilities and appurtenances that serve the property. Contact the Management Services Department at (909) 395-2124, regarding this requirement.

- 2.47 Other conditions: _____

K. FIBER OPTIC

- 2.48 **Design and construct a 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 in the right-of-way and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole.**

- 2.49 **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.**

- 2.50 Other conditions: _____



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 Confirm payment of all Development Impact Fees (DIF) to the Building Department.
- 3.04 Submit electronic copies of all approved studies/reports (i.e. hydrology, traffic, WQMP, etc.).
- 3.05 Submit electronic copies on .pdf format of all approved/accepted improvement plans.



EXHIBIT 'A'

ENGINEERING DEPARTMENT First Plan Check Submittal Checklist

Project Number: PDEV16-014

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 Traffic Signal improvement plan and One (1) copy of Traffic Signal Specifications with modified Special Provisions. Specifications available at [http:// www.ci.ca.us/index.aspx?page=278](http://www.ci.ca.us/index.aspx?page=278).
15. Two (2) copies of Water Quality Management Plan (WQMP)
16. One (1) copy of Hydrology/Drainage study
17. One (1) copy of Soils/Geology report
18. Payment for Final Map/Parcel Map processing fee
19. Three (3) copies of Final Map/Parcel Map
20. One (1) copy of approved Tentative Map
21. One (1) copy of Preliminary Title Report (current within 30 days)
22. One (1) copy of Traverse Closure Calculations



- 23. 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.
- 24. Two (2) copies of Engineering Report and an electronic file (PDF format on a compact disc) for recycled water use
- 25. Other: _____

CITY OF ONTARIO

MEMORANDUM

TO: PLANNING DEPARTMENT, Chuck Mercier
FROM: BUILDING DEPARTMENT, Kevin Shear
DATE: June 30, 2016
SUBJECT: PDEV16-014

-
- 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:lm



CITY OF ONTARIO

MEMORANDUM

TO: Chuck Mercier, Senior Planner
Planning Department

FROM: Adam A. Panos, Fire Protection Analyst
Fire Department

DATE: May 12, 2016

SUBJECT: PDEV16-014: A Development Plan and Administrative Exception to construct 800 multiple-family dwellings on approximately 21.6 acres of land located on the north side of Inland Empire Boulevard, approximately 292 feet west of Archibald Avenue (Planning Area 4 of the Meredith International Centre Specific Plan), within the Urban-Residential land use district of the Meredith Specific Plan.

-
- The plan **does** adequately address Fire Department requirements at this time.
- No comments.
 - Standard Conditions of Approval apply, as stated below.
- The plan **does NOT** adequately address Fire Department requirements.
- The comments contained in the attached report must be met prior to scheduling for Development Advisory Board.

SITE AND BUILDING FEATURES:

- A. 2013 CBC Type of Construction: Type 1 Fire resistive, V-A wood frame 1 hr.
- B. Type of Roof Materials: Tile
- C. Ground Floor Area(s):
 - Building type A – 370, 845 sq. ft.
 - Building type B – 109,339 sq. ft.
 - Building type C – 39,914 sq. ft.
 - Recreation buildings – 15, 893 sq. ft.
- D. Number of Stories: 4 stories

E. Total Square Footage: Approx. 1,022, 138 sq. ft.

F. 2013 CBC Occupancy Classification(s): B, R-2, S-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 (20) 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.

3.0 WATER SUPPLY

- 3.1 The required fire flow per Fire Department standards, based on the 2013 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 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

- 4.1 On-site private fire hydrants are required per Standard #D-005, and identified in accordance with Standard #D-002. Installation and locations(s) are subject to the approval of the Fire Department. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.
- 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 13. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- 4.4 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.
- 4.5 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.

- 4.6 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.
- 4.7 A fixed fire extinguishing system is required for the protection of hood, duct, plenum and cooking surfaces. This system must comply with National Fire Protection Association (NFPA) Standards 17A and 96. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- 4.8 Hose valves with two and one half inch (2 ½") connections will be required on the roof, in locations acceptable to the Fire Department. These hose valves shall be take their water supply from the automatic fire sprinkler systems, and shall be included in the design submitted for these systems. Identification shall be provided for all hose valves per Standard #D-004.
- 4.9 Due to inaccessible rail spur areas, two and one half inch 2-1/2" fire hose connections shall be provided in these areas. These hose valves shall be take their water supply from the automatic fire sprinkler systems, and shall be included in the design submitted for these systems. Identification shall be provided for all hose valves per Standard #D-004.

5.0 BUILDING CONSTRUCTION FEATURES

- 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
- 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Address numbers shall contrast with their background. See Section 9-1.3280 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 9-1.3280 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.

- 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.
- 5.8 The building shall be provided with a Public Safety 800 MHZ radio amplification system per the Ontario Municipal Code Section 4-11.09 (n) and the CFC. The design and installation shall be approved by the Fire Department.

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 A class I standpipe system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 14. 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.
- 7.2 Each phase of the development shall have a primary and secondary access for emergency vehicles. The design and locations of permanent and temporary emergency access roads shall be approved by the Fire Department and the City of Ontario.

<END.>



CITY OF ONTARIO

MEMORANDUM

TO: CHUCK MERCIER, PLANNING DEPARTMENT

FROM: DOUGLAS SOREL, POLICE DEPARTMENT

DATE: MAY 11, 2016

SUBJECT: PDEV16-014 – A DEVELOPMENT PLAN TO CONSTRUCT AN 800 UNIT APARTMENT COMPLEX ON INLAND EMPIRE BLVD. WEST OF ARCHIBALD AVE.

The “Standard Conditions of Approval” contained in Resolution No. 2010-021 apply. The applicant shall read and be thoroughly familiar with these conditions, including, but not limited to, the requirements below.

- Required lighting for walkways, driveways, doorways, parking lots, hallways, stairwells, and other areas used by the public shall be provided. Lights shall operate via photosensor. Photometrics shall be provided to the Police Department and include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting.
- Rooftop addresses shall be installed on the building as stated in the Standard Conditions.
- The Applicant shall comply with construction site security requirements as stated in the Standard Conditions.
- 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 Applicant is invited to call Douglas Sorel at (909) 395-2873 regarding any questions or concerns.



CITY OF ONTARIO MEMORANDUM

TO: Otto Kroutil, Development Director
Scott Murphy, Planning Director
Cathy Wahlstrom, Principal Planner (Copy of memo only)
Charity Hernandez, Economic Development
Kevin Shear, Building Official
Raymond Lee, Assistant City Engineer
Carolyn Bell, Landscape Planning Division
Sheldon Yu, Municipal Utilities Agency
Doug Sorel, Police Department
Art Andres, Deputy Fire Chief/Fire Marshal
Tom Danna, T.E., Traffic/Transportation Manager
Lorena Mejia, Associate Planner, Airport Planning (Copy of memo only)
Steve Wilson, Engineering/NPDES
Bob Gluck, Code Enforcement Director
Jimmy Chang, IT Department
David Simpson, Development/IT (Copy of memo only)

FROM: Chuck Mercier, Senior Planner

DATE: June 24, 2016

SUBJECT: File No. PDEV16-014

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 **Friday, July 8, 2016**.

PROJECT DESCRIPTION: A Development Plan to construct 800 multiple-family dwellings on approximately 21.6 acres of land generally located on the north side of Inland Empire Boulevard, approximately 300 feet west of Archibald Avenue, within the Urban-Residential land use district of the Meredith Specific Plan (APNs: 0110-311-56, 0110-311-57, & 0110-311-58).

PROJECT DETERMINATION: The reviewing Agency/Department finds as follows:

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.

Code Enforcement Joe Alan Supervisor 6/27/16
Department Signature Title Date



**PLANNING COMMISSION
STAFF REPORT**
August 23, 2016

SUBJECT: A Tentative Parcel Map (**File No. PMTT16-006; PM19743**) to subdivide 9.17 acres of land into 4 parcels in conjunction with a Development Plan (**File No. PDEV16-008**) to construct 4 industrial buildings totaling 182,084 square feet within the Business Park Land Use Designation of the Grove Avenue Specific Plan on 9.17 acres of land, located at 1554 South Grove Avenue. APN: 1050-161-03; **submitted by Western Realco, LLC.**

PROPERTY OWNER: PWREI WR Grove, LLC.

RECOMMENDED ACTION: That the Planning Commission adopt a Mitigated Negative Declaration and approve File No's. PMTT16-006 and PDEV16-008, pursuant to the facts and reasons contained in the staff report and attached resolutions, and subject to the conditions of approval contained in the attached departmental reports.

PROJECT SETTING: The project site is comprised of 9.17 acres of land located at 1554 South Grove Avenue, within the Business Park Land Use Designation of the Grove Avenue Specific Plan, and is depicted in **Figure 1: Project Location**. The rectangular shaped interior lot has an approximate street frontage of 660 feet along Grove Avenue. The site is undeveloped and has been routinely maintained by mowing and weed abatement. The site slopes from the northwest corner to the southeast corner with an approximate 7-foot differential in grade. There are no trees or native vegetation presently on-site and the street frontage is developed with curb, gutter, a catch basin, two fire hydrants and street lights.



Figure 1: Project Location

Case Planner:	Lorena Mejia	Hearing Body	Date	Decision	Action
Planning Director Approval:		DAB	8/1/2016	Approve	Recommend
Submittal Date:	3/10/2016	ZA			
Hearing Deadline:	10/10/2016	PC	8/23/2016		Final
		CC			

PROJECT ANALYSIS:

[1] Background — On March 10, 2016, Western Realco submitted a Tentative Parcel Map and Development Plan application (PMTT16-006 and PDEV16-008) requesting approval of the proposed industrial development with a 0.47 Floor Area Ratio (FAR). The Grove Avenue Specific Plan limits the FAR to 0.35 for the Business Park land use designation. However, the Specific Plan does allow for an increase in FAR if a traffic study can determine that a proposed FAR increase will not increase the overall number of trips analyzed in the Specific Plan's Environmental Impact Report (EIR). The following language is from the Grove Avenue Specific Plan regarding an increased FAR for the Business Park land use designation:

- *An increase in the FAR may be permitted if the traffic generating characteristics of a specific project, as based on a report from a traffic engineer, do not exceed the number of trips that EIR 90-2 assumed would occur for the site.*

On January 27, 2010, the Ontario City Council adopted The Ontario Plan (TOP) and certified the Final Environmental Impact Report (FEIR) that included a Statement of Overriding Considerations and adoption of a Mitigation Monitoring Program. The FEIR analyzed and mitigated environmental impacts associated with the various proposed land uses with their assumed densities and FARs at build-out. The project site has a TOP Business Park land use designation and this land use was analyzed with an assumed FAR of 0.60. The EIR 90-2 completed for the Grove Avenue Specific was superseded by the TOP FEIR upon its certification, thus allowing the project site to have a maximum FAR 0.60 instead of 0.35. The proposed project's 0.47 FAR is in compliance with the FEIR of the TOP and established 0.60 FAR threshold.

On August 1, 2016, the Development Advisory Board reviewed the subject applications and recommended that the Planning Commission approve the proposed project.

[2] Site Design/Building Layout — The project site is proposed to be subdivided into four parcels, 3.35 net acres (Parcel No. 1), 1.83 net acres (Parcel No. 2), 1.41 acres (Parcel 3) and 2.58 acres (Parcel No. 4) in size (**Exhibit A: Tentative Parcel Map**). All four parcels exceed the minimum lot size requirement of one-acre for the Business Park land use designation of the Grove Avenue Specific Plan. Parcels 1 and 2 are located along Grove Avenue and require a 7-foot dedication to accommodate right-of way improvements to include, sidewalk, landscaping, lighting and relocation of public utilities.

- Parcel No. 1 (Building 1) is located on the northeast corner of the project site with an approximate street frontage of 426 feet along Grove Avenue. The proposed industrial warehouse building totals 61,130 square feet (59,300 square feet with a potential 1,830 square foot mezzanine). The front of the building is oriented to the east towards Grove Avenue, with a 40-foot front building setback that will

completely be landscaped. There are two office entries proposed on opposite corners of the building oriented towards the interior drive aisles that are visible from Grove Avenue. A yard area, designed for tractor-trailer truck maneuvering, loading activities, and outdoor staging, is oriented to the west of the proposed building, toward Parcel 4. The yard area will be screened from view of public streets by the proposed building and view-obscuring gates setback from the interior drive aisles to secure the yard area (See Figure 2: Proposed Site Plan).



Figure 2: Proposed Site Plan

- Parcel No. 2 (Building 2) is located on the southeast corner of the project site with an approximate street frontage of 233 feet along Grove Avenue. The proposed industrial warehouse building totals 35,904 square feet (34,074 square feet with a potential 1,830 square foot mezzanine). The front of the building is oriented to the

east towards Grove Avenue, with a 40-foot front building setback that will be completely landscaped. A yard area, designed for tractor-trailer truck maneuvering, loading activities, and outdoor staging, is oriented to the west of the proposed building, toward Parcel 3. The yard area will be screened from view of public streets by the proposed building and view-obscuring gates setback from the interior drive aisle to secure the yard area (**See Figure 2: Proposed Site Plan**).

- Parcel No. 3 (Building 3) is an interior parcel located on the southwest corner of the project site. This parcel is accessed from the southern drive aisle of the project site. The proposed industrial warehouse building totals 29,030 square feet (27,200 square feet with a potential 1,830 square foot mezzanine). The front of the building and office entry is oriented to the north, along the drive aisle. The building is setback approximately 350 feet from Grove Avenue. A yard area, designed for tractor-trailer truck maneuvering, loading activities, and outdoor staging, is located behind the building, toward the west and borders an industrial property. The yard area will be screened from view of public streets by the proposed building and view-obscuring gates setback from the interior drive aisle to secure the yard area (**See Figure 2: Proposed Site Plan**).
- Parcel No. 4 (Building 4) is an interior parcel located on the northwest corner of the project site. This parcel is accessed from the northern and southern drive aisle of the project site. The proposed industrial warehouse building totals 63,340 square feet (61,510 square feet with a potential 1,830 square foot mezzanine). The front of the building and office entry is oriented to the south, along the drive aisle. The building is setback approximately 350 feet from Grove Avenue. A yard area, designed for tractor-trailer truck maneuvering, loading activities, and outdoor staging, is located behind the building to the north and borders an industrial property. The yard area will be screened from view of public streets by Building 1 and view-obscuring gates setback from the interior drive aisle to secure the yard area (**See Figure 2: Proposed Site Plan**).

[3] Site Access/Circulation — Buildings 1 and 4 will have access from a 40-foot driveway at the northeast corner of the site and by a 30-foot driveway centrally located along the Grove Avenue frontage (**Exhibit B: Site Plan**). Buildings 2 and 3 will be accessed from the centrally located 30-foot driveway accessed via Grove Avenue (**See Figure 3: Proposed Site Plan**). The proposed parcel map includes reciprocal access agreements for both driveways for purposes of access and cross lot drainage.

[4] Parking — The Grove Avenue Specific Plan outlines parking setback standards and relies upon the Development Code for parking ratio standards. The project site exceeds the minimum setback standards of 25 feet from Grove Avenue and has provided off-street parking pursuant to the “Warehouse and Distribution” parking standards specified in the Development Code. The off-street parking calculations for the Project are as follows:

<i>Type of Use</i>	<i>Building Area</i>	<i>Parking Ratio</i>	<i>Spaces Required</i>	<i>Spaces Provided</i>
Building 1 - Warehouse / Distribution	56,300 SF	One space per 1,000 SF (0.001/SF) for portion of GFA <20,000 SF, plus 0.5 space per 1,000 SF (0.0005/SF) for GFA > 20,000 SF; One tractor-trailer parking space per 4 dock-high loading doors (1 tractor-trailer parking space provided);	38	-
Building 1 - Office	4,830 SF (Includes 1,830 SF Mezzanine)	Parking required when "general business offices" and other associated uses, exceed 10 percent of the building GFA (5,930 SF of office allowed); General Business office 4 spaces per 1,000 SF (0.004/SF) of GFA	0	-
TOTAL	61,130 SF		38	78
Building 2 - Warehouse / Distribution	31,074 SF	One space per 1,000 SF (0.001/SF) for portion of GFA <20,000 SF, plus 0.5 space per 1,000 SF (0.0005/SF) for GFA > 20,000 SF; One tractor-trailer parking space per 4 dock-high loading doors (1 tractor-trailer parking space provided);	26	-
Building 2 - Office	4,830 SF (Includes 1,830 SF Mezzanine)	Parking required when "general business offices" and other associated uses, exceed 10 percent of the building GFA (3,407 of office allowed); General Business office 4 spaces per 1,000 SF (0.004/SF) of GFA	6	-
TOTAL	35,904 SF		32	39
Building 3 - Warehouse / Distribution	23,533 SF	One space per 1,000 SF (0.001/SF) for portion of GFA <20,000 SF, plus 0.5 space per 1,000 SF (0.0005/SF) for GFA > 20,000 SF; One tractor-trailer parking space per 4 dock-high loading doors (1 tractor-trailer parking space provided);	22	-
Building 3 - Office	3,667 SF (Includes 1,830 SF Mezzanine)	Parking required when "general business offices" and other associated uses, exceed 10 percent of the building GFA (2,720 of office allowed); General Business office 4 spaces per 1,000 SF (0.004/SF) of GFA	4	-
TOTAL	35,904 SF		26	40
Building 4 - Warehouse / Distribution	58,510 SF	One space per 1,000 SF (0.001/SF) for portion of GFA <20,000 SF, plus 0.5 space per 1,000 SF (0.0005/SF) for GFA > 20,000 SF; One tractor-trailer parking space per 4 dock-high loading doors (1 tractor-trailer parking space provided);	39	-
Building 4 - Office	4,830 SF (Includes 1,830 SF Mezzanine)	Parking required when "general business offices" and other associated uses, exceed 10 percent of the building GFA (6,151 of office allowed); General Business office 4 spaces per 1,000 SF (0.004/SF) of GFA	0	-
TOTAL	35,904 SF		39	39
Overall Total			135	196

The Development Code requires that the overall project provide a minimum of 135 off-street parking spaces. There are 196 spaces being provided overall, exceeding the

minimum requirements by 61 spaces. On a parcel level basis, each parcel either meets or exceeds the number of required parking spaces as shown in the table above.

In addition to the number of off-street parking spaces required for each building, the City's off-street parking and loading standards require that the project provide a minimum of one tractor trailer parking space for every four dock-high loading spaces, which is being met by each building.

[5] Architecture — The proposed buildings are of concrete tilt-up construction. All four buildings have the same architectural design with enhanced elements and treatments located at office entries and along street facing elevations. Architectural elements for the four buildings include smooth-painted concrete in grey and blue tones, with horizontal and vertical reveals, windows with clear anodized aluminum mullions and green/blue glazing, metal canopies over the main office entries, and projecting vertical tower elements with contrasting colors. The mechanical equipment will be roof-mounted and obscured from public view by the parapet walls. Staff believes that the proposed project illustrates the type of high-quality architecture promoted by the Development Code (**Exhibit C: Elevations**). This is exemplified through the use of:

- Articulation in the building footprint, incorporating a combination of recessed and popped-out wall areas;
- Articulation in the building parapet/roof line, which serves to accentuate the building's entries and breaks up large expanses of building wall;
- Variations in building massing; and
- Incorporation of base and top treatments defined by changes in color and horizontal/vertical reveals.

[6] Landscaping — The project provides substantial landscaping along Grove Avenue within the 40-foot building setback area at each office element, throughout the parking areas, around the entire project perimeter, and along the drive aisles that also screen the loading and tractor-trailer yard areas. The Grove Avenue Specific Plan requires a minimum 15% landscape coverage, which this project meets. The project site is currently lacking right-of-way improvements (sidewalk/parkway) and street trees. The proposed on-site and off-site landscape improvements will assist towards creating a walkable, safe area for pedestrians to access the project site. The landscape plan incorporates a combination of 36 and 48-inch box trees along Grove Avenue, which include Camphor and Coast Live Oak trees. In addition, the landscape plan incorporates a combination of 24 and 48-inch box accent and shade trees throughout the project site that include Jacarandas, Crape Myrtles, Willow Peppermint, Western Redbud, Golden Raintrees and Brisbane Box, totaling 180 trees. A variety of shrubs and groundcovers are also being provided and are low water usage or drought tolerant.

[7] Utilities (drainage, sewer) — Public utilities (water and sewer) are available to serve the project. The Applicant has submitted a Preliminary Water Quality Management Plan (PWQMP) which establishes the project's compliance with storm water discharge/water quality requirements. The PWQMP includes site design measures that capture runoff and pollutant transport by minimizing impervious surfaces and maximizes low impact development (LID) best management practices (BMPs), such as retention and infiltration. The proposed development will not substantially alter the existing drainage pattern. The onsite drainage will be conveyed by local gutters and pipes to an underground infiltration system for each parcel. Each parcel will have its own on-site underground storm and water infiltration system that are located within their designated truck-trailer courtyard areas and will be designed to retain and infiltrate stormwater. Any overflow drainage will be conveyed to the curb and gutter along Grove Avenue.

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

[1] City Council Priorities

Primary Goal: Regain Local Control of the Ontario International Airport

Supporting Goals:

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

[2] Policy Plan (General Plan)

Land Use Element — Compatibility

- Goal LU2: Compatibility between a wide range of uses.
 - LU2-6: Infrastructure Compatibility. We require infrastructure to be aesthetically pleasing and in context with the community character.

Community Economics Element — Place Making

- Goal CE2: A City of distinctive neighborhoods, districts, and corridors, where people choose to be.

➤ CE2-1 Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community.

➤ CE2-2 Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional and sustainable places that will compete well with their competition within the region.

➤ CE2-4 Protection of Investment. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.

➤ CE2-5 Private Maintenance. We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.

Safety Element — Seismic & Geologic Hazards

▪ Goal S1: Minimized risk of injury, loss of life, property damage and economic and social disruption caused by earthquake-induced and other geologic hazards.

➤ S1-1 Implementation of Regulations and Standards. We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.

Community Design Element — Image & Identity

▪ Goal CD1: A dynamic, progressive city containing distinct neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses.

➤ CD1-1 City Identity. We take actions that are consistent with the City being a leading urban center in Southern California while recognizing the diverse character of our existing viable neighborhoods.

➤ CD1-3 Neighborhood Improvement. We require viable existing residential and non-residential neighborhoods to be preserved, protected, and enhanced in accordance with our land use policies.

Community Design Element — Design Quality

▪ Goal CD2: A high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct.

➤ CD2-1 Quality Architecture. We encourage all development projects to convey visual interest and character through:

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

➤ CD2-7 Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials and construction techniques.

➤ CD2-8 Safe Design. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintenance of visibility and accessibility, and use of lighting.

➤ CD2-9 Landscape Design. We encourage durable landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.

➤ CD2-10 Surface Parking Areas. We require parking areas visible to or used by the public to be landscaped in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field.

➤ CD2-11 Entry Statements. We encourage the inclusion of amenities, signage and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.

➤ CD2-12 Site and Building Signage. We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.

➤ CD2-13 Entitlement Process. We work collaboratively with all stakeholders to ensure a high degree of certainty in the efficient review and timely processing of all development plans and permits.

Community Design — Pedestrian & Transit Environments

- CD3-2 Connectivity Between Streets, Sidewalks, Walkways and Plazas. We require landscaping and paving be used to optimize visual connectivity between streets, sidewalks, walkways and plazas for pedestrians.
- CD3-3 Building Entrances. We require all building entrances to be accessible and visible from adjacent streets, sidewalks or public open spaces.
- CD3-5 Paving. We require sidewalks and road surfaces to be of a type and quality that contributes to the appearance and utility of streets and public spaces.
- CD3-6 Landscaping. We utilize landscaping to enhance the aesthetics, functionality and sustainability of streetscapes, outdoor spaces and buildings.

Community Design — Protection of Investment

- Goal CD5: A sustained level of maintenance and improvement of properties, buildings and infrastructure that protects the property values and encourages additional public and private investments.
 - CD5-1 Maintenance of Buildings and Property. We require all public and privately owned buildings and property (including trails and easements) to be properly and consistently maintained.
 - CD5-2 Maintenance of Infrastructure. We require the continual maintenance of infrastructure.

HOUSING ELEMENT COMPLIANCE: The project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan, as the project site is not one of the properties in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix.

AIRPORT LAND USE COMPATIBILITY PLAN COMPLIANCE: The project site is located within the Airport Influence Area of LA/Ontario International Airport and has been found to be consistent with the policies and criteria set forth within the LA/Ontario International Airport Land Use Compatibility Plan (ALUCP).

ENVIRONMENTAL REVIEW: 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. On the basis of the initial study, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of insignificance, a Mitigated Negative Declaration was prepared pursuant to CEQA, the State CEQA

Guidelines and the City of Ontario Local CEQA Guidelines. Furthermore, to ensure that the mitigation measures are implemented, a Mitigation Monitoring and Reporting Program has been prepared for the Project pursuant to CEQA Guidelines Section 15097, which specifies responsible agencies/departments, monitoring frequency, timing and method of verification and possible sanctions for non-compliance with mitigation measures. The environmental documentation for this project is available for review at the Planning Department public counter.

CONDITIONS OF APPROVAL: See attached department reports.

TECHNICAL APPENDIX:

Surrounding Zoning and Land Use:

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
<i>Site</i>	Vacant	BP – Business Park	Grove Avenue Specific Plan	Business Park
<i>North</i>	Manufacturing	BP – Business Park	Grove Avenue Specific Plan	Business Park
<i>South</i>	Industrial Business Park	BP – Business Park	Grove Avenue Specific Plan	Business Park
<i>East</i>	Industrial Business Park	BP – Business Park	Grove Avenue Specific Plan	Business Park
<i>West</i>	Manufacturing-Transportation	IND – Industrial	IG-General Industrial	N/A

General Site & Building Statistics

<i>Item</i>	<i>Proposed</i>	<i>Min./Max. Standard</i>	<i>Meets Y/N</i>
<i>Project Area:</i>	9.19	N/A	
<i>Lot/Parcel Size:</i>	3.35 – 1.4 acres	1 acre (Min.)	Y
<i>Building Area:</i>	63,340 – 29,030 SF	N/A	Y
<i>Floor Area Ratio:</i>	0.47 FAR	0.60 FAR (Max.)	Y
<i>Building Height:</i>	35 feet	35 feet (Max.)	Y

Off-Street Parking:

<i>Type of Use</i>	<i>Building Area</i>	<i>Parking Ratio</i>	<i>Spaces Required</i>	<i>Spaces Provided</i>
Building 1 - Warehouse / Distribution	56,300 SF	One space per 1,000 SF (0.001/SF) for portion of GFA <20,000 SF, plus 0.5 space per 1,000 SF (0.0005/SF) for GFA > 20,000 SF; One tractor-trailer parking space per 4 dock-high loading doors (1 tractor-trailer parking space provided);	38	-
Building 1 - Office	4,830 SF (<i>Includes 1,830 SF Mezzanine</i>)	Parking required when “general business offices” and other associated uses, exceed 10 percent of the building GFA (5,930 SF of office allowed); General Business office 4 spaces per 1,000 SF (0.004/SF) of GFA	0	-
TOTAL	61,130 SF		38	78
Building 2 - Warehouse / Distribution	31,074 SF	One space per 1,000 SF (0.001/SF) for portion of GFA <20,000 SF, plus 0.5 space per 1,000 SF (0.0005/SF) for GFA > 20,000 SF;	26	-

Planning Commission Staff Report
 File No's.: PMTT16-006 and PDEV16-008
 August 23, 2016

Type of Use	Building Area	Parking Ratio	Spaces Required	Spaces Provided
		One tractor-trailer parking space per 4 dock-high loading doors (1 tractor-trailer parking space provided);		
Building 2 - Office	4,830 SF (Includes 1,830 SF Mezzanine)	Parking required when "general business offices" and other associated uses, exceed 10 percent of the building GFA (3,407 of office allowed); General Business office 4 spaces per 1,000 SF (0.004/SF) of GFA	6	-
TOTAL	35,904 SF		32	39
Building 3 - Warehouse / Distribution	23,533 SF	One space per 1,000 SF (0.001/SF) for portion of GFA <20,000 SF, plus 0.5 space per 1,000 SF (0.0005/SF) for GFA > 20,000 SF; One tractor-trailer parking space per 4 dock-high loading doors (1 tractor-trailer parking space provided);	22	-
Building 3 - Office	3,667 SF (Includes 1,830 SF Mezzanine)	Parking required when "general business offices" and other associated uses, exceed 10 percent of the building GFA (2,720 of office allowed); General Business office 4 spaces per 1,000 SF (0.004/SF) of GFA	4	-
TOTAL	35,904 SF		26	40
Building 4 - Warehouse / Distribution	58,510 SF	One space per 1,000 SF (0.001/SF) for portion of GFA <20,000 SF, plus 0.5 space per 1,000 SF (0.0005/SF) for GFA > 20,000 SF; One tractor-trailer parking space per 4 dock-high loading doors (1 tractor-trailer parking space provided);	39	-
Building 4 - Office	4,830 SF (Includes 1,830 SF Mezzanine)	Parking required when "general business offices" and other associated uses, exceed 10 percent of the building GFA (6,151 of office allowed); General Business office 4 spaces per 1,000 SF (0.004/SF) of GFA	0	-
TOTAL	35,904 SF		39	39
		Overall Total	135	196

Exhibit A: Tentative Parcel Map

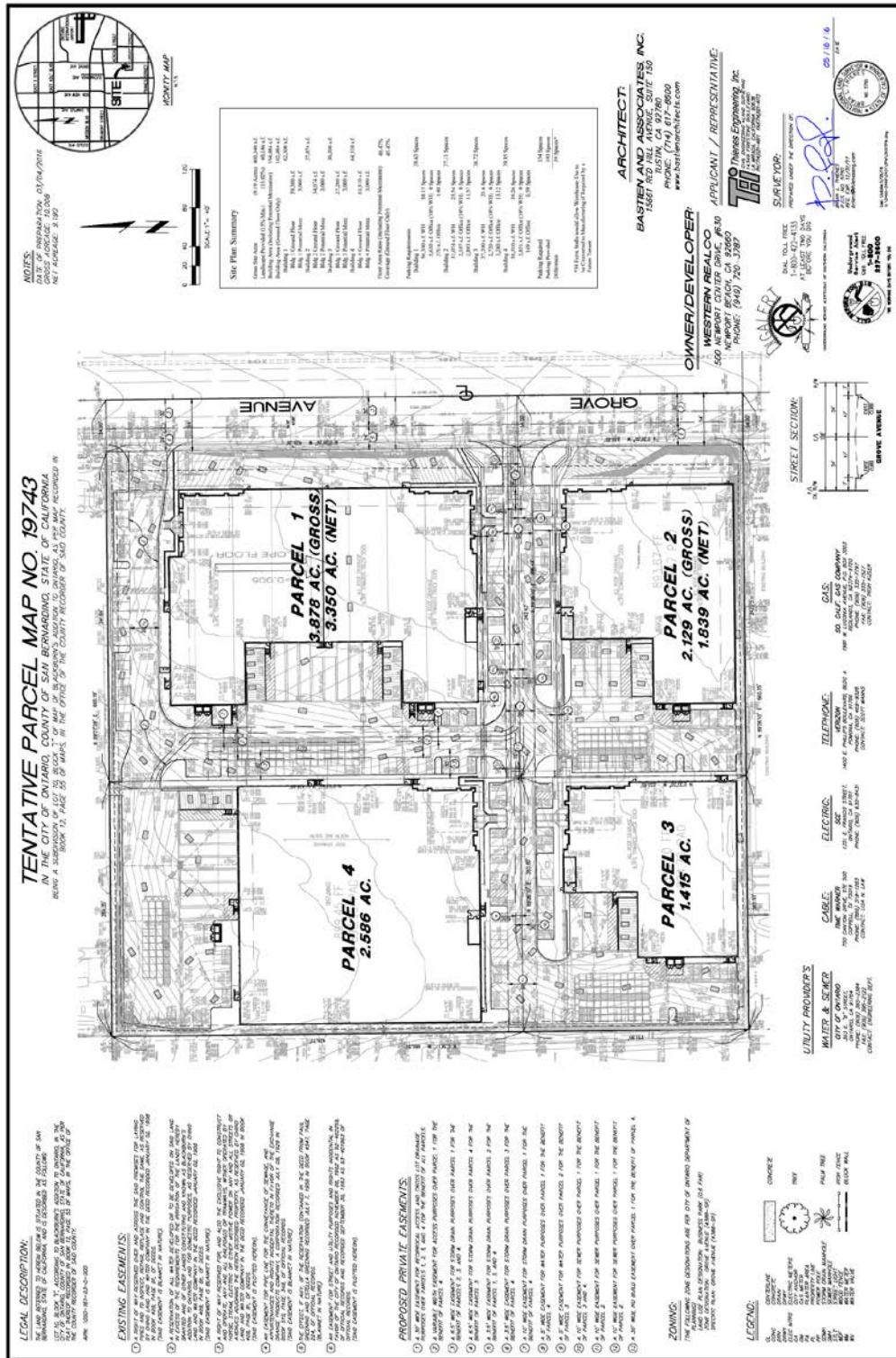


Exhibit B: Site Plan

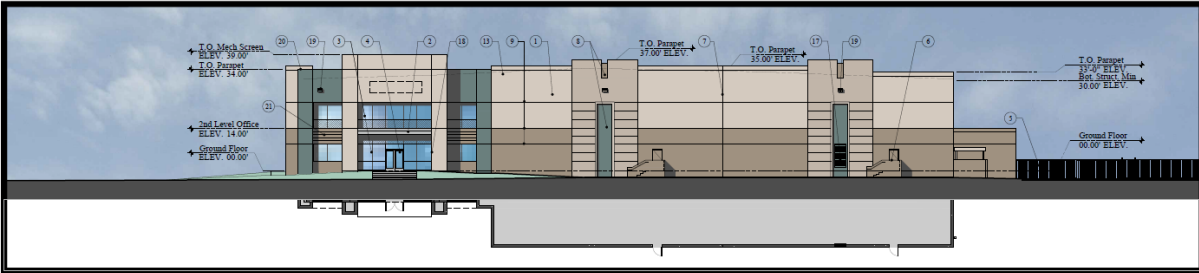


Site Plan Summary

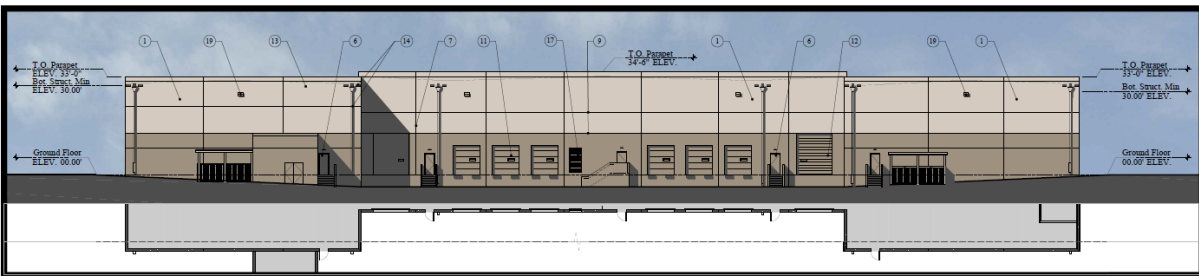
Gross Site Area (9.19 Acres)	400,340 s.f.
Landscape Provided (15%)	59,140 s.f.
Building Area (Including Mezzanine)	189,404 s.f.
Building Area (Ground Floor Only)	182,084 s.f.
Building 1	61,130 s.f.
Bldg 1 Ground Floor	59,300 s.f.
Bldg 1 Potential Mezz	1,830 s.f.
Building 2	35,904 s.f.
Bldg 2 Ground Floor	34,074 s.f.
Bldg 2 Potential Mezz	1,830 s.f.
Building 3	29,030 s.f.
Bldg 3 Ground Floor	27,200 s.f.
Bldg 3 Potential Mezz	1,830 s.f.
Building 4	63,340 s.f.
Bldg 4 Ground Floor	61,510 s.f.
Bldg 4 Potential Mezz	1,830 s.f.
Floor Area Ratio (Including Potential Mezzanine) Coverage (Ground Floor Only)	47.31% 45.47%
Parking Requirements	38 Spaces
Building 1	56,300 s.f. WH 38.15 Spaces 5,630 s.f. Office (10% WH) 0 Spaces
Building 2	26 Spaces
31,074 s.f. WH 25.54 Spaces 3,107 s.f. Office (10% WH) 0 Spaces 259 s.f. Office 1 Spaces	
Building 3	27 Spaces
27,200 s.f. WH 23.6 Spaces 2,720 s.f. Office (10% WH) 0 Spaces 947 s.f. Office 3.7 Spaces	
Building 4	39 Spaces
58,510 s.f. WH 39.26 Spaces 5,851 s.f. Office (10% WH) 0 Spaces	
Parking Required	130 Spaces
Parking Provided	196 Spaces
Difference	66 Spaces*

*66 Extra Stalls would allow Warehouse Use to be Converted to Manufacturing if Required by a Future Tenant

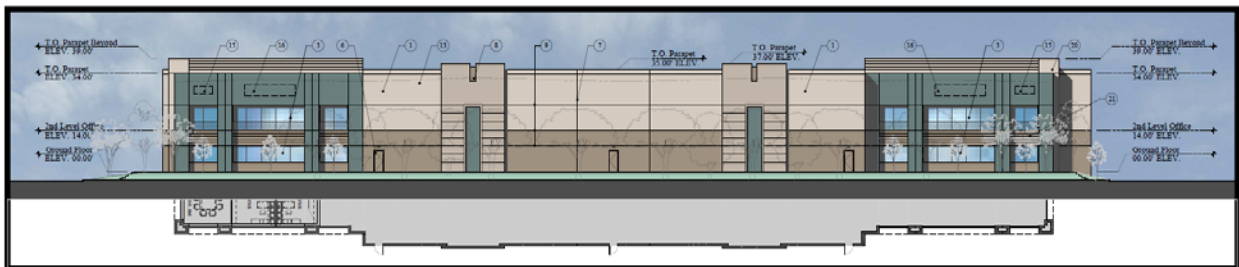
Exhibit C - Elevations Building 1 Elevations



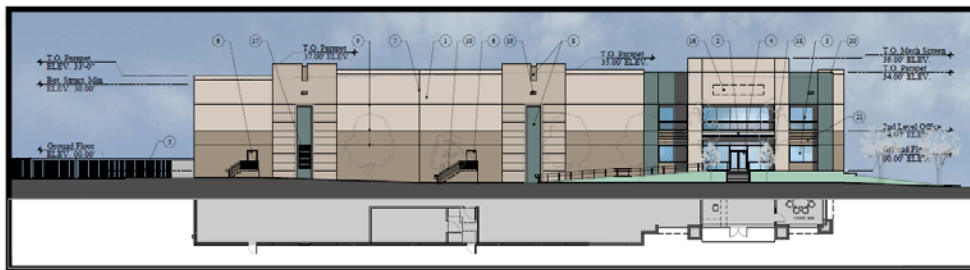
North Elevation (Future Office Area)



West Elevation

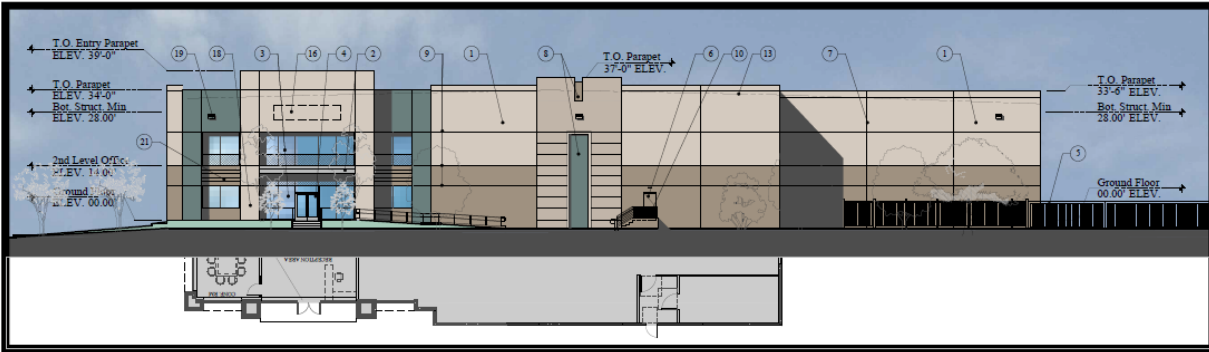


East Elevation (Grove Avenue Street Elevation)

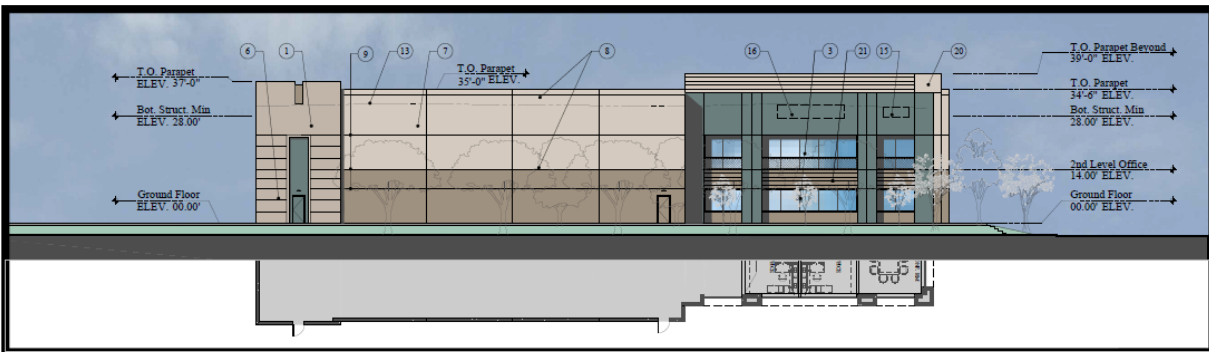


South Elevation (Main Entry)

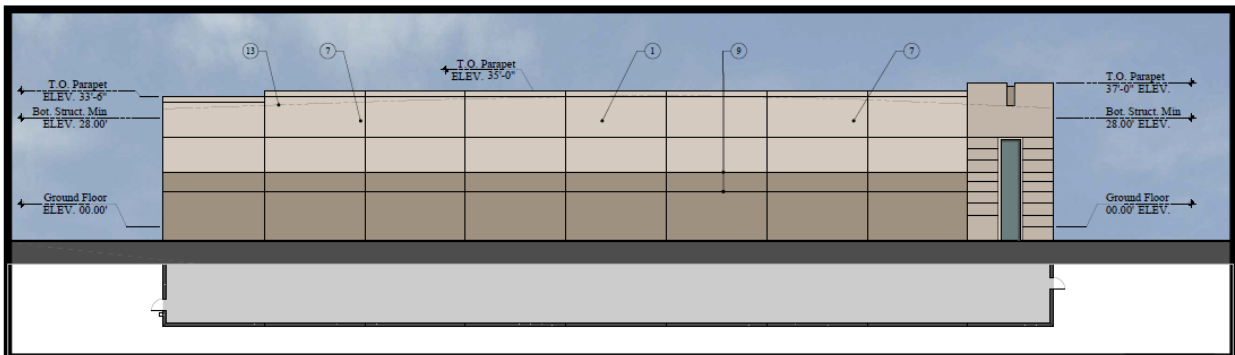
Building 2 Elevations



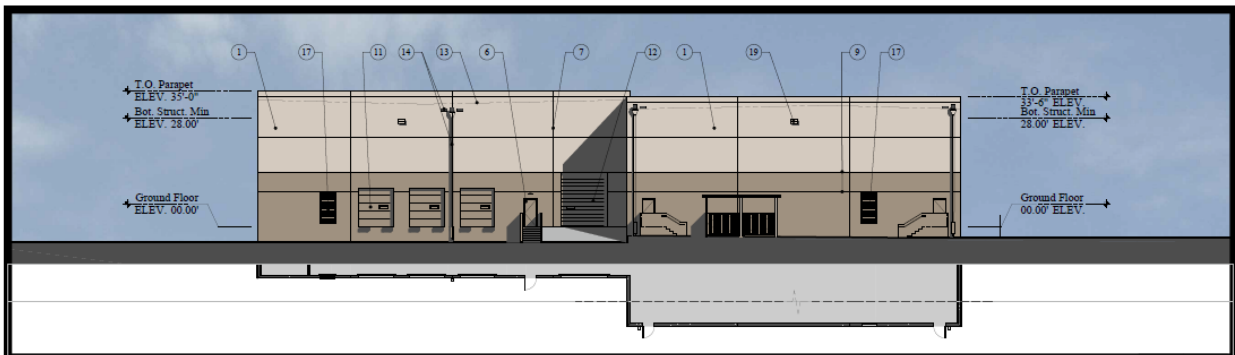
North Elevation (Future Office Area)



East Elevation (Grove Avenue Street Elevation)



South Elevation (Main Entry)

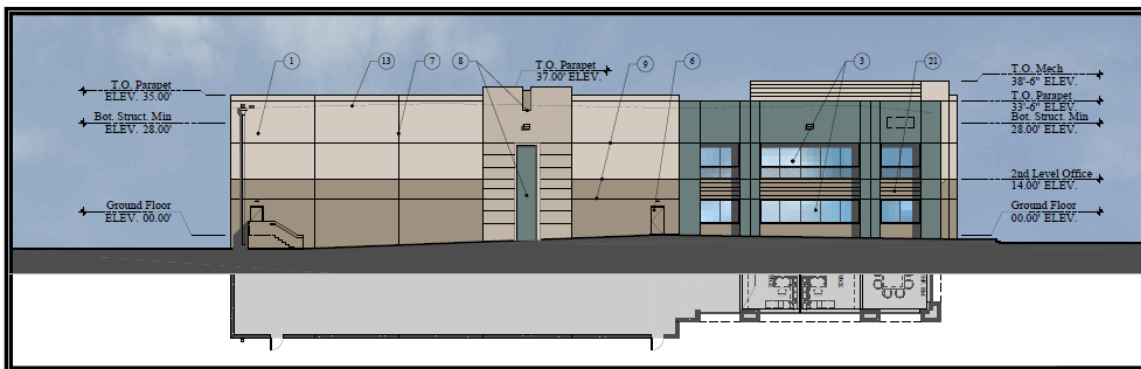


West Elevation

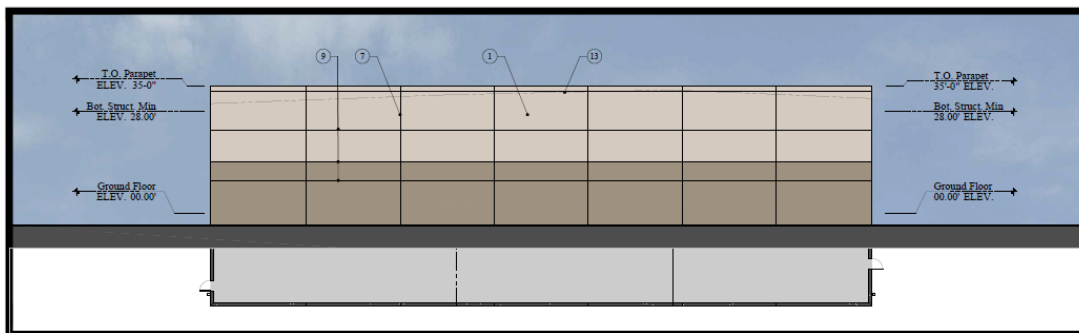
Building 3 Elevations



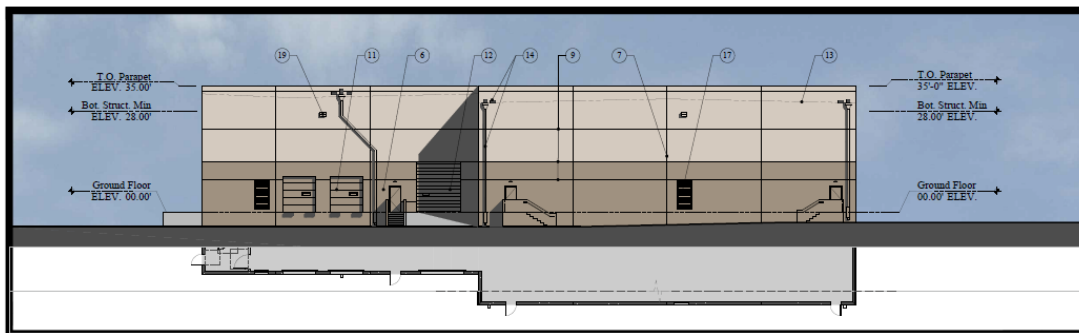
North Elevation (Main Entry)



East Elevation

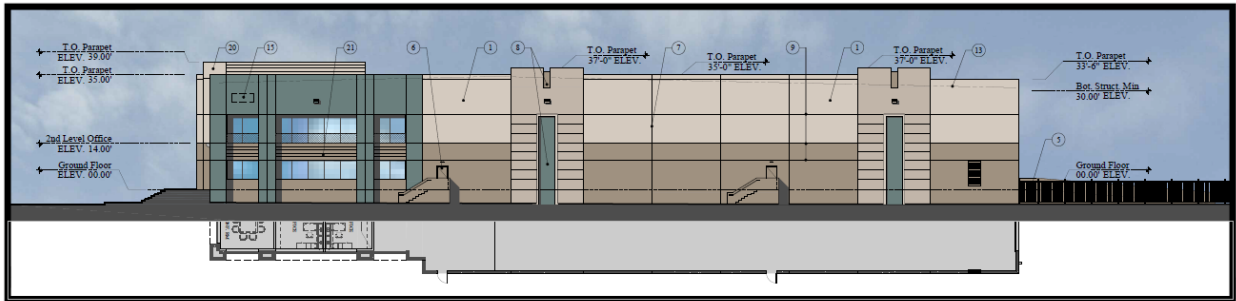


South Elevation

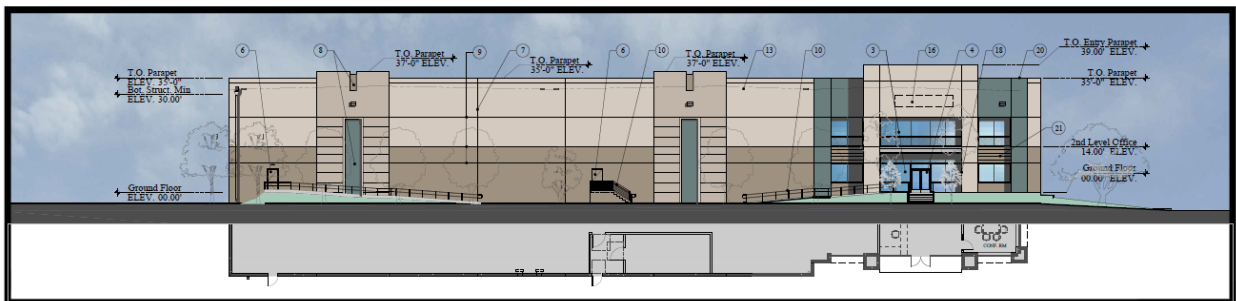


West Elevation

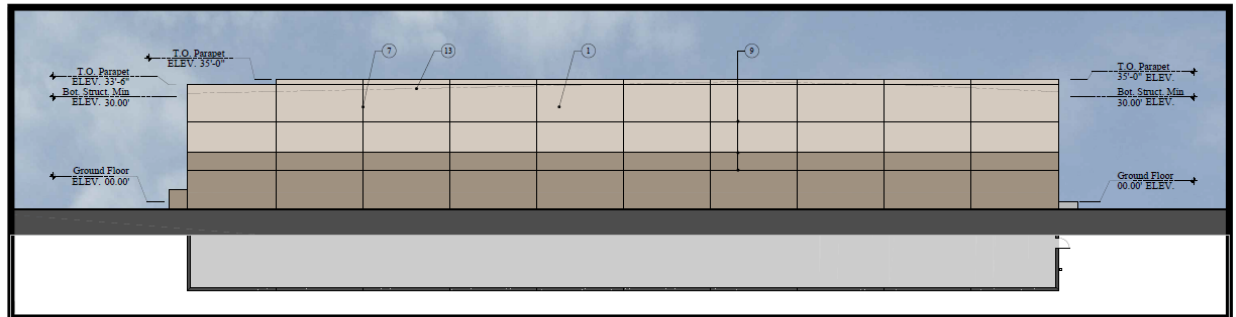
Building 4 Elevations



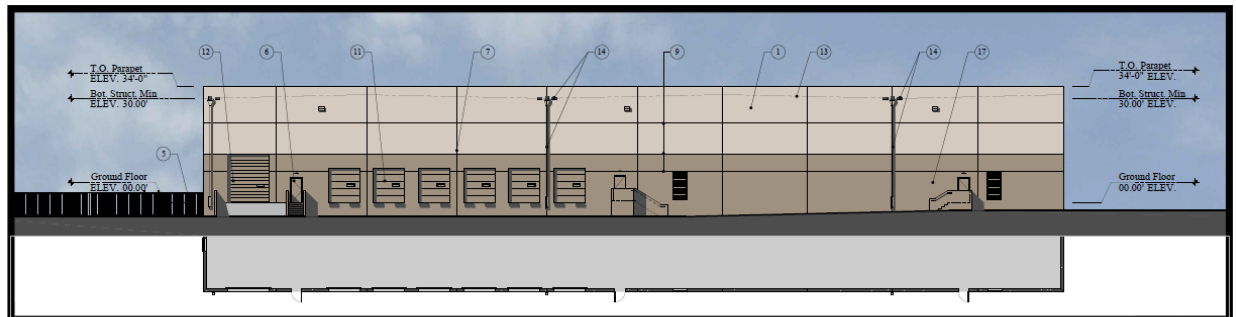
East Elevation



South Elevation (Main Entry)



West Elevation



North Elevation

California Environmental Quality Act Environmental Checklist Form

City of Ontario
Planning Department
303 East "B" Street
Ontario, California
Phone: (909) 395-2036
Fax: (909) 395-2420



Project Title/File No.: PMTT16-006 & PDEV16-008

Lead Agency: City of Ontario, 303 East "B" Street, Ontario, California 91764, (909) 395-2036

Contact Person: Lorena Mejia, (909) 395-2276

Project Sponsor: Western Realco, LLC, 500 Newport Center Drive, Suite 630, Newport Beach, CA 92660

Project Location: The project site is located in southwestern San Bernardino County, within the City of Ontario. The City of Ontario is located approximately 40 miles from downtown Los Angeles, 20 miles from downtown San Bernardino, and 30 miles from Orange County. As illustrated on Figures 1 through 3, below, the project site is located at 1554 South Grove Avenue.

Figure 1—REGIONAL LOCATION MAP

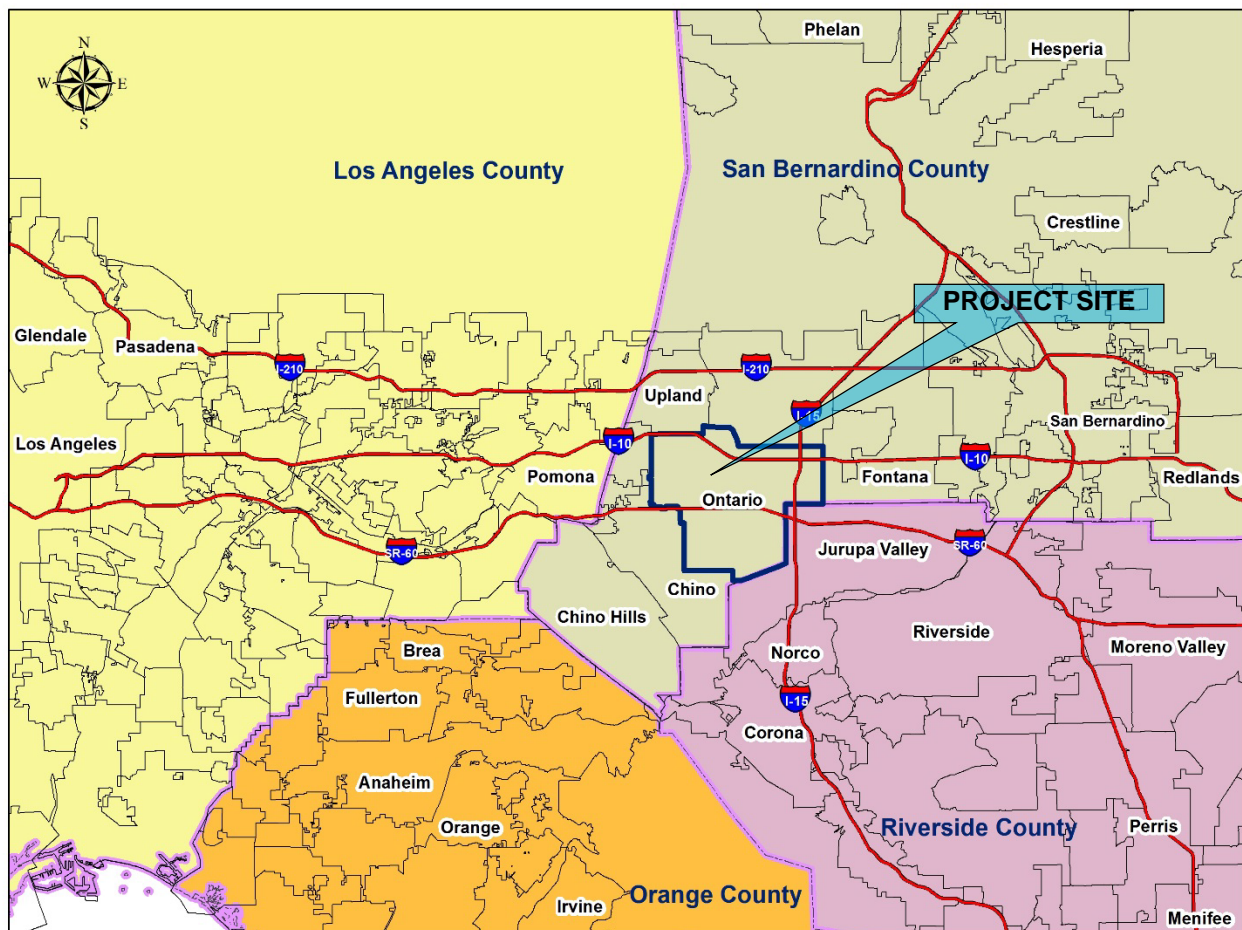


Figure 2—VICINITY MAP



Figure 3—AERIAL PHOTOGRAPH



General Plan Designation: Business Park

Zoning: Grove Avenue Specific Plan

Description of Project: A Tentative Parcel Map (**File No. PMTT16-006; PM19743**) to subdivide 9.17 acres of land into 4 parcels in conjunction with a Development Plan (**File No. PDEV16-008**) to construct 4 industrial buildings totaling 182,084 square feet within the Business Park Land Use Designation of the Grove Avenue Specific Plan on 9.17 acres of land, located at 1554 South Grove Avenue (APN: 1050-161-03).

Project Setting: The 9.17 acre rectangular parcel is an interior lot with approximately 660 feet fronting onto Grove Avenue. The project site is undeveloped and has been routinely maintained by mowing and weed abatement. The area proposed for development currently slopes from the northwest corner to the southeast corner with an approximate 7-foot differential in grade. Also, there are no trees or native vegetation presently on-site and the street frontage along Grove Avenue is developed with curb, gutter, a catch basin, two fire hydrants and street lights.

Surrounding Land Uses:

	<u>Zoning</u>	<u>Current Land Use</u>
▪ North—	Grove Avenue SP – Business Park	Manufacturing
▪ South—	Grove Avenue SP – Business Park	Industrial Business Park
▪ East—	Grove Avenue SP – Business Park	Industrial Business Park
▪ West—	IG – General Industrial	Manufacturing

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 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"/> Population / Housing | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation / Traffic |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

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 or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

August 1, 2016

Date

Lorena Mejia, Associate Planner

Printed Name and Title

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.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
1) AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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"/>
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 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 federally protected wetlands as defined by Section 404 of the Clean Water Act (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 type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 as defined in California Code of Regulations Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code Section 21074?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6) GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>
7) GREENHOUSE GAS EMISSIONS. Would the project:				

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>
8) 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within the safety zone of the airport land use compatibility plan for ONT or Chino Airports, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) 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"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9) HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any other water quality standards or waste discharge requirements or potential for discharge of storm water pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site or volume of storm water runoff to cause environmental harm or potential for significant increase in erosion of the project site or surrounding areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) 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 or potential for significant changes in the flow velocity or volume of storm water runoff to cause environmental harm?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff during construction and/or post-construction activity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality or potential for discharge of storm water to affect the beneficial uses of receiving water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10) LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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, airport land use compatibility plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11) 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"/>
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"/>
12) NOISE. Would the project result in:				

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within the 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, 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"/>
13) POPULATION AND HOUSING. Would the project:				
a) Induce substantial 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 housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14) 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 type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15) 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 type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
16) TRANSPORTATION/TRAFFIC. Would the project:				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17) UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? In making this determination, the City shall consider whether the project is subject to the water supply assessment requirements of Water Code Section 10910, et seq. (SB 610), and the requirements of Government Code Section 664737 (SB 221).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18) MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

EXPLANATION OF ISSUES

1) **AESTHETICS.** Would the project:

a) **Have a substantial adverse effect on a scenic vista?**

Discussion of Effects: The Policy Plan (General Plan) does not identify scenic vistas within the City. Therefore, no adverse impacts are anticipated in relation to the project.

Mitigation: None required.

b) **Substantially damage scenic resources, including, but not limited to, tress, rock outcroppings and historic buildings within a state scenic highway?**

Discussion of Effects: The City of Ontario is served by three freeways: I-10, I-15, and SR-60. I-10 and SR-60 traverse the northern and central portion of the City, respectively, in an east-west direction. I-15 traverses the northeastern portion of the City in a north-south direction. These segments of I-10, I-15, and SR-60 have not been officially designated as scenic highways by the California Department of Transportation. In addition, there are no historic buildings or any scenic resources identified on or in the vicinity of the project site. Therefore, it will not result in adverse environmental impacts.

Mitigation: None required.

c) **Substantially degrade the existing visual character or quality of the site and its**

surroundings?

Discussion of Effects: The project would not degrade the existing visual character or quality of the site or its surroundings. The project site is located in an area that is characterized by Industrial development and is surrounded by urban land uses.

The proposed project will substantially improve the visual quality of the area through development of the site with an Industrial Business Park, which will be consistent with the policies of the Community Design Element of the Policy Plan (General Plan) and zoning designations on the property, as well as with the Industrial Business Park developments in the surrounding area. Therefore, no adverse impacts are anticipated.

Mitigation: None required.

d) **Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?**

Discussion of Effects: New lighting will be introduced to the site with the development of the project. Pursuant to the requirements of the City's Development Code, project on-site lighting will be shielded, diffused or indirect, to avoid glare to pedestrians or motorists. In addition, lighting fixtures will be selected and located to confine the area of illumination to within the project site and minimize light spillage.

Site lighting plans will be subject to review by the Planning Department and Police Department prior to issuance of building permits (pursuant to the City's Building Security Ordinance). Therefore, no adverse impacts are anticipated.

Mitigation: None required.

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 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?**

Discussion of Effects: The site is presently vacant and does not contain any agricultural uses. Further, the site is identified as Developed Land on the map prepared by the California Resources Agency, pursuant to the Farmland Mapping and Monitoring Program. As a result, no adverse environmental impacts are anticipated.

Mitigation: None required.

b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

Discussion of Effects: The project site is not zoned for agricultural use. The project site is within the Grove Avenue Specific Plan and the land use designation is for Business Park. The proposed project is consistent with the development standards and allowed land uses of the Grove Avenue Specific Plan. Furthermore, there is no Williamson Act contract in effect on the subject site. Therefore, no impacts to agricultural uses are anticipated, nor will there be any conflict with existing or Williamson Act contracts.

Mitigation: None required.

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)?

Discussion of Effects: The project is within the Grove Avenue Specific Plan and the land use designation is for Business Park. The proposed project is consistent with the Land Use Element (Exhibit LU-1) of the Policy Plan (General Plan) and the development standards and allowed land uses of the Grove Avenue Specific Plan. Therefore, no adverse impacts are anticipated.

Mitigation: None required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

Discussion of Effects: There is currently no land in the City of Ontario that qualifies as forest land as defined in Public Resources Code section 12220(g). Neither The Ontario Plan nor the City's Zoning Code provide designations for forest land. Consequently, the proposed project would not result in the loss or conversion of forest land.

Mitigation: None required.

e) Involve other changes in the existing environment, which, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use or conversion of forest land to non-forest use?

Discussion of Effects: The project site is currently within the Grove Avenue Specific Plan and the land use designation is for Business Park and is not designated as Farmland. The project site is currently vacant and there are no agricultural uses occurring onsite. As a result, to the extent that the project would result in changes to the existing environment those changes would not result in loss of Farmland to non-agricultural use.

Additionally, there is currently no land in the City of Ontario that qualifies as forest land as defined in Public Resources Code Section 12220(g). Neither The Ontario Plan nor the City's Zoning Code provide designations for forest land. Consequently, to the extent that the proposed project would result in changes to the existing environment, those changes would not impact forest land.

Mitigation Required: None required.

3) AIR QUALITY. Where available, the significance criteria established by the applicable air quality management 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?

Discussion of Effects: The project will not conflict with or obstruct implementation of any air quality plan. As noted in The Ontario Plan FEIR (Section 5.3), pollutant levels in the Ontario area already exceed Federal and State standards. To reduce pollutant levels, the City of Ontario is actively participating in efforts to enhance air quality by implementing Control Measures in the Air Quality Management Plan for local jurisdictions within the South Coast Air Basin.

The proposed project is consistent with The Ontario Plan, for which the EIR was prepared and impacts evaluated. Furthermore, the project is consistent with the City's participation in the Air Quality Management Plan and, because of the project's limited size and scope, will not conflict with or obstruct implementation of the plan. However, out of an abundance of caution, the project will use low emission fuel, use low VOC architectural coatings and implement an alternative transportation program (which may include incentives to participate in carpool or vanpool) as recommended by the South Coast Air Quality Management District's Air Quality modeling program.

Mitigation: None required.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Discussion of Effects: Short term air quality impacts will result from construction related activities associated with construction activity, such as excavation and grading, machinery and equipment emissions, vehicle emissions from construction employees, etc. The daily emissions of nitrogen

oxides and particulates from resulting grading and vehicular emissions may exceed threshold levels of the South Coast Air Quality Management District (SCAQMD).

Mitigation: The following fugitive dust mitigation measures shall be required:

- i) Use of dust control during clearing, grading and construction. Fugitive dust generated during cleaning, grading, earth moving or excavation shall be controlled by regular watering, paving of construction roads, or other dust-preventative measures. If freshwater resources are too precious to waste on dust control, availability of brackish or reclaimed water sources shall be investigated. Soil disturbance shall be terminated when high winds (25 mph or greater) make dust control extremely difficult.
 - ii) Minimization of construction interference with regional non-project traffic movement. Impacts shall be reduced to below a level of significance by the following mitigation measures:
 - (1) Scheduling receipt of construction materials to non-peak travel periods.
 - (2) Routing construction traffic through areas of least impact sensitivity.
 - (3) Limiting lane closures and detours to off-peak travel periods.
 - (4) Providing rideshare incentives for contractor and subcontractor personnel.
 - iii) After clearing, grading or earth moving:
 - (1) Seed and water until plant cover is established;
 - (2) Spread soil binders;
 - (3) Form and maintain a crust on the surface through repeated soaking that will prevent dust pickup by wind; and
 - (4) Reduce "spill-over" effects by washing vehicles entering public roadways from dirt off road project areas, and washing/sweeping project access to public roadways on an adequate schedule.
 - iv) Emissions control from on-site equipment through a routine, mandatory program of low-emission tune-ups.
- c) **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 that exceed quantitative thresholds for ozone precursors)?**

Discussion of Effects: The project will not result in a cumulatively considerable net increase of any criteria pollutant for which the region is in non-attainment under an applicable federal or state ambient air quality because of the limited size and scope of the project. Although no impacts are anticipated, the project will still comply with the air quality standards of the TOP FEIR and the SCAQMD resulting in impacts that are less than significant [please refer to Sections 3(a) and 3(b)].

Mitigation: None required.

- d) **Expose sensitive receptors to substantial pollutant concentrations?**

Discussion of Effects: 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.

The project will not expose sensitive receptors to any increase in pollutant concentrations because there are no sensitive receptors located within close proximity of the project site. Further, there is limited potential for sensitive receptors to be located within close proximity of the site because the project site is within the Grove Avenue Specific Plan and the land use designation is for Business

Park at the time of project approval. The types of uses that would potentially impact sensitive receptors would not be supported on the property pursuant to the Land Use Element (Exhibit LU-1) of the Policy Plan (General Plan) and zoning designations on the property. Therefore, no adverse impacts are anticipated.

Mitigation: None required.

e) **Create objectionable odors affecting a substantial number of people?**

Discussion of Effects: The uses proposed on the subject site, as well as those permitted within the Grove Avenue Specific Plan, do not create objectionable odors. Further, the project shall comply with the policies of the Ontario Municipal Code and the Policy Plan (General Plan). Therefore, no adverse impacts are anticipated.

Mitigation: None required.

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?**

Discussion of Effects: The project site is located within an area that has not 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 Game or the U.S. Fish and Wildlife Service. Therefore, no adverse impacts are anticipated.

Mitigation: None required.

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?**

Discussion of Effects: The site does not contain any riparian habitat or other sensitive natural community identified by the Department of Fish & Game or Fish & Wildlife Service. Therefore, no adverse environmental impacts are anticipated.

Mitigation: None required.

c) **Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

Discussion of Effects: No wetland habitat is present on site. Therefore, project implementation would have no impact on these resources.

Mitigation: None required.

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?**

Discussion of Effects: The site is bounded on all four sides by development. As a result, there are no wildlife corridors connecting this site to other areas. Therefore, no adverse environmental impacts are anticipated.

Mitigation: None required.

e) **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

Discussion of Effects: The City of Ontario does not have any ordinances protecting biological resources. Further, the site does not contain any mature trees necessitating the need for preservation. As a result, no adverse environmental impacts are anticipated.

Mitigation: None required.

- f) **Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan?**

Discussion of Effects: The site is not part of an adopted HCP, NCCP or other approved habitat conservation plan. As a result, no adverse environmental impacts are anticipated.

Mitigation: None required.

5) **CULTURAL RESOURCES.** Would the project:

- a) **Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?**

Discussion of Effects:

The project site is vacant and does not contain any buildings, structures, or objects. Therefore, no adverse impacts are anticipated.

Mitigation: None required.

- b) **Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?**

Discussion of Effects: The Ontario Plan FEIR (Section 5.5) indicates no archeological sites or resources have been recorded in the City with the Archeological Information Center at San Bernardino County Museum. However, only about 10 percent of the City of Ontario has been adequately surveyed for prehistoric or historic archaeology. While no adverse impacts to archeological resources are anticipated at this site due to its urbanized nature, standard conditions have been imposed on the project that in the event of unanticipated archeological discoveries, construction activities will not continue or will moved to other parts of the project site and a qualified archaeologist shall be contacted to determine significance of these resources. If the find is discovered to be historical or unique archaeological resources, as defined in Section 15064.5 of the CEQA Guidelines, avoidance or other appropriate measures shall be implemented.

Mitigation: None required.

- c) **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Discussion of Effects: The City of Ontario is underlain by deposits of Quaternary and Upper-Pleistocene sediments deposited during the Pliocene and early Pleistocene time, Quaternary Older Alluvial sediments may contain significant, nonrenewable, paleontological resources and are, therefore, considered to have high sensitivity at depths of 10 feet or more below ground surface. In addition, the Ontario Plan FEIR (Section 5.5) indicates that one paleontological resource has been discovered in the City. However, the project proposes excavation depths to be less than 10 feet. While no adverse impacts are anticipated, standard conditions have been imposed on the project that in the event of unanticipated paleontological resources are identified during excavation, construction activities will not continue or will moved to other parts of the project site and a qualified paleontologist shall be contacted to determine significance of these resources. If the find is determined to be significant, avoidance or other appropriate measures shall be implemented.

Mitigation: None required.

- d) **Disturb any human remains, including those interred outside of formal cemeteries?**

Discussion of Effects: The proposed project is in an area that has been previously disturbed by development. No known religious or sacred sites exist within the project area. Thus, human remains are not expected to be encountered during any construction activities. However, in the unlikely event that human remains are discovered, existing regulations, including the California Public Resources Code Section 5097.98, would afford protection for human remains discovered during development activities. Furthermore, standard conditions have been imposed on the project

that in the event of unanticipated discoveries of human remains are identified during excavation, construction activities, the area shall not be disturbed until any required investigation is completed by the County Coroner and/or Native American consultation has been completed, if deemed applicable.

Mitigation: None required.

e) **Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code Section 21074?**

Discussion of Effects: The proposed project is in an area that has been previously disturbed by development. No known Tribal Cultural Resources exist within the project area. Furthermore, through the AB52 Tribal Consultation process no further request for consultation were requested for the project.

Mitigation: None required.

6) **GEOLOGY & SOILS**. Would the project:

a) **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:**

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.**

Discussion of Effects: There are no active faults known on the site and the project site is located outside the Fault Rapture Hazard Zone (formerly Alquist-Priolo Zone). The Ontario Plan FEIR (Section 5.7/Figure 5.7-2) identifies eight active or potentially active fault zones near the City. Given that the closest fault zone is located more than ten miles from the project site, fault rupture within the project area is not likely. All development will comply with the Uniform Building Code seismic design standards to reduce geologic hazard susceptibility. Therefore, no adverse impacts are anticipated.

Mitigation: None required.

ii) **Strong seismic ground shaking?**

Discussion of Effects: There are no active faults known on the site and the project site is located outside the Fault Rapture Hazard Zone (formerly Alquist-Priolo Zone). The Policy Plan (General Plan) FEIR (Section 5.7/Figure 5.7-2) identifies eight active or potentially active fault zones near the City. The closest fault zone is located more than ten miles from the project site. The proximity of the site to the active faults will result in ground shaking during moderate to severe seismic events. All construction will be in compliance with the California Building Code, the Ontario Municipal Code, The Ontario Plan and all other ordinances adopted by the City related to construction and safety. Therefore, no adverse impacts are anticipated.

Mitigation: None required.

iii) **Seismic-related ground failure, including liquefaction?**

Discussion of Effects: As identified in the TOP FEIR (Section 5.7), groundwater saturation of sediments is required for earthquake induced liquefaction. In general, groundwater depths shallower than 10 feet to the surface can cause the highest liquefaction susceptibility. Depth to ground water at the project site during the winter months is estimated to be between 250 to 450 feet below ground surface. Therefore, the liquefaction potential within the project area is minimal. Implementation of The Ontario Plan strategies, Uniform Building Code and Ontario Municipal code would reduce impacts to a less than significant level.

Mitigation: None required.

iv) **Landslides?**

Discussion of Effects: The project would not expose people or structures to potential adverse

effects, including the risk of loss, injury, or death involving landslides because the relatively flat topography of the project site (less than 2 percent slope across the City) makes the chance of landslides remote. Implementation of The Ontario Plan strategies, Uniform Building Code and Ontario Municipal Code would reduce impacts to a less than significant level.

Mitigation: None required.

b) **Result in substantial soil erosion or the loss of topsoil?**

Discussion of Effects: The project will not result in significant soil erosion or loss of topsoil because of the previously disturbed and developed nature of the project site and the limited size and scope of the project. Grading increases the potential for erosion by removing protective vegetation, changing natural drainage patterns, and constructing slopes. However, compliance with the California Building Code and review of grading plans by the City Engineer will ensure no significant impacts will occur. In addition, the City requires an erosion/dust control plan for projects located within this area. Implementation of a NPDES program, the Environmental Resource Element of the Policy Plan (General Plan) strategies, Uniform Building Code and Ontario Municipal code would reduce impacts to a less than significant level.

Mitigation: The following mitigation measures shall be implemented:

- i) Prior to issuance of grading permits, the applicant shall submit an erosion control plan to reduce wind erosion impacts.
- ii) Fugitive dust generated during cleaning, grading, earth moving or excavation should be controlled by regular watering, paving of construction roads, or other dust-preventative measures.
- iii) After clearing, grading, or earth moving:
 - (1) Seed and water until plant cover is established;
 - (2) Spread soil binders;
 - (3) Form and maintain a crust on the surface through repeated soaking that will prevent dust pickup by wind; and
 - (4) Sweep streets if silt is carried to adjacent public thoroughfares.
- iv) Obtain authorization to discharge storm water under an NPDES construction storm water permit and pay appropriate fees.

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?**

Discussion of Effects: The project would not result in the location of development on a geologic unit or soil that is unstable, or that would become unstable because as previously discussed, the potential for liquefaction and landslides associated with the project is less than significant. The Ontario Plan FEIR (Section 5.7) indicates that subsidence is generally associated with large decreases or withdrawals of water from the aquifer. The project would not withdraw water from the existing aquifer. Further, implementation of The Ontario Plan strategies, Uniform Building Code and Ontario Municipal code would reduce impacts to a less than significant level.

Mitigation: None required.

d) **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

Discussion of Effects: The majority of Ontario, including the project site, is located on alluvial soil deposits. These types of soils are not considered to be expansive. Therefore, no adverse impacts are anticipated.

Mitigation: None required.

e) **Have soils incapable of adequately supporting the use of septic tanks or alternative**

wastewater disposal systems where sewers are not available for the disposal of wastewater?

Discussion of Effects: The area is served by the local sewer system and the use of alternative systems is not necessary. There will be no impact to the sewage system.

Mitigation: None required.

7) **GREENHOUSE GAS EMISSIONS.** Would the project:

a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Discussion of Effects: The impact of buildout of The Ontario Plan on the environment due to the emission of greenhouse gases (“GHGs”) was analyzed in the Environmental Impact Report (“EIR”) for the Policy Plan (General Plan). According to the EIR, this impact would be significant and unavoidable. (Re-circulated Portions of the Ontario Plan Draft Environmental Impact Report, p. 2-118.) This EIR was certified by the City on January 27, 2010, at which time a statement of overriding considerations was also adopted for The Ontario Plan’s significant and unavoidable impacts, including that concerning the emission of greenhouse gases.

Pursuant to Public Resources Code section 21083.3, this impact need not be analyzed further, because (1) the proposed project would result in an impact that was previously analyzed in The Ontario Plan EIR, which was certified by the City; (2) the proposed project would not result in any greenhouse gas impacts that were not addressed in The Ontario Plan EIR; (3) the proposed project is consistent with The Ontario Plan.

As part of the City’s certification of The Ontario Plan EIR and its adoption of The Ontario Plan, the City adopted mitigation measures 6-1 through 6-6 with regard to the significant and unavoidable impact relating to GHG emissions. These mitigation measures, in summary, required:

MM 6-1. The City is required to prepare a Climate Action Plan (CAP).

MM 6-2. The City is required to consider for inclusion in the CAP a list of emission reduction measures.

MM 6-3. The City is required to amend its Municipal Code to incorporate a list of emission reduction concepts.

MM 6-4. The City is required to consider the emission reduction measures and concepts contained in MMs 6-2 and 6-3 when reviewing new development prior to adoption of the CAP.

MM 6-5. The City is required to evaluate new development for consistency with the Sustainable Communities Strategy, upon adoption by the Southern California Association of Governments.

MM 6-6. The City is required to participate in San Bernardino County’s Green Valley Initiative.

While Public Resources Code section 21083.3 requires that relevant mitigation measures from a General Plan EIR be imposed on a project that is invoking that section’s limited exemption from CEQA, these mitigation measures impose obligations on the City, not applicants, and hence are not directly relevant. However, the mitigation proposed below carries out, on a project-level, the intent of The Ontario Plan’s mitigation on this subject.

The City of Ontario adopted a Climate Action Plan (CAP) and associated Greenhouse Gas Emissions CEQA Thresholds and Screening Tables on December 16, 2014. The CAP establishes a method for Projects within the City, which require a discretionary action, to determine the potential significance of GHG emissions associated with the discretionary approvals.

The City of Ontario has adopted a threshold of significance for GHG emissions. A screening threshold of 3,000 MTC02e per year for small land uses was established, and is used to determine whether a project requires additional analysis. The City also adopted the utilization of Screening

Tables to mitigate projects that exceed the threshold of 3,000 MTC02e per year. Projects have the option of preparing a project-specific technical analysis to quantify and mitigate the GHG emissions or utilize the adopted Screening Tables and garner a minimum of 100 points to be consistent with the reduction quantities outlined in the CAP. The project applicant elected to utilize the Screening Tables and garnered the required 100 points to meet the reduction quantities outlined in the CAP. Therefore, no further mitigation is required.

Mitigation: None required.

b) **Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

Discussion of Effects: The proposed project is consistent with The Ontario Plan Goal ER 4 of improving air quality by, among other things, implementation of Policy ER4-3, regarding the reduction of greenhouse gas emissions in accordance with regional, state and federal regulations. In addition, the proposed project is consistent with the policies outlined in Section 5.6.4 of the Environmental Impact Report for The Ontario Plan, which aims to reduce the City's contribution of greenhouse gas emissions at build-out by fifteen (15%), because the project is upholding the applicable City's adopted mitigation measures as represented in 6-1 through 6-6. Therefore, the proposed project does not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases.

Mitigation Required: None required.

8) **HAZARDS & 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?**

Discussion of Effects: The project is not anticipated to involve the transport, use or disposal of hazardous materials during either construction or project implementation. Therefore, no adverse impacts are anticipated. However, in the unlikely event of an accident, implementation of the strategies included in The Ontario Plan will decrease the potential for health and safety risks from hazardous materials to a less than significant impact.

Mitigation: None required.

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?**

Discussion of Effects: The proposed project does not 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, which use/store hazardous materials to the extent that they would pose a significant hazard to visitors/occupants to the subject site, in the event of an upset condition resulting in the release of a hazardous material.

Mitigation: None required

c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?**

Discussion of Effects: The proposed project does not include the use, emissions or handling of hazardous or acutely hazardous materials, substances or waste. Therefore, no impacts are anticipated.

Mitigation: None required.

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?**

Discussion of Effects: The proposed project site is not listed on the hazardous materials site compiled pursuant to Government Code Section 65962.5. Therefore, the project would not create

a hazard to the public or the environment and no impact is anticipated.

Mitigation: None required.

- e) **For a project located within the safety zone of the airport land use compatibility plan for ONT or Chino Airports, would the project result in a safety hazard for people residing or working in the project area?**

Discussion of Effects: The entire City is located within the Airport Influence Area (AIA) of ONT and the location of the Safety Impact Zones are reflected in Policy Map 2-2 of the ONT ALUCP. The project site is located outside the ONT Safety Zones. The Chino Airport Influence Area is confined to areas of the City south of Schaefer Avenue and west of Haven Avenue to the southern boundaries. The project site is located outside of the Chino Airport Influence Area. The proposed project is consistent with the policies and criteria of the ONT ALUCP, and, therefore, would not result in a safety hazard for people residing or working in the project area. Consequently, no impacts are anticipated.

Mitigation: None required.

- f) **For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

Discussion of Effects: The project site is not located within the vicinity of a private airstrip. Therefore, no impacts are anticipated.

Mitigation: None required.

- g) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Discussion of Effects: The City's Safety Element, as contained within The Ontario Plan, includes policies and procedures to be administered in the event of a disaster. The Ontario Plan seeks interdepartmental and inter-jurisdictional coordination and collaboration to be prepared for, respond to and recover from everyday and disaster emergencies. In addition, the project will comply with the requirements of the Ontario Fire Department and all City requirements for fire and other emergency access. Because the project is required to comply with all applicable City codes, any impacts would be reduced to a less than significant level.

Mitigation: None required.

- h) **Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

Discussion of Effects: The project site is not located in or near wildlands. Therefore, no impacts are anticipated.

Mitigation: None required.

- 9) **HYDROLOGY & WATER QUALITY**. Would the project:

- a) **Violate any other water quality standards or waste discharge requirements or potential for discharge of storm water pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?**

Discussion of Effects: The project site is served by City water and sewer service and will not affect water quality standards or waste discharge requirements. Discharge of storm water pollutants from areas of materials storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing, waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work) areas could result in a temporary increase in the amount of suspended solids, trash and debris, oil and grease, organic compounds, pesticides, nutrients, heavy metals and bacteria pathogens in surface flows during a concurrent storm event, thus resulting in surface water quality impacts. The site is required to comply with the statewide National

Pollutant Discharge Elimination System (NPDES) General Industrial Activities Stormwater Permit, the San Bernardino County Area-Wide Urban Runoff Permit (MS4 permit) and the City of Ontario's Municipal Code (Title 6, Chapter 6 (Stormwater Drainage System)). This would reduce any impacts to below a level of significance.

Mitigation: None required.

- b) **Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

Discussion of Effects: No increases in the current amount of water flow to the project site are anticipated, and the proposed project will not deplete groundwater supplies, nor will it interfere with recharge. The water use associated with the proposed use of the property will be negligible. The development of the site will require the grading of the site and excavation is expected to be less than three feet and would not affect the existing aquifer, estimated to be about 230 to 250 feet below the ground surface. No adverse impacts are anticipated.

Mitigation: None required.

- c) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site or volume of storm water runoff to cause environmental harm or potential for significant increases in erosion of the project site or surrounding areas?**

Discussion of Effects: It is not anticipated that the project would alter the drainage pattern of the site or area, in a manner that would result in erosion, siltation or flooding on-or-off site nor will the proposed project increase the erosion of the subject site or surrounding areas. The existing drainage pattern of the project site will not be altered and it will have no significant impact on downstream hydrology. Stormwater generated by the project will be discharged in compliance with the statewide NPDES General Construction Activities Stormwater Permit and San Bernardino County MS4 permit requirements. With the full implementation of a Storm Water Pollution Prevention Plan developed in compliance with the General Construction Activities Permit requirements, the Best Management Practices included in the SWPPP, and a stormwater monitoring program would reduce any impacts to below a level of significance. No streams or streambeds are present on the site. No changes in erosion off-site are anticipated.

Mitigation: None required.

- d) **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 that would result in flooding on- or off-site or potential for significant changes in the flow velocity or volume of storm water runoff to cause environmental harm?**

Discussion of Effects: The proposed project is not anticipated to increase the flow velocity or volume of storm water runoff to cause environmental harm from the site and will not create a burden on existing infrastructure. Furthermore, with the implementation of an approved Water Quality Management Plan developed for the site, in compliance with the San Bernardino County MS4 Permit requirements, stormwater runoff volume shall be reduced to below a level of significance.

Mitigation: None required.

- e) **Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff (a&b) during construction and/or post-construction activity?**

Discussion of Effects: It is not anticipated that the project would create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or create or

contribute stormwater runoff pollutants during construction and/or post-construction activity. Pursuant to the requirements of The Ontario Plan, the City's Development Code, and the San Bernardino County MS4 Permit's "Water Quality Management Plan" (WQMP), individual developments must provide site drainage and WQMP plans according to guidelines established by the City's Engineering Department. If master drainage facilities are not in place at the time of project development, then standard engineering practices for controlling post-development runoff may be required, which could include the construction of on-site storm water detention and/or retention/infiltration facilities. Therefore, no impacts are anticipated.

Mitigation: None required.

- f) **Otherwise substantially degrade water quality or potential for discharge of storm water to affect the beneficial uses of receiving water?**

Discussion of Effects: Activities associated with the construction period, could result in a temporary increase in the amount of suspended solids in surface flows during a concurrent storm event, thus resulting in surface water quality impacts. The site is required to comply with the statewide NPDES General Construction Permit and the City of Ontario's Municipal Code (Title 6, Chapter 6 (Stormwater Drainage System)) to minimize water pollution. Thus it is anticipated that there is no potential for discharges of stormwater during construction that will affect the beneficial uses of the receiving waters. However, with the General Construction Permit requirement and implementation of the policies in The Ontario Plan, any impacts associated with the project would be less than significant.

Mitigation: None required.

- g) **Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

Discussion of Effects: The project site is not located within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. Therefore, no impacts are anticipated.

Mitigation: None required.

- h) **Place within a 100-year flood hazard area, structures that would impede or redirect flood flows?**

Discussion of Effects: As identified in the Safety Element (Exhibit S-2) of the Policy Plan (General Plan), the site lies outside of the 100-year flood hazard area. Therefore, no adverse impacts are anticipated.

Mitigation: None required.

- i) **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?**

Discussion of Effects: As identified in the Safety Element (Exhibit S-2) of The Ontario Plan, the site lies outside of the 100-year flood hazard area. No levees or dams are located near the project site. Therefore, no adverse impacts are anticipated.

Mitigation: None required.

- j) **Expose people or structures to inundation by seiche, tsunami or mudflow?**

Discussion of Effects: There are no lakes or substantial reservoirs near the project site; therefore, impacts from seiche are not anticipated. The City of Ontario has relatively flat topography, less than two percent across the City, and the chance of mudflow is remote. Therefore, no impacts are anticipated.

Mitigation: None required.

- 10) **LAND USE & PLANNING.** Would the project:

- a) **Physically divide an established community?**

Discussion of Effects: The project site is located in an area that is currently developed with urban land uses. This project will be of similar design and size to surrounding development. The project will become a part of the larger industrial community. No adverse impacts are anticipated.

Mitigation: None required.

- b) **Conflict with applicable land use plan, policy or regulation of agencies with jurisdiction over the project (including, but not limited to general plan, airport land use compatibility plan, specific plan, or development code) adopted for the purpose of avoiding or mitigation an environmental effect?**

Discussion of Effects: The proposed project is consistent with The Ontario Plan and does not interfere with any policies for environmental protection. As such, no impacts are anticipated.

Mitigation: None required.

- c) **Conflict with any applicable habitat conservation plan or natural community conservation plan?**

Discussion of Effects: There are no adopted habitat conservation plans in the project area. As such no conflicts or impacts are anticipated.

Mitigation: None required.

11) **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?**

Discussion of Effects: The project site is located within a mostly developed area surrounded by urban land uses. There are no known mineral resources in the area. Therefore, no impacts are anticipated.

Mitigation: None required.

- 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?**

Discussion of Effects: There are no known mineral resources in the area. No impacts are anticipated.

Mitigation: None required.

12) **NOISE.** Would the project result in:

- a) **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?**

Discussion of Effects: The project will not expose people to or generate noise levels in excess of standards as established in The Ontario Plan FEIR (Section 5.12). No additional analysis will be required at the time of site development review.

Mitigation: None required.

- b) **Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

Discussion of Effects: The uses associated with this project normally do not induce groundborne vibrations. As such, no impacts are anticipated.

Mitigation: None required.

- c) **A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

Discussion of Effects: The project will not be a significant noise generator and will not cause a substantial permanent increase in ambient noise levels because of the limited size and scope of

the project. Moreover, the proposed use will be required to operate within the noise levels permitted for commercial development, pursuant to City of Ontario Development Code. Therefore, no increases in noise levels within the vicinity of the project are anticipated.

Mitigation: None required.

- d) **A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

Discussion of Effects: Temporary construction activities will minimally impact ambient noise levels. All construction machinery will be maintained according to industry standards to help minimize the impacts. Normal activities associated with the project are unlikely to increase ambient noise levels.

Mitigation: None required.

- e) **For a project located within the 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?**

Discussion of Effects: The entire City is located within the Airport Influence Area (AIA) of ONT and the location of the Noise Impact Zones are reflected in Policy Map 2-3 of the ONT ALUCP. The project site is located within the 65 – 70 dB Noise Impact Zone and industrial lands uses are a compatible use within the zone. The Chino Airport influence area is confined to areas of the City south of Schaefer Avenue and west of Haven Avenue to the southern boundaries and the project site is located outside of the Chino Airport AIA. The proposed project is consistent with the policies and criteria of the ONT ALUCP, and, therefore, would not result in exposing people residing or working in the area to excessive airport noise levels. Consequently, no impacts are anticipated.

Mitigation: None required.

- f) **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

Discussion of Effects: The project site is not located within the vicinity of a private airstrip. Therefore, no impacts are anticipated.

Mitigation: None required.

13) **POPULATION & HOUSING**. Would the project:

- a) **Induce substantial 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)?**

Discussion of Effects: The project is located in a developed area and will not induce population growth. Therefore, no impacts are anticipated.

Mitigation: None required.

- b) **Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

Discussion of Effects: The project site is currently undeveloped. Therefore, no impacts are anticipated.

Mitigation: None required.

- c) **Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

Discussion of Effects: The project site is currently undeveloped. Therefore, no impacts are anticipated.

Mitigation: None required.

14) **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?**

Discussion of Effects: The site is in a developed area currently served by the Ontario Fire Department. The project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. No impacts are anticipated.

Mitigation: None required.

ii) **Police protection?**

Discussion of Effects: The site is in a developed area, currently served by the Ontario Police Department. The project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. No impacts are anticipated.

Mitigation: None required.

iii) **Schools?**

Discussion of Effects: The project will be required to pay school fees as prescribed by state law prior to the issuance of building permits. No impacts are anticipated.

Mitigation: None required.

iv) **Parks?**

Discussion of Effects: The site is in a developed area, currently served by the City of Ontario. The project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. No impacts are anticipated.

Mitigation: None required.

v) **Other public facilities?**

Discussion of Effects: The site is in a developed area, currently served by the City of Ontario. The project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. No impacts are anticipated.

Mitigation: None required.

15) **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?**

Discussion of Effects: This project is not proposing any significant new housing or large employment generator that would cause an increase in the use of neighborhood parks or other recreational facilities. No impacts are anticipated.

Mitigation: None required.

- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities that have an adverse physical effect on the environment?**

Discussion of Effects: This project is not proposing any new significant housing or large employment generator that would require the construction of neighborhood parks or other

recreational facilities. No impacts are anticipated.

Mitigation: None required.

16) **TRANSPORTATION/TRAFFIC.** Would the project:

- a) **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?**

Discussion of Effects: The project is in an area that is mostly developed with all street improvements existing. The number of vehicle trips per day is not expected to be increased significantly. Therefore, the project will not create a substantial increase in the number of vehicle trips, traffic volume or congestion at intersections. Less than significant impacts are anticipated.

Mitigation: None required.

- b) **Conflict with an applicable congestion management program, including, but not limited to, level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

Discussion of Effects: The project is in an area that is mostly developed with all street improvements existing. The project will not conflict with an applicable congestion management program or negatively impact the level of service standards on adjacent arterials, as the amount of trips to be generated are minimal in comparison to existing capacity in the congestion management program. Less than significant impacts are anticipated.

Mitigation: None required.

- c) **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?**

Discussion of Effects: The project will not create a substantial safety risk or interfere with air traffic patterns at Ontario International Airport as the proposed 39 foot building height is below FAA-imposed 190 foot height restriction. No impacts are anticipated.

Mitigation: None required.

- d) **Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

Discussion of Effects: The project is in an area that is mostly developed. All street improvements are complete and no alterations are proposed for adjacent intersections or arterials. The project will, therefore, not create a substantial increase in hazards due to a design feature. No impacts are anticipated.

Mitigation: None required.

- e) **Result in inadequate emergency access?**

Discussion of Effects: The project will be designed to provide access for all emergency vehicles and will therefore not create an inadequate emergency access. No impacts are anticipated.

Mitigation: None required.

- f) **Result in inadequate parking capacity?**

Discussion of Effects: The project is required to meet parking standards established by the Ontario Development Code and will therefore not create an inadequate parking capacity. No impacts are anticipated.

Mitigation: None required.

- g) **Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

Discussion of Effects: The project does not conflict with any transportation policies, plans or programs. Therefore, no impacts are anticipated.

Mitigation: None required.

17) **UTILITIES AND SERVICE SYSTEMS.** Would the project:

- a) **Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

Discussion of Effects: The proposed project is served by the City of Ontario sewer system, which has waste treated by the Inland Empire Utilities Agency at the RP-1 (or RP-5) treatment plant. The project is required to meet the requirements of the Ontario Engineering Department regarding wastewater. No impacts are anticipated.

Mitigation: None required.

- b) **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?**

Discussion of Effects: The proposed project is served by the City of Ontario sewer system and which has waste treated by the Inland Empire Utilities Agency at the RP-1 (or RP-5) treatment plant. RP-1 (or RP-5) is not at capacity and this project will not cause RP-1 (or RP-5) to exceed capacity. The project will therefore not require the construction of new wastewater treatment facilities, or the expansion of existing facilities. No impacts are anticipated.

Mitigation: None required.

- c) **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?**

Discussion of Effects: The proposed project is served by the City of Ontario. The project is required to meet the requirements of the Ontario Engineering Department regarding storm drain facilities. No impacts are anticipated.

Mitigation: None required.

- d) **Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? In making this determination, the City shall consider whether the project is subject to the water supply assessment requirements of Water Code Section 10910, et seq. (SB 610), and the requirements of Government Code Section 664737 (SB 221).**

Discussion of Effects: The project is served by the City of Ontario water system. There is currently a sufficient water supply available to the City of Ontario to serve this project. No impacts are anticipated.

Mitigation: None required.

- e) **Result in a determination by the wastewater treatment provider that 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?**

Discussion of Effects: The proposed project is served by the City of Ontario sewer system, which has waste treated by the Inland Empire Utilities Agency at the RP-1 (or RP-5) treatment plant. RP-1 (or RP-5) is not at capacity and this project will not cause RP-1 (or RP-5) to exceed capacity. No impacts are anticipated.

Mitigation: None required.

- f) **Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

Discussion of Effects: City of Ontario serves the proposed project. Currently, the City of Ontario contracts with a waste disposal company that transports trash to a landfill with sufficient capacity

to handle the City's solid waste disposal needs. No impacts are anticipated.

Mitigation: None required.

g) **Comply with federal, state, and local statutes and regulations related to solid waste?**

Discussion of Effects: This project complies with federal, state, and local statutes and regulations regarding solid waste. Therefore, no impacts are anticipated.

Mitigation: None required.

18) **MANDATORY FINDINGS OF SIGNIFICANCE**

Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat or 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, 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?

Discussion of Effects: The proposed project does not have the potential to reduce wildlife habitat and threaten a wildlife species. Therefore, no impacts are anticipated.

Mitigation: None required.

a) **Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?**

Discussion of Effects: The project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

Mitigation: None required.

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.)**

Discussion of Effects: The project does not have impacts that are cumulatively considerable.

Mitigation: None required.

c) **Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?**

Discussion of Effects: The project does not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

Mitigation: None required.

EARLIER ANALYZES

(Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063(c)(3)(D)):

- 1) Earlier analyzes used. Identify earlier analyzes used and state where they are available for review.
 - a) The Ontario Plan Final EIR
 - b) The Ontario Plan
 - c) City of Ontario Zoning
 - d) Ontario International Airport Land Use Compatibility Plan
 - e) Ontario International Airport Land Use Compatibility Plan Negative Declaration (SCH 2011011081)

All documents listed above are on file with the City of Ontario Planning Department, 303 East "B" Street, Ontario, California 91764, (909) 395-2036.

- 2) 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.

Comments III.A and C were addressed in The Ontario Plan FEIR and considered a significant adverse effect that could not be mitigated. A statement of overriding considerations was adopted for The Ontario Plan FEIR.

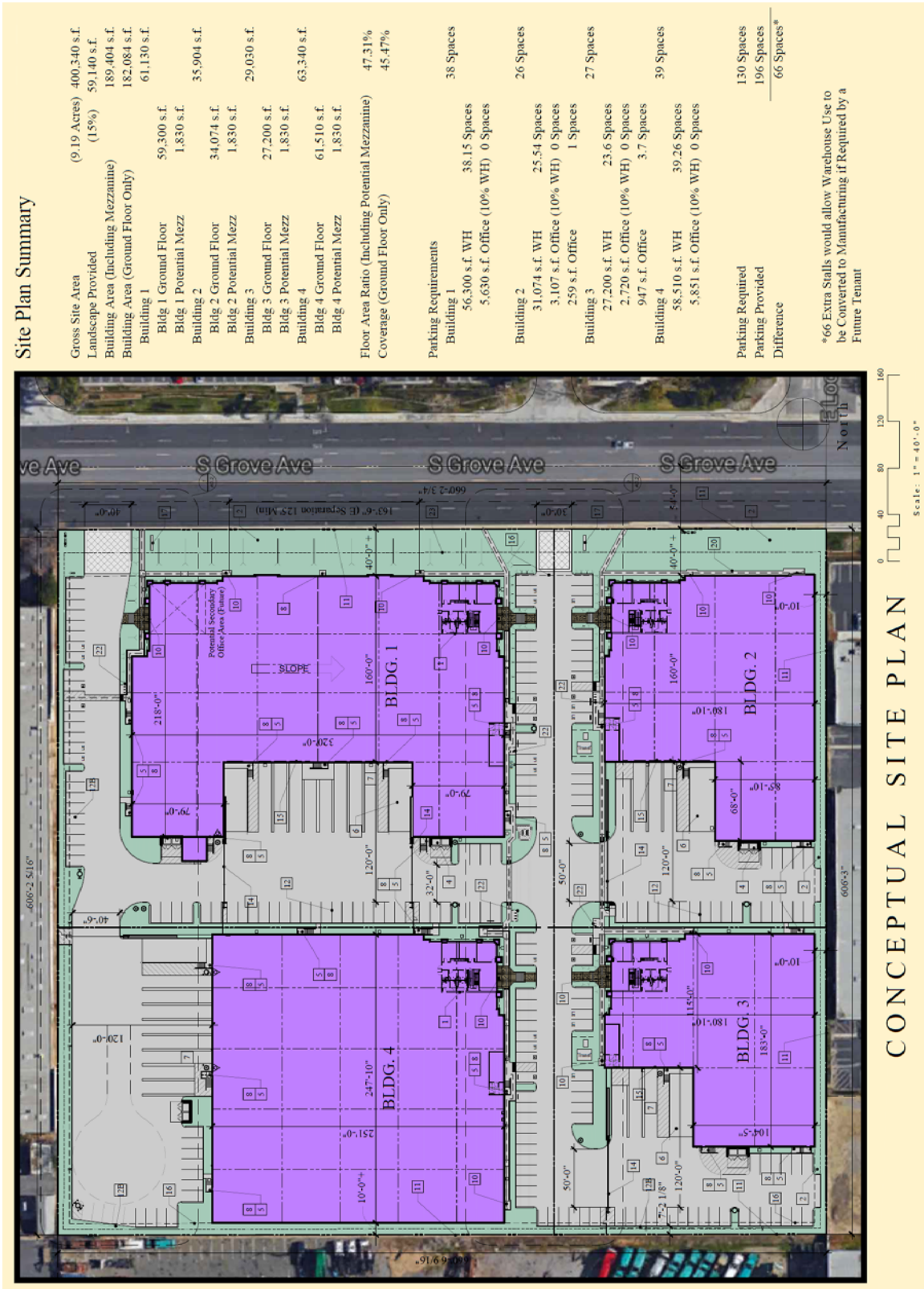
MITIGATION MEASURES

(For effects that are "Less than Significant with Mitigation 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):

- 1) **Air Quality**—The following fugitive dust mitigation measures shall be required:
- a) Use of dust control during clearing, grading and construction. Fugitive dust generated during cleaning, grading, earth moving or excavation shall be controlled by regular watering, paving of construction roads, or other dust-preventative measures. If freshwater resources are too precious to waste on dust control, availability of brackish or reclaimed water sources shall be investigated. Soil disturbance shall be terminated when high winds (25 mph or greater) make dust control extremely difficult.
 - b) Minimization of construction interference with regional non-project traffic movement. Impacts shall be reduced to below a level of significance by the following mitigation measures:
 - i) Scheduling receipt of construction materials to non-peak travel periods.
 - ii) Routing construction traffic through areas of least impact sensitivity.
 - iii) Limiting lane closures and detours to off-peak travel periods.
 - iv) Providing rideshare incentives for contractor and subcontractor personnel.
 - c) After clearing, grading or earth moving:
 - i) Seed and water until plant cover is established;
 - ii) Spread soil binders;
 - iii) Form and maintain a crust on the surface through repeated soaking that will prevent dust pickup by wind; and
 - iv) Reduce "spill-over" effects by washing vehicles entering public roadways from dirt off road project areas, and washing/sweeping project access to public roadways on an adequate schedule.
 - d) Emissions control from on-site equipment through a routine, mandatory program of low-emission tune-ups.
- 2) **Geology and Soils**—The following mitigation measures shall be implemented:
- a) Prior to issuance of grading permits, the applicant shall submit an erosion control plan to reduce wind erosion impacts.
 - b) Fugitive dust generated during cleaning, grading, earth moving or excavation shall be controlled by regular watering, paving of construction roads, or other dust-preventative measures.
 - c) After clearing, grading, or earth moving:
 - i) Seed and water until plant cover is established;
 - ii) Spread soil binders;

- iii) Form and maintain a crust on the surface through repeated soaking that will prevent dust pickup by wind; and
- 3) Sweep streets if silt is carried to adjacent public thoroughfares.
- a) Obtain authorization to discharge storm water under an NPDES construction storm water permit and pay appropriate fees.

Exhibit A – Proposed Site Plan

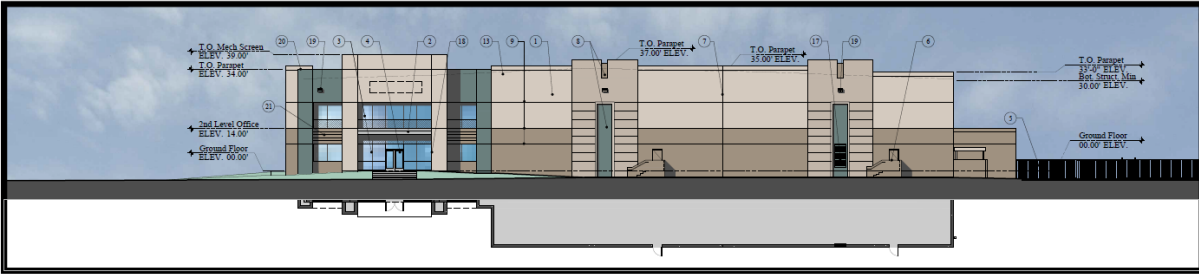


Site Plan Summary

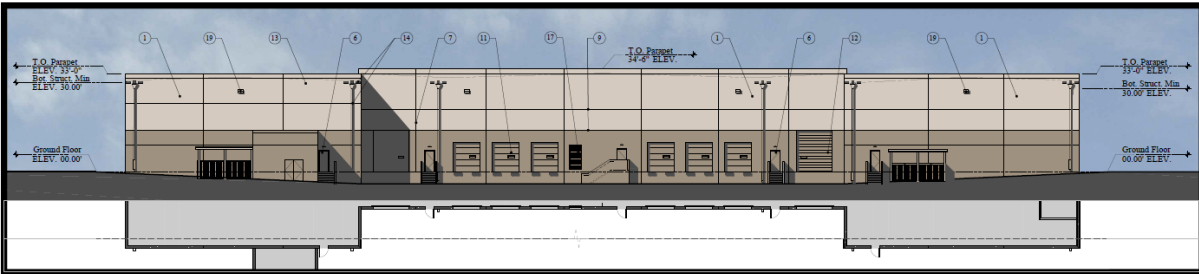
Gross Site Area	(9.19 Acres)	400,340 s.f.
Landscape Provided	(15%)	59,140 s.f.
Building Area (Including Mezzanine)		189,404 s.f.
Building Area (Ground Floor Only)		182,084 s.f.
Building 1		61,130 s.f.
Bldg 1 Ground Floor		59,300 s.f.
Bldg 1 Potential Mezz		1,830 s.f.
Building 2		35,904 s.f.
Bldg 2 Ground Floor		34,074 s.f.
Bldg 2 Potential Mezz		1,830 s.f.
Building 3		29,030 s.f.
Bldg 3 Ground Floor		27,200 s.f.
Bldg 3 Potential Mezz		1,830 s.f.
Building 4		63,340 s.f.
Bldg 4 Ground Floor		61,510 s.f.
Bldg 4 Potential Mezz		1,830 s.f.
Floor Area Ratio (Including Potential Mezzanine)		47.31%
Coverage (Ground Floor Only)		45.47%
Parking Requirements		38 Spaces
Building 1		38.15 Spaces
56,300 s.f. WH		0 Spaces
5,630 s.f. Office (10% WH)		0 Spaces
Building 2		26 Spaces
31,074 s.f. WH		25.54 Spaces
3,107 s.f. Office (10% WH)		0 Spaces
259 s.f. Office		1 Spaces
Building 3		27 Spaces
27,200 s.f. WH		23.6 Spaces
2,720 s.f. Office (10% WH)		0 Spaces
947 s.f. Office		3.7 Spaces
Building 4		39 Spaces
58,510 s.f. WH		39.26 Spaces
5,851 s.f. Office (10% WH)		0 Spaces
Parking Required		130 Spaces
Parking Provided		196 Spaces
Difference		66 Spaces*

*66 Extra Stalls would allow Warehouse Use to be Converted to Manufacturing if Required by a Future Tenant

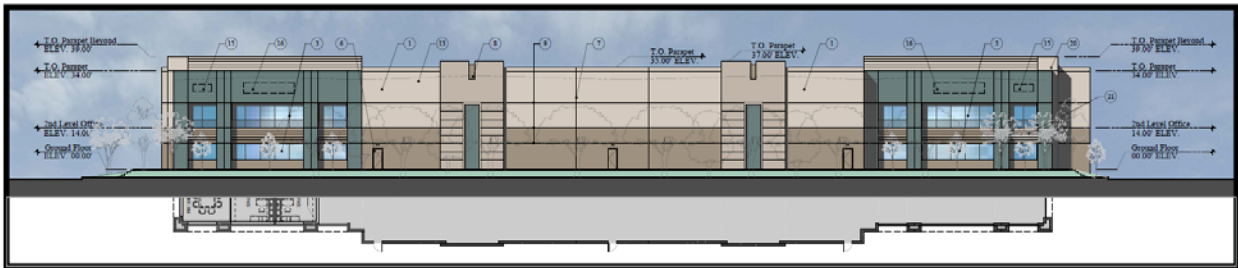
Exhibit C - Elevations Building 1 Elevations



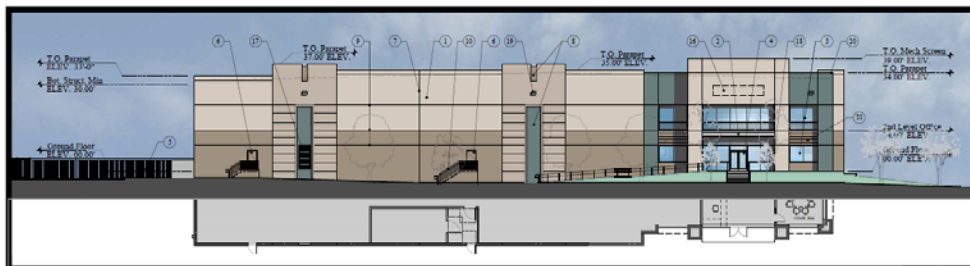
North Elevation (Future Office Area)



West Elevation

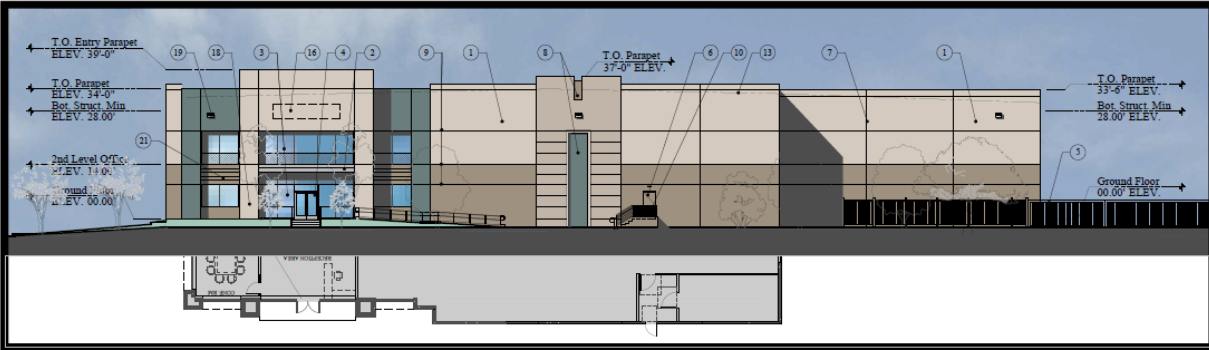


East Elevation (Grove Avenue Street Elevation)

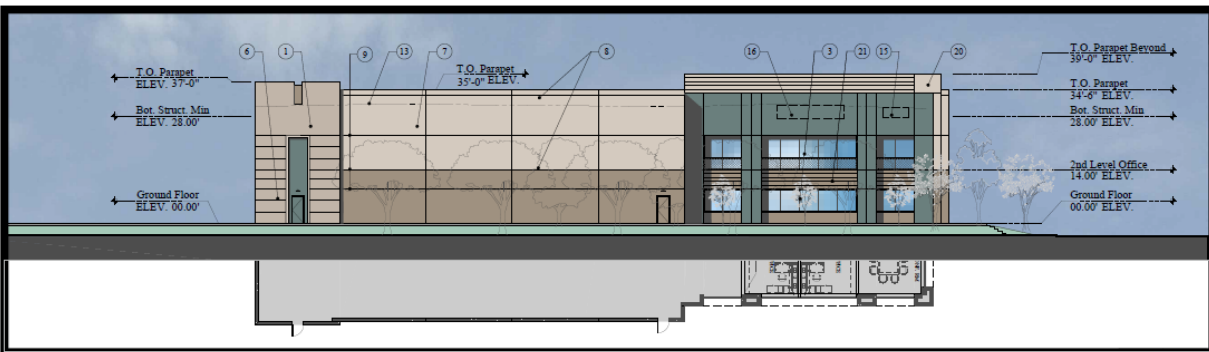


South Elevation (Main Entry)

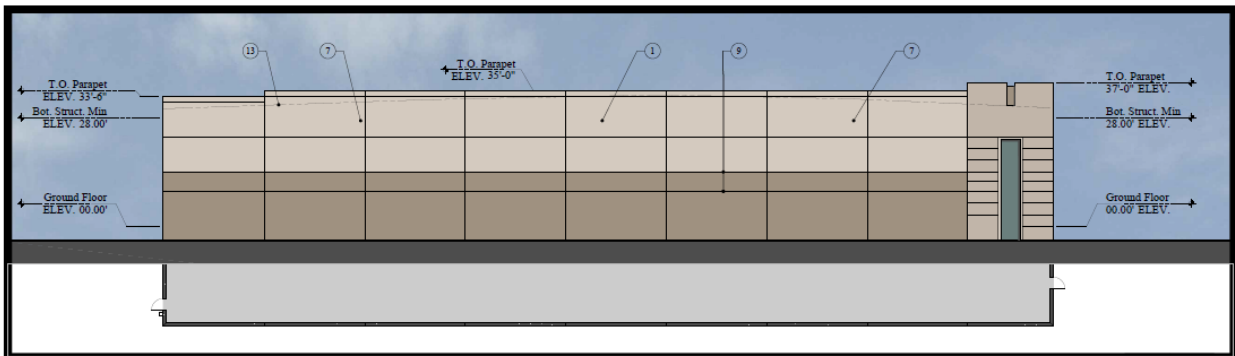
Building 2 Elevations



North Elevation (Future Office Area)



East Elevation (Grove Avenue Street Elevation)



South Elevation (Main Entry)



West Elevation

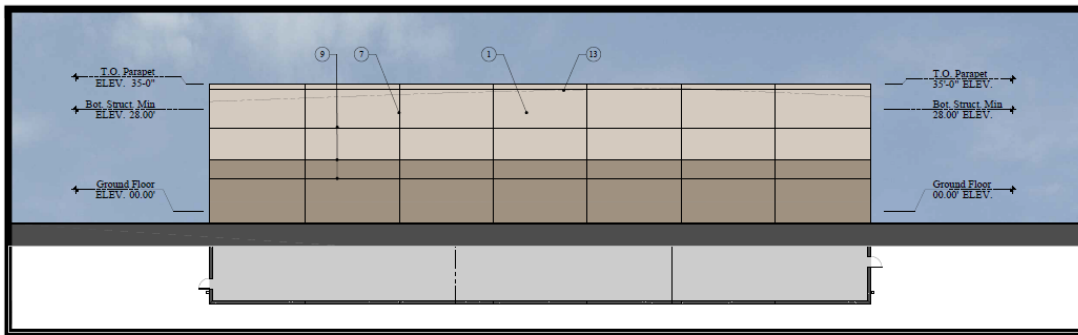
Building 3 Elevations



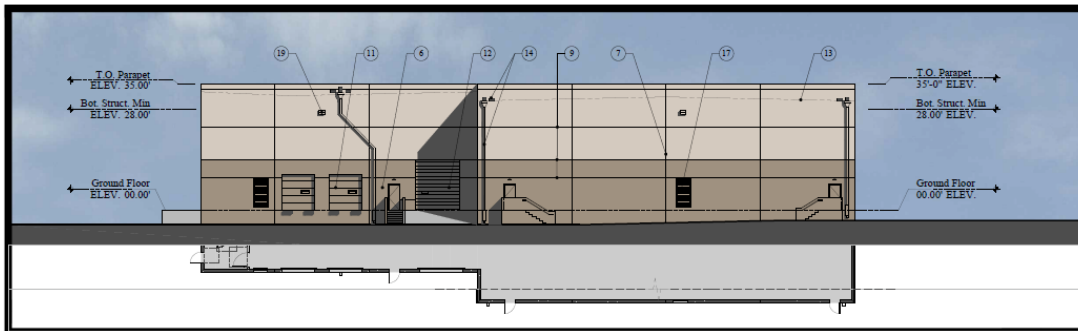
North Elevation (Main Entry)



East Elevation

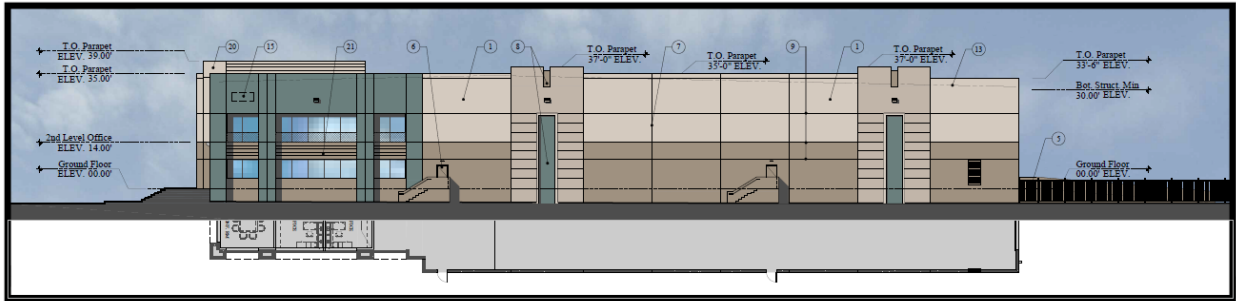


South Elevation

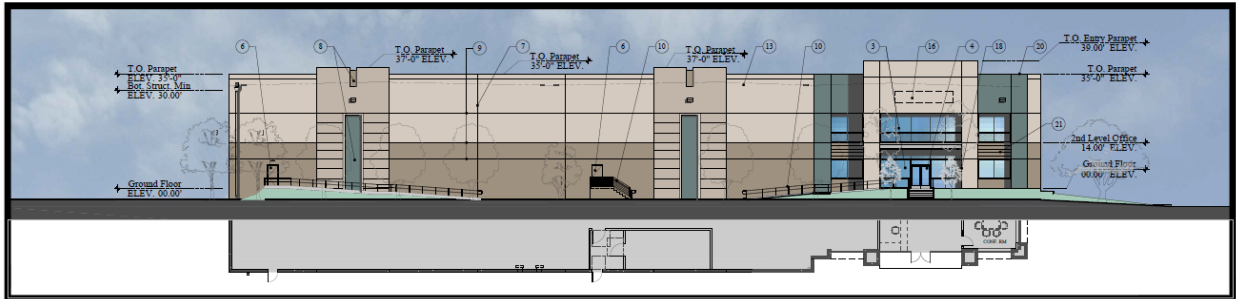


West Elevation

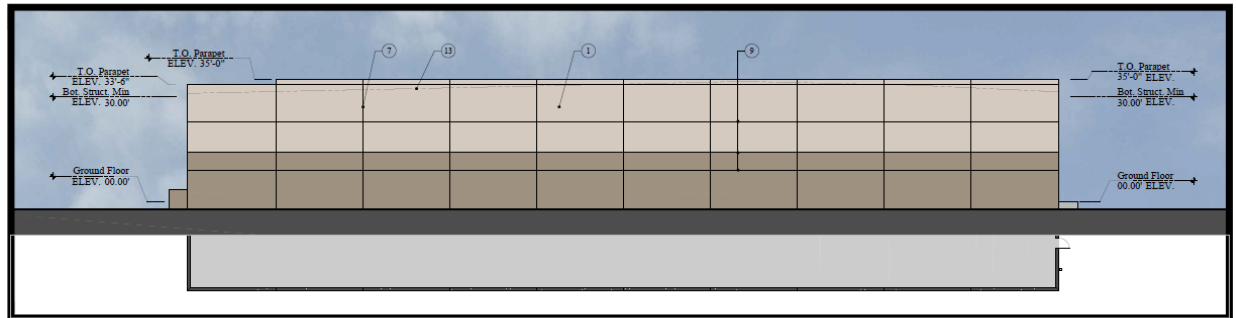
Building 4 Elevations



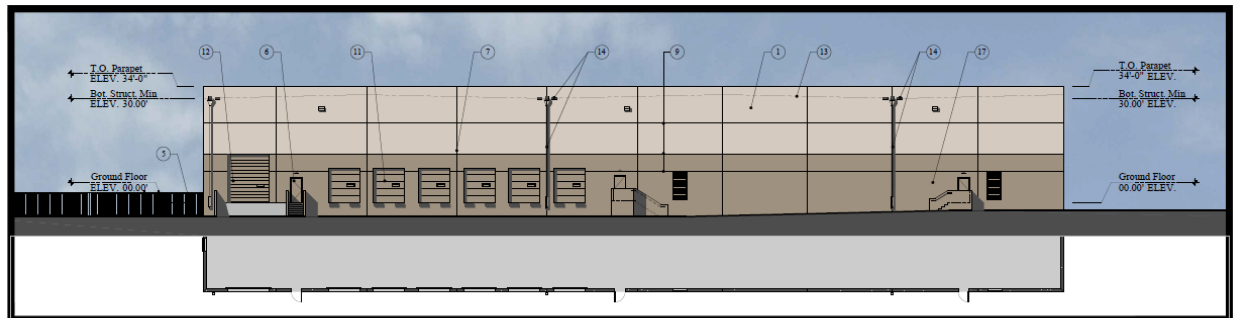
East Elevation



South Elevation (Main Entry)



West Elevation



North Elevation

MITIGATION MONITORING AND REPORTING PROGRAM

Project File No.: PMTT16-006 & PDEV16-008

Project Sponsor: Western Realco, LLC, 500 Newport Center Drive, Suite 630, Newport Beach, CA 92660

Lead Agency/Contact Person: Lorena Mejia, Associate Planner, City of Ontario, Planning Department, 303 East B Street, Ontario, California 91764, (909) 395-2036

<i>Mitigation Measures/Implementing Action</i>	<i>Responsible for Monitoring</i>	<i>Monitoring Frequency</i>	<i>Timing of Verification</i>	<i>Method of Verification</i>	<i>Verified (Initial/Date)</i>	<i>Sanctions for Non-Compliance</i>
1) AIR QUALITY						
a) Use of dust control during clearing, grading and construction. Fugitive dust generated during cleaning, grading, earth moving or excavation shall be controlled by regular watering, paving of construction roads, or other dust-preventative measures. If freshwater resources are too precious to waste on dust control, availability of brackish or reclaimed water sources shall be investigated. Soil disturbance shall be terminated when high winds (25 mph or greater) make dust control extremely difficult.	Building Dept & Planning Dept	Throughout construction	As necessary	On-site inspection		Stop work order; or withhold grading permit; or withhold building permit
b) Minimization of construction interference with regional non-project traffic movement. Impacts shall be reduced to below a level of significance by the following mitigation measures: <ul style="list-style-type: none"> i) Scheduling receipt of construction materials to non-peak travel periods. ii) Routing construction traffic through areas of least impact sensitivity. iii) Limiting lane closures and detours to off-peak travel periods. iv) Providing rideshare incentives for contractor and subcontractor personnel. 	Building Dept & Planning Dept	Throughout construction	As necessary	On-site inspection		Stop work order; or withhold grading permit; or withhold building permit
c) After clearing, grading or earth moving: <ul style="list-style-type: none"> i) Seed and water until plant cover is established. ii) Spread soil binders. iii) Form and maintain a crust on the surface through repeated soaking that will prevent dust pickup by wind. iv) Reduce "spill-over" effects by washing vehicles entering public roadways from dirt off road project areas, and washing/sweeping project access to public roadways on an adequate schedule. 	Building Dept & Planning Dept	Throughout construction	As necessary	On-site inspection		Stop work order; or withhold grading permit; or withhold building permit
d) Emissions control from on-site equipment through a	Building Dept &	Throughout	As necessary	On-site inspection		Stop work order; or withhold grading

<i>Mitigation Measures/Implementing Action</i>	<i>Responsible for Monitoring</i>	<i>Monitoring Frequency</i>	<i>Timing of Verification</i>	<i>Method of Verification</i>	<i>Verified (Initial/Date)</i>	<i>Sanctions for Non-Compliance</i>
routine, mandatory program of low-emission tune-ups.	Planning Dept	construction				permit; or withhold building permit
2) GEOLOGY & SOILS						
a) The applicant shall submit an erosion control plan to reduce wind erosion impacts.	Building Dept, Planning Dept & Engineering Dept	Grading Plan issuance	Prior to issuance of grading permits	Plan check		Withhold grading permit
b) Fugitive dust generated during cleaning, grading, earth moving or excavation shall be controlled by regular watering, paving of construction roads, or other dust-preventative measures.	Building Dept	Throughout construction	As necessary	On-site inspection		Stop work order; or withhold grading permit; or withhold building permit
c) After clearing, grading, or earth moving: i) Seed and water until plant cover is established. ii) Spread soil binders. iii) Form and maintain a crust on the surface through repeated soaking that will prevent dust pickup by wind. iv) Sweep streets if silt is carried to adjacent public thoroughfares	Building Dept & Planning Dept	Throughout construction	As necessary	On-site inspection		Stop work order; or withhold grading permit; or withhold building permit
d) Obtain authorization to discharge storm water under an NPDES construction storm water permit and pay appropriate fees.	Engineering Dept	Grading Plan issuance	Prior to issuance of grading permits	Plan check		Withhold grading permit

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO APPROVING A MITIGATED NEGATIVE DECLARATION, FOR WHICH AN INITIAL STUDY WAS PREPARED, ALL IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AS AMENDED, AND ADOPTING A RELATED MITIGATION MONITORING AND REPORTING PROGRAM FOR FILE NO'S PMTT16-006 AND PDEV16-008.

WHEREAS, prior to the adoption of this Resolution, the Planning Director of the City of Ontario prepared an Initial Study, and approved for circulation, a Mitigated Negative Declaration for File No's. PMTT16-006 and PDEV16-008 (hereinafter referred to as "Initial Study/Mitigated Negative Declaration"), all in accordance with the requirements of the California Environmental Quality Act of 1970, together with state and local guidelines implementing said Act, all as amended to date (collectively referred to as "CEQA"); and

WHEREAS, File No's. PMTT16-006 and PDEV16-008 analyzed under the Initial Study/Mitigated Negative Declaration, consists of a Tentative Parcel Map to subdivide 9.17 acres of land into 4 parcels in conjunction with a Development Plan to construct 4 industrial buildings totaling 182,084 square feet, located at 1554 South Grove Avenue, in the City of Ontario, California (hereinafter referred to as the "Project"); and

WHEREAS, the Initial Study/Mitigated Negative Declaration concluded that implementation of the Project could result in a number of significant effects on the environment and identified mitigation measures that would reduce each of those significant effects to a less-than-significant level; and

WHEREAS, in connection with the approval of a project involving the preparation of an initial study/mitigated negative declaration that identifies one or more significant environmental effects, CEQA requires the approving authority of the lead agency to incorporate feasible mitigation measures that would reduce those significant environment effects to a less-than-significant level; and

WHEREAS, on August 1, 2016, the Development Advisory Board of the City of Ontario conducted a hearing and issued Decision No. DAB16-029 recommending the Planning Commission approve the Application; and

WHEREAS, whenever a lead agency approves a project requiring the implementation of measures to mitigate or avoid significant effects on the environment, CEQA also requires a lead agency to adopt a Mitigation Monitoring and Reporting Program to ensure compliance with the mitigation measures during project implementation, and such a Mitigation Monitoring and Reporting Program has been prepared for the Project for consideration by the approving authority of the City of Ontario as lead agency for the Project (the "Mitigation Monitoring and Reporting Program"); and

WHEREAS, the City of Ontario is the lead agency on the Project, and the Planning Commission is the approving authority for the proposed approval to construct and otherwise undertake the Project; and

WHEREAS, the Planning Commission has reviewed and considered the Initial Study/Mitigated Negative Declaration and related Mitigation Monitoring and Reporting Program for the Project, and intends to take actions on the Project in compliance with CEQA and state and local guidelines implementing CEQA; and

WHEREAS, the Initial Study/Mitigated Negative Declaration and related Mitigation Monitoring and Reporting Program for the Project are on file in the Planning Department, located at 303 East B Street, Ontario, CA 91764, are available for inspection by any interested person at that location and are, by this reference, incorporated into this Resolution as if fully set forth herein.

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED, AND RESOLVED by the Planning Commission of the City of Ontario, as follows:

SECTION 1: As the approving authority for the Project, the Planning Commission has reviewed and considered the information contained in the Initial Study/Mitigated Negative Declaration and the administrative record for the Project, including all written and oral evidence provided during the comment period. Based upon the facts and information contained in the Initial Study/Mitigated Negative Declaration and the administrative record, including all written and oral evidence presented to the Planning Commission, the Planning Commission finds as follows:

(1) The Planning Commission has independently reviewed and analyzed the Initial Study/Mitigated Negative Declaration and other information in the record, and has considered the information contained therein, prior to acting upon or approving the Project;

(2) The Initial Study/Mitigated Negative Declaration prepared for the Project has been completed in compliance with CEQA and is consistent with State and local guidelines implementing CEQA; and

(3) The Initial Study/Mitigated Negative Declaration represents the independent judgment and analysis of the City of Ontario, as lead agency for the Project. The City Council designates the Planning Department, located at 303 East B Street, Ontario, CA 91764, as the custodian of documents and records of proceedings on which this decision is based.

SECTION 2: The Planning Commission does hereby find that based upon the entire record of proceedings before it, and all information received, that there is no

substantial evidence that the Project will have a significant effect on the environment and does hereby adopt the Mitigated Negative Declaration and related Mitigation Monitoring and Reporting Program prepared for the Project.

SECTION 3: 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 action of the Planning Commission. 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 4: The Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, and all other documents and materials that constitute the record of proceedings on which these findings have been based, are on file 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.

The Secretary Pro Tempore for the Planning Commission of the City of Ontario shall certify as to the adoption of this Resolution.

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 23rd day of August 2016, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Jim Willoughby
Planning Commission Chairman

ATTEST:

Scott Murphy
Planning Director/Secretary of Planning
Commission

Planning Commission Resolution
File No's. PMTT16-006 and PDEV16-008
August 23, 2016
Page 4

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO)
CITY OF ONTARIO)

I, Marci Callejo, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC16-[insert #] was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on August 23, 2016, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Marci Callejo
Secretary Pro Tempore

***Exhibit A: Mitigated Negative Declaration (Environmental Checklist Form
and Mitigation Monitoring and Reporting Program)***

(Exhibit A follows this page)

MITIGATION MONITORING AND REPORTING PROGRAM

Project File No.: PMTT16-006 & PDEV16-008

Project Sponsor: Western Realco, LLC, 500 Newport Center Drive, Suite 630, Newport Beach, CA 92660

Lead Agency/Contact Person: Lorena Mejia, Associate Planner, City of Ontario, Planning Department, 303 East B Street, Ontario, California 91764, (909) 395-2036

<i>Mitigation Measures/Implementing Action</i>	<i>Responsible for Monitoring</i>	<i>Monitoring Frequency</i>	<i>Timing of Verification</i>	<i>Method of Verification</i>	<i>Verified (Initial/Date)</i>	<i>Sanctions for Non-Compliance</i>
1) AIR QUALITY						
a) Use of dust control during clearing, grading and construction. Fugitive dust generated during cleaning, grading, earth moving or excavation shall be controlled by regular watering, paving of construction roads, or other dust-preventative measures. If freshwater resources are too precious to waste on dust control, availability of brackish or reclaimed water sources shall be investigated. Soil disturbance shall be terminated when high winds (25 mph or greater) make dust control extremely difficult.	Building Dept & Planning Dept	Throughout construction	As necessary	On-site inspection		Stop work order; or withhold grading permit; or withhold building permit
b) Minimization of construction interference with regional non-project traffic movement. Impacts shall be reduced to below a level of significance by the following mitigation measures: <ul style="list-style-type: none"> i) Scheduling receipt of construction materials to non-peak travel periods. ii) Routing construction traffic through areas of least impact sensitivity. iii) Limiting lane closures and detours to off-peak travel periods. iv) Providing rideshare incentives for contractor and subcontractor personnel. 	Building Dept & Planning Dept	Throughout construction	As necessary	On-site inspection		Stop work order; or withhold grading permit; or withhold building permit
c) After clearing, grading or earth moving: <ul style="list-style-type: none"> i) Seed and water until plant cover is established. ii) Spread soil binders. iii) Form and maintain a crust on the surface through repeated soaking that will prevent dust pickup by wind. iv) Reduce "spill-over" effects by washing vehicles entering public roadways from dirt off road project areas, and washing/sweeping project access to public roadways on an adequate schedule. 	Building Dept & Planning Dept	Throughout construction	As necessary	On-site inspection		Stop work order; or withhold grading permit; or withhold building permit
d) Emissions control from on-site equipment through a	Building Dept &	Throughout	As necessary	On-site inspection		Stop work order; or withhold grading

<i>Mitigation Measures/Implementing Action</i>	<i>Responsible for Monitoring</i>	<i>Monitoring Frequency</i>	<i>Timing of Verification</i>	<i>Method of Verification</i>	<i>Verified (Initial/Date)</i>	<i>Sanctions for Non-Compliance</i>
routine, mandatory program of low-emission tune-ups.	Planning Dept	construction				permit; or withhold building permit
2) GEOLOGY & SOILS						
a) The applicant shall submit an erosion control plan to reduce wind erosion impacts.	Building Dept, Planning Dept & Engineering Dept	Grading Plan issuance	Prior to issuance of grading permits	Plan check		Withhold grading permit
b) Fugitive dust generated during cleaning, grading, earth moving or excavation shall be controlled by regular watering, paving of construction roads, or other dust-preventative measures.	Building Dept	Throughout construction	As necessary	On-site inspection		Stop work order; or withhold grading permit; or withhold building permit
c) After clearing, grading, or earth moving: i) Seed and water until plant cover is established. ii) Spread soil binders. iii) Form and maintain a crust on the surface through repeated soaking that will prevent dust pickup by wind. iv) Sweep streets if silt is carried to adjacent public thoroughfares	Building Dept & Planning Dept	Throughout construction	As necessary	On-site inspection		Stop work order; or withhold grading permit; or withhold building permit
d) Obtain authorization to discharge storm water under an NPDES construction storm water permit and pay appropriate fees.	Engineering Dept	Grading Plan issuance	Prior to issuance of grading permits	Plan check		Withhold grading permit

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PMTT16-006 (PM19743), A TENTATIVE PARCEL MAP TO SUBDIVIDE 9.17 ACRES OF LAND INTO FOUR PARCELS, LOCATED AT 1554 SOUTH GROVE AVENUE, WITHIN THE BUSINESS PARK LAND USE DESIGNATION OF THE GROVE AVENUE SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF—APN: 1050-161-03.

WHEREAS, Western Realco, LLC. ("Applicant") has filed an Application for the approval of a Tentative Parcel Map, File No. PMTT16-006 (PM19743), as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 9.17 acres of land located at 1554 South Grove Avenue within the Grove Avenue Specific Plan and has a Business Park land use designation and is presently vacant; and

WHEREAS, the property to the north of the Project site is within the Grove Avenue Specific Plan, has a Business Park land use designation, and is developed with an industrial building utilized for manufacturing uses. The property to the east is within the Grove Avenue Specific Plan, has a Business Park land use designation, and is developed with an industrial business park. The property to the south is within the Grove Avenue Specific Plan, has a Business Park land use designation, and is developed with industrial business park. The property to the west is within the General Industrial (IG) zoning district, and is developed with manufacturing-transportation uses; and

WHEREAS, the project site is proposed to be subdivided into four parcels, 3.35 net acres (Parcel No. 1), 1.83 net acres (Parcel No. 2), 1.41 acres (Parcel 3) and 2.58 acres (Parcel No. 4) in size; and

WHEREAS, the four parcels exceed the minimum lot size requirement of one-acre as required by the Grove Avenue Specific Plan for the Business Park land use designation; and

WHEREAS, in conjunction with the proposed Tentative Parcel Map a Development Plan (File No. PDEV16-008) was filed concurrently to construct four industrial buildings totaling 182,084 square feet; and

WHEREAS, Buildings 1 and 4 will have access from a 40-foot driveway on the north and a southern 30-foot driveway from Grove Avenue. Buildings 2 and 3 will be accessed from the southern 30-foot driveway accessed via Grove Avenue. The proposed parcel map includes reciprocal access agreements for both driveways for purposes of access and cross lot drainage; and

WHEREAS, 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.

WHEREAS, 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; and

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

WHEREAS, on August 1, 2016, the Development Advisory Board of the City of Ontario conducted a hearing and issued Decision No. DAB16-030 recommending the Planning Commission approve the Application; and

WHEREAS, on August 23, 2016, the Planning Commission of the City of Ontario conducted a hearing to consider the MND, the initial study, and the Project, and concluded said hearing on that date; and

WHEREAS, as the first action on the Project, on August 23, 2016, the Planning Commission approved a resolution adopting a Mitigated Negative Declaration ("MND") and Mitigation Monitoring and Reporting Program, prepared pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of significance; and

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

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED, AND RESOLVED by the Planning Commission of the City of Ontario, as follows:

SECTION 1. As the decision-making body for the Project, the Planning Commission has reviewed and considered the information contained in the MND, the initial study, and the administrative record for the Project, including all written and oral evidence provided during the comment period. Based upon the facts and information contained in the MND, the initial study, and the administrative record, including all written and oral evidence presented to the Planning Commission, the Planning Commission finds as follows:

a. The MND, initial study, and administrative record have been completed in compliance with CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines; and

b. The MND and initial study contain a complete and accurate reporting of the environmental impacts associated with the Project and reflects the independent judgment of the Planning Commission; and

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

d. All environmental impacts of the Project are either insignificant or can be mitigated to a level of insignificance pursuant to the mitigation measures outlined in the MND, the Mitigation Monitoring and Reporting Program, and the initial study.

SECTION 2. Based upon the substantial evidence presented to the Planning Commission during the above-referenced hearing and upon the specific findings set forth in Section 1 above, the Planning Commission hereby concludes as follows:

a. The proposed 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 subdivision is consistent with The Ontario Plan Policy Plan (General Plan) in that the proposed parcel map meets the objectives of the Grove Avenue Specific Plan-Business Park land use designation.

b. The design or improvement of 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, and applicable specific plans and planned unit developments. The site is physically suitable for the type of development proposed. The design and improvement of the subdivision is consistent with the Business Park land use designation of The Ontario Plan Policy Plan (General Plan). The Tentative Parcel Map meets all minimum size requirements specified within the Grove Avenue Specific Plan-Business Park land use designation.

c. The site is physically suitable for the type of development proposed. The site meets minimum lot dimensions, provides adequate access, parking and on-site maneuverability for tractor-trailer activity associated with the intended proposed industrial warehouse use for each parcel.

d. The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure

fish or wildlife or their habitat. An initial study was prepared for this project and found that there were no wildlife or habitat on-site.

e. The design of the subdivision or type of improvements are not likely to cause serious public health problems. The proposed right-of-way improvements that include sidewalk, landscaping and lighting will contribute towards improving the overall safety conditions of the site.

f. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. The design of the subdivision will not conflict with any easement acquired by the public at large, then of record, for access through or use of the property within the proposed subdivision.

SECTION 3. Based upon the findings and conclusions set forth in Sections 1 and 2 above, the Planning Commission hereby APPROVES the herein described Application, subject to each and every condition set forth in the Department reports, attached hereto and incorporated herein by this reference.

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

SECTION 5. 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.

SECTION 6. The Secretary shall certify to the adoption of the Resolution.

The Secretary Pro Tempore for the Planning Commission of the City of Ontario shall certify as to the adoption of this Resolution.

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 23rd day of August 2016, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Jim Willoughby
Planning Commission Chairman

ATTEST:

Scott Murphy
Planning Director/Secretary of Planning
Commission

Planning Commission Resolution
File No. PMTT16-006
August 23, 2016
Page 6

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO)
CITY OF ONTARIO)

I, Marci Callejo, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC16-[insert #] was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on August 23, 2016, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Marci Callejo
Secretary Pro Tempore



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

*Planning Department;
Land Development Section*

Conditions of Approval

Prepared: August 1, 2016
File No: PMTT16-006 & PDEV16-008
Related Files: N/A

Project Description: A Tentative Parcel Map (**File No. PMTT16-006; PM19743**) to subdivide 9.17 acres of land into 4 parcels in conjunction with a Development Plan (**File No. PDEV16-008**) to construct 4 industrial buildings totaling 182,084 square feet within the Business Park Land Use Designation of the Grove Avenue Specific Plan on 9.17 acres of land, located at 1554 South Grove Avenue. APN: 1050-161-03; **submitted by Western Realco, LLC.**

Prepared By: Lorena Mejia, Associate 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. 2010-021 on March 16, 2010. A copy of the *Standard Conditions for New Development* may be obtained from the Planning Department or City Clerk/Records Management Department.

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

2.1 Time Limits.

(a) Tentative Parcel/Tract Map approval shall become null and void 2 years following the effective date of application approval, unless the final parcel/tract map has been recorded, or a time extension has been approved by the Planning Commission pursuant to Development Code Section 2.02.025 (Time Limits and Extensions). This Permit does not supersede any individual time limits specified herein for performance of specific conditions or improvements.

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

2.2 Subdivision Map.

(a) The Final Tract/Parcel Map shall be in conformance with the approved Tentative Tract/Parcel Map on file with the City. Variations from the approved Tentative Tract/Parcel Map may be reviewed and approved by the Planning Department. A substantial variation from the approved Tentative

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

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

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

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

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

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

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

2.4 Landscaping.

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

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

(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 Section.

(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 Section, prior to the commencement of the changes.

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

2.6 Parking, Circulation and Access.

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

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

(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).

2.7 Outdoor Loading and Storage Areas.

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

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

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

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

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

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

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

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

2.8 Site Lighting.

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

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

2.9 Mechanical and Rooftop Equipment.

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

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

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

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

2.12 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).

2.13 Environmental Review.

(a) 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. On the basis of the initial study, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of insignificance, a **Mitigated Negative Declaration** was prepared pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines. Furthermore, to ensure that the mitigation measures are implemented, a **Mitigation Monitoring and Reporting Program** has been prepared for the Project pursuant to CEQA Guidelines Section 15097, which specifies responsible agencies/departments, monitoring frequency, timing and method of verification and possible sanctions for non-compliance with mitigation measures. All mitigation measures listed in the **Mitigation Monitoring and Reporting Program** 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.

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

2.15 Additional Fees.

(a) Within 5 days following final application approval, the Notice of 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.

2.16 Additional Requirements.

(a) The Ontario Climate Action Plan (CAP) requires new development to be 25% more efficient. The applicant has elected to utilize the Screening Tables provided in the CAP instead of preparing separate emissions calculations. By electing to utilize the Screening Tables the applicant shall be required to garner a minimum of 100 points to be consistent with the reduction quantities outlined in the CAP. The applicant shall identify on the construction drawings the items identified in the attached industrial Screening Tables.

CEQA THRESHOLDS AND SCREENING TABLES

Table 2: Screening Table for Implementation of GHG Reduction Measures for Commercial/Industrial Development

Feature	Description	Assigned Point Values	Project Points
Reduction Measure PS E3: Commercial/Industrial Energy Efficiency Development			
Building Envelope			
Insulation	2008 baseline (walls R-13; roof/attic R-30)	0 points	
	Modestly Enhanced Insulation (walls R-13, roof/attic R-38)	15 points	
	Enhanced Insulation (rigid wall insulation R-13, roof/attic R-38)	18 points	
	Greatly Enhanced Insulation (spray foam insulated walls R-15 or higher, roof/attic R-38 or higher) <i>(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)</i>	20 points	
Windows	2008 Baseline Windows (0.57 U-factor, 0.4 solar heat gain coefficient [SHGC])	0 points	8 pts
	Modestly Enhanced Window Insulation (0.4 U-factor, 0.32 SHGC)	7 points	
	Enhanced Window Insulation (0.32 U-factor, 0.25 SHGC)	8 points	
	Greatly Enhanced Window Insulation (0.28 or less U-factor, 0.22 or less SHGC) <i>(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)</i>	12 points	
Cool Roof	Modest Cool Roof (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance)	12 points	
	Enhanced Cool Roof (CRRC Rated 0.2 aged solar reflectance, 0.75 thermal emittance)	14 points	
	Greatly Enhanced Cool Roof (CRRC Rated 0.35 aged solar reflectance, 0.75 thermal emittance)	16 points	
Air Infiltration	Minimizing leaks in the building envelope is as important as the insulation properties of the building. Insulation does not work effectively if there is excess air leakage.		12 pts
	Air barrier applied to exterior walls, caulking, and visual inspection such as the HERS Verified Quality Insulation Installation (QI or equivalent)	12 points	
	Blower Door HERS Verified Envelope Leakage or equivalent <i>(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)</i>	10 points	
Thermal Storage of Building	Thermal storage is a design characteristic that helps keep a constant temperature in the building. Common thermal storage devices include strategically placed water filled columns, water storage tanks, and thick masonry walls.		

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
	Modest Thermal Mass (10% of floor or 10% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	4 points	
	Enhanced Thermal Mass (20% of floor or 20% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	6 points	
	Enhanced Thermal Mass (80% of floor or 80% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	24 points	
Indoor Space Efficiencies			
Heating/ Cooling Distribution System	Minimum Duct Insulation (R-4.2 required)	0 points	10 pts
	Modest Duct Insulation (R-6)	8 points	
	Enhanced Duct Insulation (R-8)	10 points	
	Distribution loss reduction with inspection (HERS Verified Duct Leakage or equivalent) <i>(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)</i>	14 points	
Space Heating/ Cooling Equipment	2008 Minimum HVAC Efficiency (EER 13/60% AFUE or 7.7 HSPF)	0 points	7 pts
	Improved Efficiency HVAC (EER 14/65% AFUE or 8 HSPF)	7 points	
	High Efficiency HVAC (EER 15/72% AFUE or 8.5 HSPF)	8 points	
	Very High Efficiency HVAC (EER 16/80% AFUE or 9 HSPF) <i>(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)</i>	12 points	
Commercial Heat Recovery Systems	Heat recovery strategies employed with commercial laundry, cooking equipment, and other commercial heat sources for reuse in HVAC air intake or other appropriate heat recovery technology. Point values for these types of systems will be determined based upon design and engineering data documenting the energy savings.	TBD	
Water Heaters	2008 Minimum Efficiency (0.57 Energy Factor)	0 points	19 pts
	Improved Efficiency Water Heater (0.675 Energy Factor)	14 points	
	High Efficiency Water Heater (0.72 Energy Factor)	16 points	
	Very High Efficiency Water Heater (0.92 Energy Factor)	19 points	
	Solar Pre-heat System (0.2 Net Solar Fraction)	4 points	
	Enhanced Solar Pre-heat System (0.35 Net Solar Fraction)	8 points	
Daylighting	Daylighting is the ability of each room within the building to provide outside light during the day reducing the need for artificial lighting during daylight hours.		

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
	All peripheral rooms within building have at least one window or skylight	1 points	1 pts
	All rooms within building have daylight (through use of windows, solar tubes, skylights, etc.)	5 points	
	All rooms daylighted	7 points	
Artificial Lighting	2008 Minimum (required)	0 points	14 pts
	Efficient Lights (25% of in-unit fixtures considered high efficacy. High efficacy is defined as 40 lumens/watt for 15 watt or less fixtures; 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40watt)	9 points	
	High Efficiency Lights (50% of In-unit fixtures are high efficacy)	12 points	
	Very High Efficiency Lights (100% of In-unit fixtures are high efficacy)	14 points	
Appliances	Energy Star Commercial Refrigerator (new)	4 points	
	Energy Star Commercial Dish Washer (new)	4 points	
	Energy Star Commercial Cloths Washing	4 points	
Miscellaneous Commercial/Industrial Building Efficiencies			
Building Placement	North/South alignment of building or other building placement such that the orientation of the buildings optimizes conditions for natural heating, cooling, and lighting.	6 point	6 pts
Shading	At least 90% of south-facing glazing will be shaded by vegetation or overhangs at noon on June 21st.	6 Points	6 pts
Other	This allows innovation by the applicant to provide design features that increases the energy efficiency of the project not provided in the table. Note that engineering data will be required documenting the energy efficiency of innovative designs and point values given based upon the proven efficiency beyond Title 24 Energy Efficiency Standards.	TBD	
Existing Commercial building Retrofits	The applicant may wish to provide energy efficiency retrofit projects to existing commercial buildings to further the point value of their project. Retrofitting existing commercial buildings within the City is a key reduction measure that is needed to reach the reduction goal. The potential for an applicant to take advantage of this program will be decided on a case by case basis and must have the approval of the Ontario Planning Department. The decision to allow applicants the ability to participate in this program will be evaluated based upon, but not limited to the following:	TBD	

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
	<p>Will the energy efficiency retrofit project benefit low income or disadvantaged communities?</p> <p>Does the energy efficiency retrofit project fit within the overall assumptions in the reduction measure associated with commercial building energy efficiency retrofits?</p> <p>Does the energy efficiency retrofit project provide co-benefits important to the City?</p> <p>Point value will be determined based upon engineering and design criteria of the energy efficiency retrofit project.</p>		
Reduction Measure PS E4: Commercial/Industrial Renewable Energy			
Photovoltaic	<p>Solar Photovoltaic panels installed on commercial buildings or in collective arrangements within a commercial development such that the total power provided augments:</p> <p>Solar Ready Roofs (sturdy roof and electric hookups)</p> <p>10 percent of the power needs of the project</p> <p>20 percent of the power needs of the project</p> <p>30 percent of the power needs of the project</p> <p>40 percent of the power needs of the project</p> <p>50 percent of the power needs of the project</p> <p>60 percent of the power needs of the project</p> <p>70 percent of the power needs of the project</p> <p>80 percent of the power needs of the project</p> <p>90 percent of the power needs of the project</p> <p>100 percent of the power needs of the project</p>	<p>2 points</p> <p>8 points</p> <p>14 points</p> <p>20 points</p> <p>26 points</p> <p>32 points</p> <p>38 points</p> <p>44 points</p> <p>50 points</p> <p>56 points</p> <p>60 points</p>	2 pts
Wind turbines	<p>Some areas of the City lend themselves to wind turbine applications. Analysis of the areas capability to support wind turbines should be evaluated prior to choosing this feature.</p> <p>Wind turbines as part of the commercial development such that the total power provided augments:</p> <p>10 percent of the power needs of the project</p> <p>20 percent of the power needs of the project</p> <p>30 percent of the power needs of the project</p> <p>40 percent of the power needs of the project</p> <p>50 percent of the power needs of the project</p> <p>60 percent of the power needs of the project</p> <p>70 percent of the power needs of the project</p>	<p>8 points</p> <p>14 points</p> <p>20 points</p> <p>26 points</p> <p>32 points</p> <p>38 points</p> <p>44 points</p>	

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
	80 percent of the power needs of the project	50 points	
	90 percent of the power needs of the project	56 points	
	100 percent of the power needs of the project	60 points	
Off-site renewable energy project	The applicant may submit a proposal to supply an off-site renewable energy project such as renewable energy retrofits of existing commercial/industrial that will help implement reduction measures associated with existing buildings. These off-site renewable energy retrofit project proposals will be determined on a case by case basis accompanied by a detailed plan documenting the quantity of renewable energy the proposal will generate. Point values will be based upon the energy generated by the proposal.	TBD	
Other Renewable Energy Generation	The applicant may have Innovative designs or unique site circumstances (such as geothermal) that allow the project to generate electricity from renewable energy not provided in the table. The ability to supply other renewable energy and the point values allowed will be decided based upon engineering data documenting the ability to generate electricity.	TBD	
Reduction Measure PS W2: Commercial/Industrial Water Conservation			
Irrigation and Landscaping			
Water Efficient Landscaping	Eliminate conventional turf from landscaping	0 points	3 pts
	Only moderate water using plants	3 points	
	Only low water using plants	4 points	
	Only California Native landscape that requires no or only supplemental irrigation	8 points	
Trees	Increase tree planting in parking areas 50% beyond City Code requirements	TBD	
Water Efficient Irrigation systems	Low precipitation spray heads < .75"/hr or drip irrigation	1 point	5 pts
	Weather based irrigation control systems combined with drip irrigation (demonstrate 20 reduced water use)	5 points	
Recycled Water	Recycled water connection (purple pipe) to irrigation system on site	5 points	
Storm water Reuse Systems	Innovative on-site stormwater collection, filtration and reuse systems are being developed that provide supplemental irrigation water and provide vector control. These systems can greatly reduce the irrigation needs of a project. Point values for these types of systems will be determined based upon design and engineering data documenting the water savings.	TBD	

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Value	Project Points
Potable Water			
Showers	Water Efficient Showerheads (2.0 gpm)	3 points	
Toilets	Water Efficient Toilets/Urinals (1.5gpm) Waterless Urinals (note that commercial buildings having both waterless urinals and high efficiency toilets will have a combined point value of 6 points)	3 points 4 points	3 pts
Faucets	Water Efficient faucets (1.28gpm)	3 points	3 pts
Commercial Dishwashers	Water Efficient dishwashers (20% water savings)	4 points	
Commercial Laundry Washers	Water Efficient laundry (15% water savings) High Efficiency laundry Equipment that captures and reuses rinse water (30% water savings)	3 points 6 points	
Commercial Water Operations Program	Establish an operational program to reduce water loss from pools, water features, etc., by covering pools, adjusting fountain operational hours, and using water treatment to reduce draw down and replacement of water. Point values for these types of plans will be determined based upon design and engineering data documenting the water savings.	TBD	
Reduction Measure PS T1: Land Use Based Trips and VMT Reduction			
Mixed Use	Mixes of land uses that complement one another in a way that reduces the need for vehicle trips can greatly reduce GHG emissions. The point value of mixed use projects will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled	TBD	
Local Retail Near Residential (Commercial only Projects)	Having residential developments within walking and biking distance of local retail helps to reduce vehicle trips and/or vehicle miles traveled. The point value of residential projects in close proximity to local retail will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled	TBD	
Reduction Measure PS T2: Bicycle Master Plan			
Bicycle Infrastructure	Ontario's Bicycle Master Plan is extensive and describes the construction on 11.5 miles of Class I bike paths and 23 miles of Class II and Class III bikeways to build upon the current 8 miles of bikeways.	TBD	
	Provide bicycle paths within project boundaries.	TBD	
	Provide bicycle path linkages between project site and other land uses.	2 points	
	Provide bicycle path linkages between project site and transit.	5 points	

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
Reduction Measure PS T3: Electric Vehicle Infrastructure			
Electric Vehicles	Provide public charging station for use by an electric vehicle. <i>(ten points for each charging station within the facility)</i>	10 points	10 pts
Reduction Measure PS T4: Employee Based Trip &VMT Reduction Policy			
Compressed Work Week	Reduce the number of days per week that employees need to be on site will reduce the number of vehicle trips associated with commercial/industrial development. Compressed work week such that full time employees are on site: 5 days per week 4 days per week on site 3 days per week on site	TBD	
Car/Vanpools	Car/vanpool program Car/vanpool program with preferred parking Car/vanpool with guaranteed ride home program Subsidized employee incentive car/vanpool program Combination of all the above	TBD	
Employee Bicycle/ Pedestrian Programs	Complete sidewalk to residential within ½ mile Complete bike path to residential within 3 miles Bike lockers and secure racks Showers and changing facilities Subsidized employee walk/bike program (Note combine all applicable points for total value)	TBD	
Shuttle/Transit Programs	Local transit within ¼ mile Light rail transit within ½ mile Shuttle service to light rail transit station Guaranteed ride home program Subsidized Transit passes Note combine all applicable points for total value	TBD	
CRT	Employer based Commute Trip Reduction (CRT). CRTs apply to commercial, offices, or industrial projects that include a reduction of vehicle trip or VMT goal using a variety of employee commutes trip reduction methods. The point value will be determined based upon a TIA that demonstrates the trip/VMT reductions. Suggested point ranges: Incentive based CRT Programs (1-8 points) Mandatory CRT programs (5-20 points)	TBD	
Other Trip Reductions	Other trip or VMT reduction measures not listed above with TIA and/or other traffic data supporting the trip and/or VMT for the project.	TBD	
Total Points from Commercial/Industrial Project:			109 pts



ENGINEERING DEPARTMENT CONDITIONS OF APPROVAL

(Engineering Services Division [Land Development and Environmental], Traffic/Transportation Division, Ontario Municipal Utilities Company and Management Services Department conditions incorporated herein)

<input checked="" type="checkbox"/> DEVELOPMENT PLAN <input type="checkbox"/> OTHER	<input checked="" type="checkbox"/> PARCEL MAP <input type="checkbox"/> TRACT MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES
PROJECT FILE NO. PM-19743 RELATED FILE NO. PDEV16-008 / PMTT16-006	
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED:	

CITY PROJECT ENGINEER & PHONE NO: Bryan Lirley, P.E. (909)395-2137 *BL*

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

DAB MEETING DATE: August 1, 2016

PROJECT NAME / DESCRIPTION: Tentative Parcel Map to subdivide 9.19 acres of land into four (4) parcels within the Business Park land use designation of the Grove Avenue Specific Plan,

LOCATION: West side of Grove Avenue, just north of Locust Street

APPLICANT: Western Realco, LLC

REVIEWED BY: *Dean Williams* 7/26/16
 Dean Williams Date
 Associate Civil Engineer

APPROVED BY: *Khoi Do* 7/26/16
 Khoi Do, 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. 2010-021) AND THE PROJECT SPECIFIC CONDITIONS OF APPROVAL SPECIFIED IN HEREIN. ONLY APPLICABLE CONDITIONS OF APPROVAL ARE CHECKED. THE APPLICANT SHALL BE RESPONSIBLE FOR THE COMPLETION OF ALL APPLICABLE CONDITIONS OF APPROVAL PRIOR TO PARCEL MAP APPROVAL, ISSUANCE OF PERMITS AND/OR OCCUPANCY CLEARANCE, AS SPECIFIED IN THIS REPORT.

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

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

- 1.02 **Dedicate to the City of Ontario, the following easement(s): Easement for sidewalk purposes adjacent to drive approaches.**

- 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 easement. The 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 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) _____

- 1.08 File a Consent and Waiver to Annexation agreement, together with an annexation processing fee, to annex the subject property to a Street Lighting Maintenance Assessment District (SLMD). The agreement and fee shall be submitted a minimum of three (3) months prior to, and the annexation shall be completed, prior to final subdivision map approval or issuance of building permits, whichever occurs first. An annual special assessment shall be levied in the SLMD and will be collected along with annual property taxes. The special assessment will provide funding for costs associated with the annual operation and maintenance of the street lighting facilities and appurtenances that serve the property. Contact Management Services at (909) 395-2124 regarding this requirement.

- 1.09 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.

- 1.10 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).
- 1.11 Other conditions:
 - **Owner/Developer shall provide private easement for cross lot drainage, sewer, domestic water, fire water, fiber optic, recycled water, emergency access and reciprocal access across all parcels in favor of all parcels.**

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

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

- 2.01 Record Parcel Map No. 19743 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 Submit a soils/geology report.
- 2.08 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:

- 2.09 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 _____.
- 2.10 Dedicate to the City of Ontario the following easement(s): _____
- 2.11 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).
- 2.12 Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein. 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.
- 2.13 Other conditions: _____

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

- 2.14 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	Grove Avenue	Street 2	Street 3	Street 4
Curb and Gutter	<input type="checkbox"/> New; 24 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
	<input type="checkbox"/> Replace damaged	<input type="checkbox"/> Replace damaged	<input type="checkbox"/> Replace damaged	<input type="checkbox"/> Replace damaged
	<input type="checkbox"/> Remove and replace	<input type="checkbox"/> Remove and replace	<input type="checkbox"/> Remove and replace	<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 type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
ADA Access Ramp	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Parkway	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)	<input 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 (Upgrade) <input type="checkbox"/> Relocation	<input type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New <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	<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



(see Sec. 2.F)				
Street Light (see Sec. 2.F)	<input checked="" type="checkbox"/> New (Upgrade) <input type="checkbox"/> Relocation	<input type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New <input type="checkbox"/> Relocation	<input 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 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
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. 2.14, above: Remove existing barbed wire fence along frontage.

- 2.15 Construct a 0.15' asphalt concrete (AC) grind and overlay on the following street(s): _____
- 2.16 Reconstruct the full pavement structural section based on existing pavement condition and approved street section design. Minimum limits of reconstruction shall be along property frontage, from street centerline to curb/gutter. 'Pothole' verification of existing pavement section required prior to acceptance/approval of street improvement plan.
- 2.17 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.
- 2.18 Other conditions: _____

C. SEWER

- 2.19 **A 8 inch sewer main is available for connection by this project in Grove Avenue (Ref: Sewer plan bar code: S11392).**
- 2.20 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.21 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.



2.22 Other conditions: _____

1. Each building shall have its own monitoring manhole.

D. WATER

2.23 A 12 inch water main is available for connection by this project in Grove Avenue
 (Ref: Water plan bar code: W10502)

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

2.25 Submit documentation that shows expected peak demand water flows for modeling the impact of the subject project to the existing water system. The project site is within a deficient public water 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 impacts to the deficient public water system, including, but not limited to upgrading of the existing water main(s) and/or construction of a new main(s).

2.26 Design and construct appropriate cross-connection protection for new potable water and fire service connections. Appropriate protection shall be based upon the degree of hazard per Title 17 of the California Code of Regulations. The minimum requirement is the installation of a backflow prevention device per current City standards. All existing potable water and fire services that do not meet the current minimum level of protection shall be upgraded (retrofitted) with the appropriate backflow protection assembly per current City standards.

2.27 Request a water flow test to be conducted, to determine if a water main upgrade is necessary to achieve required fire flow for the project. The application is available on the City website (www.ci.ontario.ca.us) or Applicant can contact the City of Ontario Fire Department at (909) 395-2029 to coordinate scheduling of this test. Applicant shall design and construct a water main upgrade if the water flow test concludes that an upgrade is warranted.

2.28 Other conditions: _____

1. Upgrade and paint existing fire hydrants to check valve type per current city standards.

E. RECYCLED WATER

2.29 A _____ inch recycled water main is available for connection by this project in _____.
 (Ref: Recycled Water plan bar code: _____)

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

2.31 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. Applicant shall be responsible for construction of a connection to the recycled water main for approved uses, when the main becomes available. The cost for connection to the main shall be borne solely by Applicant.

2.32 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.



2.33 Other conditions: _____

1. This development shall be "recycled water ready" and comply with City Ordinance 2689 and make use of recycled water for all approved uses, including but not limited to landscaping irrigation (e.g. Installation of purple piping).

F. TRAFFIC / TRANSPORTATION

2.34 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

2.35 Other conditions: _____

1. Driveways shall be designed and constructed to accommodate truck (WB-50) ingress and egress to the satisfaction of the City Engineer; and in accordance with Standard Drawing No. 1204.
2. South Grove Avenue shall be signed "No Parking Anytime", along the project frontage.
3. The Applicant/Developer shall be responsible to replace the existing street light fixtures with the current City approved LED equivalent fixtures along the project frontage. In addition, Applicant/Developer shall relocate existing street lights which conflict with proposed driveways, in accordance with City Standard Drawing No 5104. Please refer to the Traffic and Transportation Design Guidelines Section 1.4 Street Light Plans.
4. All landscaping, monument signs, and other obstructions shall conform to the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.

G. DRAINAGE / HYDROLOGY

2.36 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.

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

2.38 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.

2.39 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.

2.40 Pay Storm Drain Development Impact Fee, approximately \$205,500, Fee shall be paid to the Building Department. Final fee shall be determined based on the approved site plan.



2.41 Other conditions: _____

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

2.42 401 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.

2.43 **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>.**

2.44 Other conditions: _____
1. **The neighboring parcel to the south contains a City easement for a future City water well. It's generally located at the NWC of the property; adjacent to this project's SWC.**
A. **Any stormwater infiltration devices shall be located at least 100-ft away from the property line. [already shown on conceptual utility plan]**
B. **Any storm drain shall be located at least 50-ft away from the property line.**

J. SPECIAL DISTRICTS

2.45 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.

2.46 File a Consent and Waiver to Annexation agreement, together with an annexation processing fee, to annex the subject property to a Street Lighting Maintenance Assessment District (SLMD). The agreement and fee shall be submitted three (3) months prior to, and the annexation shall be completed prior to, final subdivision map approval or issuance of building permits, whichever occurs first. An annual special assessment shall be levied in the SLMD and will be collected along with annual property taxes. The special assessment will provide funding for costs associated with the annual operation and maintenance of the street lighting facilities and appurtenances that serve the property. Contact the Management Services Department at (909) 395-2124, regarding this requirement.

2.47 Other conditions: _____



K. FIBER OPTIC

- 2.48 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 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 project frontage of Grove Avenue and within the primary east/west drive entrance, see Fiber Optic Exhibit herein.
- 2.49 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

- 2.50 Distance between bottom of roof and top of wall of the 2-bin trash enclosure shall be 2-ft, not 4-ft. Please also reference the City's Solid Waste Manual location at:
<http://www.ontarioca.gov/municipal-utilities-company/solid-waste>

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 Confirm payment of all Development Impact Fees (DIF) to the Building Department.
- 3.04 Submit electronic copies of all approved studies/reports (i.e. hydrology, traffic, WQMP, etc.).
- 3.05 Submit electronic copies on .pdf format of all approved/accepted improvement plans.



EXHIBIT 'A'

ENGINEERING DEPARTMENT First Plan Check Submittal Checklist

Project Number: PDEV 16-008 , and/or Parcel Map No. 19743

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 Traffic Signal improvement plan and One (1) copy of Traffic Signal Specifications with modified Special Provisions. Specifications available at [http:// www.ci.ca.us/index.aspx?page=278](http://www.ci.ca.us/index.aspx?page=278).
15. **Two (2) copies of Water Quality Management Plan (WQMP)**
16. **One (1) copy of Hydrology/Drainage study**
17. **One (1) copy of Soils/Geology report**
18. **Payment for Parcel Map processing fee**
19. **Three (3) copies of Parcel Map**
20. **One (1) copy of approved Tentative Parcel Map**
21. **One (1) copy of Preliminary Title Report (current within 30 days)**
22. One (1) copy of Traverse Closure Calculations

Project File No. PM-19743
Project Engineer: Bryan Lirley, P.E.
Date: 07/26/2016



- 23. **One (1) set of supporting documents and maps (legible copies): referenced improvement plans (full size), referenced record parcel maps (full size, 18"x26"), Assessor's Parcel map (full size, 11"x17"), recorded documents such as deeds, lot line adjustments, easements, etc.**
- 24. Two (2) copies of Engineering Report and an electronic file (PDF format on a compact disc) for recycled water use
- 25. Other: _____

Pdev16-008/ PMTT16-006 - v.1
Grove Ave
Engineer: Bryan Lirley

Please refer to the Fiber Optic Master for additional detail and information.

All conduit shall begin and terminate in a hand hole

Commercial properties shall terminate conduit in a 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". OntarioNet conduit shall terminate directly below the space reserved for OntarioNet

Multifamily dwellings are considered commercial property.

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 right-of-way at the extreme edge of a property.

Install Ontario Fiber Optic Hand Holes. 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' Min. Clearance From Existing /Proposed Utilities.

Construct 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. Install located/tracer wires min. 10AWG within conduit bank and fiber warning tape 12-inch above the uppermost duct.

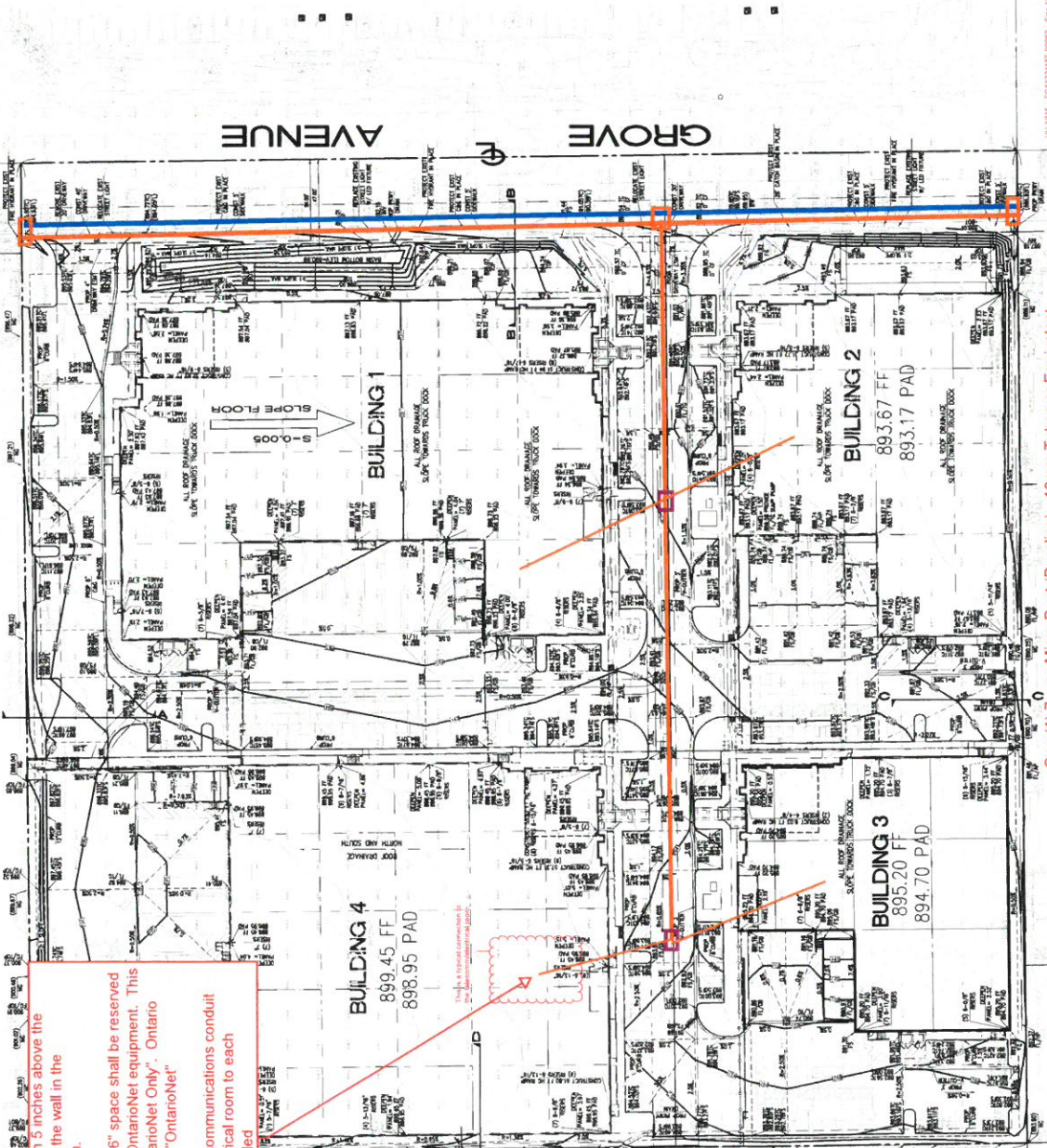
Construct and install Fiber Optic Conduit at a Minimum Depth of 36". Trenching Shall be Per City Standard for Commercial Buildings. (1) 2" HDPE SDR-11 (Smoothwall) roll pipe (Orange) duct. Install located/tracer wires min. 10AWG within conduit bank and fiber warning tape 12-inch above the uppermost duct.

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 1/4 inch galvanized wire between the hand holes and the gravel its placed on.

All unused conduits/ducts/microducts shall be protected with with ducts plugs that provide a positive seal. Ducts that are occupied shall be protected with industry accepted duct seal compound.

Conduit bank requires (1) 10AWG high strength (min. break load 600#) copper-clad steel w/ 30mil HDPE orange insulation for locate/tracer wire.

Comments / Reviewed By The Fiber Team (David Simpson) 7-18-16



1. Terminate no less than 5 inches above the finished floor adjacent to the wall in the telecom/electrical room.
2. 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"
3. 1.5 inch joint use telecommunications conduit from the telecom/electrical room to each apartment shall be installed

- (1) 7-way Micro Duct (Duraline) - 16mm Tubes or Equivalent
- (1) 2-inch HDPE SDR-11 Smoothwall Orange Conduit
- (1) 13x24x18 Composite Polymer Concrete Hand Hole (HH1)
- (1) 17x30x24 Composite Polymer Concrete Hand Hole (HH2)
- (1) 36x60x36 Composite Polymer Concrete Hand Hole (HH4)

WESTERN REALCO
 100 WESTERN BLVD, SUITE 200
 WEST VALLEY CITY, UT 84113
 TEL: 801.735.2000

THE FIBER TEAM
 100 WESTERN BLVD, SUITE 200
 WEST VALLEY CITY, UT 84113
 TEL: 801.735.2000

Project No.	16-008
Sheet No.	3
Scale	AS SHOWN
Revision	
Drawn By	WESTERN REALCO
Checked By	WESTERN REALCO
Approved By	WESTERN REALCO

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV16-008 & PMTT16-006
 Address: 1554 S. Grove Avenue
 APN: 1050-161-03
 Existing Land Use: Vacant
 Proposed Land Use: Subdivide into 4 parcels and construct 4 industrial buildings totaling 189,404 SF
 Site Acreage: 9.17 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: Luis Batres
 Date: 4/7/16
 CD No.: 2016-015
 PALU No.: n/a

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

Safety	Noise Impact	Airspace Protection	Overflight Notification
<input type="radio"/> Zone 1	<input type="radio"/> 75+ dB CNEL	<input type="radio"/> High Terrain Zone	<input checked="" 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="radio"/> 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 checked="" type="checkbox"/> Airspace Avigation Easement Area	
<input type="radio"/> Zone 4		Allowable Height: <u>190 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: _____

CITY OF ONTARIO

MEMORANDUM

TO: PLANNING DEPARTMENT, Lorena Mejia
FROM: BUILDING DEPARTMENT, Kevin Shear
DATE: June 2, 2016
SUBJECT: PDEV16-008

-
- 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:lm



CITY OF ONTARIO

MEMORANDUM

TO: Lorena Mejia, Associate Planner
Planning Department

FROM: Adam A. Panos, Fire Protection Analyst
Fire Department

DATE: April 15, 2016

SUBJECT: PDEV16-008 / A Development Plan to construct 4 industrial buildings totaling 189,404 square feet on approximately 9.2 acres of land, generally located on the west side Grove Avenue, at the westerly terminus of Locust Street, within the Business Park land use district of the Grove Avenue Specific Plan (APN: 1050-161-03).

-
- The plan **does** adequately address Fire Department requirements at this time.
- No comments.
 - Standard Conditions of Approval apply, as stated below.
- The plan **does NOT** adequately address Fire Department requirements.
- The comments contained in the attached report must be met prior to scheduling for Development Advisory Board.

SITE AND BUILDING FEATURES:

- A. 2013 CBC Type of Construction: Type IIIB Concrete tilt-up
- B. Type of Roof Materials: Wood, non-rated
- C. Ground Floor Area(s):
 - Building 1 – 61,130 sq. ft.
 - Building 2 – 35,904 sq. ft.
 - Building 3 – 29,030 sq. ft.
 - Building 4 – 63,340 sq. ft.
- D. Number of Stories: 1 story
- E. Total Square Footage: 189,404 sq. ft.

F. 2013 CBC Occupancy Classification(s): B, F-1, S-1

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.ci.ontario.ca.us, 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 (20) 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.

3.0 WATER SUPPLY

- 3.1 The required fire flow per Fire Department standards, based on the 2013 California Fire Code, Appendix B, is 2500 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 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

- 4.1 On-site private fire hydrants are required per Standard #D-005, and identified in accordance with Standard #D-002. Installation and locations(s) are subject to the approval of the Fire Department. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.
- 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 13. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- 4.4 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.
- 4.5 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.
- 4.6 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.

- 4.7 A fixed fire extinguishing system is required for the protection of hood, duct, plenum and cooking surfaces. This system must comply with National Fire Protection Association (NFPA) Standards 17A and 96. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- 4.8 Hose valves with two and one half inch (2 ½”) connections will be required on the roof, in locations acceptable to the Fire Department. These hose valves shall be take their water supply from the automatic fire sprinkler systems, and shall be included in the design submitted for these systems. Identification shall be provided for all hose valves per Standard #D-004.
- 4.9 Due to inaccessible rail spur areas, two and one half inch 2-1/2” fire hose connections shall be provided in these areas. These hose valves shall be take their water supply from the automatic fire sprinkler systems, and shall be included in the design submitted for these systems. Identification shall be provided for all hose valves per Standard #D-004.

5.0 BUILDING CONSTRUCTION FEATURES

- 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
- 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Address numbers shall contrast with their background. See Section 9-1.3280 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 9-1.3280 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.
- 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.
- 5.8 The building shall be provided with a Public Safety 800 MHZ radio amplification system per the Ontario Municipal Code Section 4-11.09 (n) and the CFC. The design and installation shall be approved by the Fire Department.

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 OTHER PROJECT SPECIFIC CONDITIONS

- 7.1 NONE

<END.>



CITY OF ONTARIO

MEMORANDUM

TO: LORENA MEJIA, PLANNING DEPARTMENT

FROM: DOUGLAS SOREL, POLICE DEPARTMENT

DATE: MARCH 28, 2016

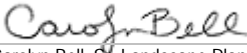
SUBJECT: PDEV16-008 – A DEVELOPMENT PLAN FOR FOUR INDUSTRIAL BUILDINGS GENERALLY AT GROVE AVE AND LOCUST ST.

The “Standard Conditions of Approval” contained in Resolution No. 2010-021 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 and other areas used by the public shall be provided and shall operate on photosensor. Photometrics shall be provided and include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting fixtures.
- Rooftop addresses shall be installed on the building as stated in the Standard Conditions.
- The Applicant shall comply with construction site security requirements as stated in the Standard Conditions.
- Bicycle racks shall be relocated closer to the main entry to each building to enhance natural surveillance.

The Applicant is invited to call Douglas Sorel at (909) 395-2873 regarding any questions or concerns.

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

CONDITIONS OF APPROVAL	
Sign Off	
 Carolyn Bell, Sr. Landscape Planner	6/13/16 Date

Reviewer's Name: Carolyn Bell, Sr. Landscape Planner	Phone: (909) 395-2237
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D.A.B. File No.: PDEV16-008	Case Planner: Lorena Mejia
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Project Name and Location: Western Realco – Grove Avenue Rev 2 1509 S. Grove Ave.

Applicant/Representative: Bastien and Associates, Inc. – Andy Wiyanto 15661 Red Hill Ave., Suite 150 Tustin, CA 92780
--

<input checked="" type="checkbox"/>	A Preliminary Landscape Plan (dated 5/27/16) 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 (5/13/16) has not been approved. Corrections noted below are required prior to Preliminary Landscape Plan approval.

CORRECTIONS REQUIRED

1. On civil plans, note for compaction to be no greater than 85% at landscape areas. Note all finished grades at 1 ½" below finished surfaces. Change slopes to be maximum 3:1. Not completed.
2. Remove v gutter where trees are required along west PL planter. Consider a veg swale with a perforated pipe in engineered soil below or other option. Not completed.
3. Show all utilities on Landscape plan. Domestic and irrigation water meters and backflows and landscape screening.
4. Coordinate landscape plan with civil plan; no infiltration basin on site, Remove hydroseed.
5. Transformers shall be screened with 5' of landscape on sides and back and 18" ground cover in front.
6. Move sewer lines away from required tree locations; northeast corner of Building 3 and southeast corner of building 4.
7. Building 1, move water meter to the north so that the backflow does not conflict with walkway. Building 2, move water to the south, to keep backflow away from walkway and entry areas.
8. Buildings 1, 2 and 4; Move 3" water line away from planter area.
9. Change the Caesalpinia in the office area to a plant that fits under windows, such as Muhlenbergia or Dietes max 4' high.
10. Take vine off moving gate and from trash enclosures, use tall shrub such as Nandina instead.
11. Change short lived plants: Trichostema to a durable, such as Dietes spp. or Muhlenbergia.

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDEV16-008, A DEVELOPMENT PLAN TO CONSTRUCT FOUR INDUSTRIAL BUILDINGS TOTALING 182,084 SQUARE FEET ON 9.17 ACRES OF LAND, LOCATED AT 1554 SOUTH GROVE AVENUE WITHIN THE BUSINESS PARK LAND USE DESIGNATION OF THE GROVE AVENUE SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF—
APN: 1050-161-03.

WHEREAS, Western Realco, LLC. ("Applicant") has filed an Application for the approval of a Development Plan, File No. PDEV16-008, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 9.17 acres of land located at 1554 South Grove Avenue within the Grove Avenue Specific Plan, has a Business Park land use designation, and is presently vacant; and

WHEREAS, the property to the north of the Project site is within the Grove Avenue Specific Plan, has a Business Park land use designation, and is developed with an industrial building utilized for manufacturing uses. The property to the east is within the Grove Avenue Specific Plan, has a Business Park land use designation, and is developed with an industrial business park. The property to the south is within the Grove Avenue Specific Plan, has a Business Park land use designation, and is developed with industrial business park. The property to the west is within the General Industrial (IG) zoning district, and is developed with manufacturing-transportation uses; and

WHEREAS, the Applicant is requesting Development Plan approval to construct four industrial buildings totaling 182,084 square feet (189,404 square feet with the optional mezzanines) for industrial/warehouse purposes; and

WHEREAS, the Applicant is also requesting approval of a Tentative Parcel Map (File No. PMTT16-006; PM19743) to subdivide 9.17 acres of land into four independent parcels, which are 3.35 net acres (Parcel No. 1), 1.83 net acres (Parcel No. 2), 1.41 acres (Parcel 3) and 2.58 acres (Parcel No. 4) in size ; and

WHEREAS, on March 10, 2016, Western Realco submitted a Tentative Parcel Map and Development Plan application requesting approval of the proposed industrial development with a 0.47 Floor Area Ratio (FAR); and

WHEREAS, the Grove Avenue Specific Plan limits the FAR to 0.35 for the Business Park land use designation. However, the Specific Plan does allow for an increase in FAR if a traffic study can determine that a proposed FAR increase will not

increase the overall number of trips analyzed in the Specific Plan's Environmental Impact Report (EIR); and

WHEREAS, on January 27, 2010, the Ontario City Council adopted The Ontario Plan (TOP) and certified the Final Environmental Impact Report (FEIR) that included a Statement of Overriding Considerations and adoption of a Mitigation Monitoring Program. The FEIR analyzed and mitigated environmental impacts associated with the various proposed land uses with their assumed densities and FARs at build-out. The project site has a TOP Business Park land use designation and this land use was analyzed with an assumed FAR of 0.60. The EIR 90-2 completed for the Grove Avenue Specific was superseded by the TOP FEIR upon its certification, thus allowing the project site to have a maximum FAR 0.60 instead of 0.35; and

WHEREAS, the proposed project's 0.47 FAR is in compliance with the FEIR of the TOP and established 0.60 FAR threshold; and

WHEREAS, Parcel No. 1 (Building 1) is located on the northeast corner of the project site with an approximate street frontage of 426 feet along Grove Avenue. The proposed industrial warehouse building totals 61,130 square feet (59,300 square feet with a potential 1,830 square foot mezzanine). The front of the building is oriented to the east towards Grove Avenue, with a 40-foot front building setback that will completely be landscaped. There are two office entries proposed on opposite corners of the building oriented towards the interior drive aisles that are visible from Grove Avenue. The tractor-trailer truck yard area is oriented to the west of the proposed building, toward Parcel 4 and screened from view of public streets by the proposed building and view-obscuring gates along the interior drive aisles; and

WHEREAS, Parcel No. 2 (Building 2) is located on the southeast corner of the project site with an approximate street frontage of 233 feet along Grove Avenue. The proposed industrial warehouse building totals 35,904 square feet (34,074 square feet with a potential 1,830 square foot mezzanine). The front of the building is oriented to the east towards Grove Avenue, with a 40-foot front building setback that will be completely landscaped. The tractor-trailer truck yard area will be screened from view of public streets by the proposed building and view-obscuring gates setback from the interior drive aisle to secure the yard area; and

WHEREAS, Parcel No. 3 (Building 3) is an interior parcel located on the southwest corner of the project site. This parcel is accessed from the southern drive aisle of the project site. The proposed industrial warehouse building totals 29,030 square feet (27,200 square feet with a potential 1,830 square foot mezzanine). A yard area, designed for tractor-trailer truck maneuvering, loading activities, and outdoor staging, is located behind the building, toward the west and borders an industrial property. The yard area will be screened from view of public streets by the proposed building and view-obscuring gates setback from the interior drive aisle to secure the yard area; and

WHEREAS, Parcel No. 4 (Building 4) is an interior parcel located on the northwest corner of the project site. This parcel is accessed from the northern and southern drive aisle of the project site. The proposed industrial warehouse building totals 63,340 square feet (61,510 square feet with a potential 1,830 square foot mezzanine). A yard area, designed for tractor-trailer truck maneuvering, loading activities, and outdoor staging, is located behind the building to the north and borders an industrial property. The yard area will be screened from view of public streets by Building 1 and view-obscuring gates setback from the interior drive aisle to secure the yard area; and

[1] WHEREAS, Buildings 1 and 4 will have access from a 40-foot driveway at the northeast corner of the site and by a 30-foot driveway centrally located along the Grove Avenue frontage. Buildings 2 and 3 will be accessed from the centrally located 30-foot driveway accessed via Grove Avenue. The proposed parcel map includes reciprocal access agreements for both driveways for purposes of access and cross lot drainage; and

WHEREAS, the Grove Avenue Specific Plan outlines parking setback standards and relies upon the Development Code for parking ratio standards. The project site exceeds the minimum setback standards of 25 feet from Grove Avenue and has provided off-street parking pursuant to the "Warehouse and Distribution" parking standards specified in the Development Code; and

WHEREAS, the Development Code requires that the overall project provide a minimum of 135 off-street parking spaces. There are 196 spaces being provided overall, exceeding the minimum requirements by 61 spaces; and

WHEREAS, the proposed buildings are of concrete tilt-up construction. All four buildings have the same architectural design with enhanced elements and treatments located at office entries and along street facing elevations. Architectural elements for the four buildings include smooth-painted concrete in grey and blue tones, with horizontal and vertical reveals, windows with clear anodized aluminum mullions and green/blue glazing, metal canopies over the main office entries, and projecting vertical tower elements with contrasting colors. The mechanical equipment will be roof-mounted and obscured from public view by the parapet walls; and

WHEREAS, the project provides substantial landscaping along Grove Avenue within the 40-foot building setback area, at each office element, throughout the parking areas, the entire project perimeter and along the drive aisles that also screen the loading and tractor-trailer yard areas. The Grove Avenue Specific Plan requires a minimum 15% landscape coverage, which this project meets; and

WHEREAS, public utilities (water and sewer) are available to serve the project. Furthermore, the Applicant has submitted a Preliminary Water Quality Management Plan

(PWQMP) which establishes the project's compliance with storm water discharge/water quality requirements. The PWQMP includes site design measures that capture runoff and pollutant transport by minimizing impervious surfaces and maximizes low impact development (LID) best management practices (BMPs), such as retention and infiltration. The proposed development will not substantially alter the existing drainage pattern. The onsite drainage will be conveyed by local gutters and pipes to an underground infiltration system for each parcel. Each parcel will have its own on-site underground storm and water infiltration system that are located within their designated truck-trailer courtyard areas and will be designed to retain and infiltrate stormwater. Any overflow drainage will be conveyed to the curb and gutter along Grove Avenue; and

WHEREAS, 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.

WHEREAS, 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; and

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

WHEREAS, on August 1, 2016, the Development Advisory Board of the City of Ontario conducted a hearing and issued Decision No. DAB16-031 recommending the Planning Commission approve the Application; and

WHEREAS, on August 23, 2016, the Planning Commission of the City of Ontario conducted a hearing to consider the MND, the initial study, and the Project, and concluded said hearing on that date; and

WHEREAS, as the first action on the Project, on August 23, 2016, the Planning Commission approved a resolution adopting a Mitigated Negative Declaration ("MND") and Mitigation Monitoring and Reporting Program, prepared pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of significance; and

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

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED, AND RESOLVED by the Planning Commission of the City of Ontario, as follows:

SECTION 1. As the decision-making body for the Project, the Planning Commission has reviewed and considered the information contained in the MND, the initial study, and the administrative record for the Project, including all written and oral evidence provided during the comment period. Based upon the facts and information contained in the MND, the initial study, and the administrative record, including all written and oral evidence presented to the Planning Commission, the Planning Commission finds as follows:

a. The MND, initial study, and administrative record have been completed in compliance with CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines; and

b. The MND and initial study contain a complete and accurate reporting of the environmental impacts associated with the Project and reflects the independent judgment of the Planning Commission; and

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

d. All environmental impacts of the Project are either insignificant or can be mitigated to a level of insignificance pursuant to the mitigation measures outlined in the MND, the Mitigation Monitoring and Reporting Program, and the initial study.

SECTION 2. Based upon the substantial evidence presented to the Planning Commission during the above-referenced hearing and upon the specific findings set forth in Section 1 above, the Planning Commission hereby concludes as follows:

a. The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan. The Project is compatible with adjoining sites in relation to location of buildings and surrounding industrial/business park land uses. The existing site is vacant and developing the site with an industrial business park land use would further the Vision of The Ontario Plan in the immediate area.

b. The proposed development is compatible with those on adjoining sites in relation to location of buildings, with particular attention to privacy, views, any physical constraint identified on the site and the characteristics of the area in which the site is located. The Project is compatible with 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.

c. The proposed development will complement and/or improve upon the quality of existing development in the vicinity of the project and the minimum

safeguards necessary to protect the public health, safety and general welfare have been required of the proposed project. The Project will complement 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 proposed location of the Development Plan and the proposed conditions under which it will operate or be maintained will be consistent with TOP Policy Plan and the Grove Avenue Specific Plan and therefore will not be detrimental to public health, safety and general welfare.

d. The proposed development is consistent with the development standards and design guidelines set forth in the Development Code, or applicable specific plan or planned unit development. The Development Plan complies with all applicable provisions of Development Code and the Grove Avenue Specific Plan.

SECTION 3. Based upon the findings and conclusions set forth in Sections 1 and 2 above, the Planning Commission hereby APPROVES the herein described Application, subject to each and every condition set forth in the Department reports, attached hereto and incorporated herein by this reference.

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

SECTION 5. 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.

SECTION 6. The Secretary shall certify to the adoption of the Resolution.

The Secretary Pro Tempore for the Planning Commission of the City of Ontario shall certify as to the adoption of this Resolution.

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 23rd day of August 2016, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Jim Willoughby
Planning Commission Chairman

ATTEST:

Scott Murphy
Planning Director/Secretary of Planning
Commission

Planning Commission Resolution
File No. PDEV16-008
August 23, 2016
Page 8

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO)
CITY OF ONTARIO)

I, Marci Callejo, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC16-[insert #] was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on August 23, 2016, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Marci Callejo
Secretary Pro Tempore



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

*Planning Department;
Land Development Section
Conditions of Approval*

Prepared: August 1, 2016
File No: PMTT16-006 & PDEV16-008
Related Files: N/A

Project Description: A Tentative Parcel Map (**File No. PMTT16-006; PM19743**) to subdivide 9.17 acres of land into 4 parcels in conjunction with a Development Plan (**File No. PDEV16-008**) to construct 4 industrial buildings totaling 182,084 square feet within the Business Park Land Use Designation of the Grove Avenue Specific Plan on 9.17 acres of land, located at 1554 South Grove Avenue. APN: 1050-161-03; **submitted by Western Realco, LLC.**

Prepared By: Lorena Mejia, Associate 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. 2010-021 on March 16, 2010. A copy of the *Standard Conditions for New Development* may be obtained from the Planning Department or City Clerk/Records Management Department.

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

2.1 Time Limits.

(a) Tentative Parcel/Tract Map approval shall become null and void 2 years following the effective date of application approval, unless the final parcel/tract map has been recorded, or a time extension has been approved by the Planning Commission pursuant to Development Code Section 2.02.025 (Time Limits and Extensions). This Permit does not supersede any individual time limits specified herein for performance of specific conditions or improvements.

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

2.2 Subdivision Map.

(a) The Final Tract/Parcel Map shall be in conformance with the approved Tentative Tract/Parcel Map on file with the City. Variations from the approved Tentative Tract/Parcel Map may be reviewed and approved by the Planning Department. A substantial variation from the approved Tentative

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

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

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

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

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

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

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

2.4 Landscaping.

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

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

(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 Section.

(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 Section, prior to the commencement of the changes.

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

2.6 Parking, Circulation and Access.

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

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

(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).

2.7 Outdoor Loading and Storage Areas.

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

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

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

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

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

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

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

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

2.8 Site Lighting.

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

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

2.9 Mechanical and Rooftop Equipment.

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

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

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

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

2.12 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).

2.13 Environmental Review.

(a) 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. On the basis of the initial study, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of insignificance, a **Mitigated Negative Declaration** was prepared pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines. Furthermore, to ensure that the mitigation measures are implemented, a **Mitigation Monitoring and Reporting Program** has been prepared for the Project pursuant to CEQA Guidelines Section 15097, which specifies responsible agencies/departments, monitoring frequency, timing and method of verification and possible sanctions for non-compliance with mitigation measures. All mitigation measures listed in the **Mitigation Monitoring and Reporting Program** 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.

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

2.15 Additional Fees.

(a) Within 5 days following final application approval, the Notice of 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.

2.16 Additional Requirements.

(a) The Ontario Climate Action Plan (CAP) requires new development to be 25% more efficient. The applicant has elected to utilize the Screening Tables provided in the CAP instead of preparing separate emissions calculations. By electing to utilize the Screening Tables the applicant shall be required to garner a minimum of 100 points to be consistent with the reduction quantities outlined in the CAP. The applicant shall identify on the construction drawings the items identified in the attached industrial Screening Tables.

CEQA THRESHOLDS AND SCREENING TABLES

Table 2: Screening Table for Implementation of GHG Reduction Measures for Commercial/Industrial Development

Feature	Description	Assigned Point Values	Project Points
Reduction Measure PS E3: Commercial/Industrial Energy Efficiency Development			
Building Envelope			
Insulation	2008 baseline (walls R-13; roof/attic R-30)	0 points	
	Modestly Enhanced Insulation (walls R-13, roof/attic R-38))	15 points	
	Enhanced Insulation (rigid wall insulation R-13, roof/attic R-38)	18 points	
	Greatly Enhanced Insulation (spray foam insulated walls R-15 or higher, roof/attic R-38 or higher) <i>(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)</i>	20 points	
Windows	2008 Baseline Windows (0.57 U-factor, 0.4 solar heat gain coefficient [SHGC])	0 points	8 pts
	Modestly Enhanced Window Insulation (0.4 U-factor, 0.32 SHGC)	7 points	
	Enhanced Window Insulation (0.32 U-factor, 0.25 SHGC)	8 points	
	Greatly Enhanced Window Insulation (0.28 or less U-factor, 0.22 or less SHGC) <i>(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)</i>	12 points	
Cool Roof	Modest Cool Roof (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance)	12 points	
	Enhanced Cool Roof (CRRC Rated 0.2 aged solar reflectance, 0.75 thermal emittance)	14 points	
	Greatly Enhanced Cool Roof (CRRC Rated 0.35 aged solar reflectance, 0.75 thermal emittance)	16 points	
Air Infiltration	Minimizing leaks in the building envelope is as important as the insulation properties of the building. Insulation does not work effectively if there is excess air leakage.		12 pts
	Air barrier applied to exterior walls, caulking, and visual inspection such as the HERS Verified Quality Insulation Installation (QI) or equivalent	12 points	
	Blower Door HERS Verified Envelope Leakage or equivalent <i>(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)</i>	10 points	
Thermal Storage of Building	Thermal storage is a design characteristic that helps keep a constant temperature in the building. Common thermal storage devices include strategically placed water filled columns, water storage tanks, and thick masonry walls.		

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
	Modest Thermal Mass (10% of floor or 10% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	4 points	
	Enhanced Thermal Mass (20% of floor or 20% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	6 points	
	Enhanced Thermal Mass (80% of floor or 80% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	24 points	
Indoor Space Efficiencies			
Heating/ Cooling Distribution System	Minimum Duct Insulation (R-4.2 required)	0 points	10 pts
	Modest Duct Insulation (R-6)	8 points	
	Enhanced Duct Insulation (R-8)	10 points	
	Distribution loss reduction with inspection (HERS Verified Duct Leakage or equivalent) <i>(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)</i>	14 points	
Space Heating/ Cooling Equipment	2008 Minimum HVAC Efficiency (EER 13/60% AFUE or 7.7 HSPF)	0 points	7 pts
	Improved Efficiency HVAC (EER 14/65% AFUE or 8 HSPF)	7 points	
	High Efficiency HVAC (EER 15/72% AFUE or 8.5 HSPF)	8 points	
	Very High Efficiency HVAC (EER 16/80% AFUE or 9 HSPF) <i>(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)</i>	12 points	
Commercial Heat Recovery Systems	Heat recovery strategies employed with commercial laundry, cooking equipment, and other commercial heat sources for reuse in HVAC air intake or other appropriate heat recovery technology. Point values for these types of systems will be determined based upon design and engineering data documenting the energy savings.	TBD	
Water Heaters	2008 Minimum Efficiency (0.57 Energy Factor)	0 points	19 pts
	Improved Efficiency Water Heater (0.675 Energy Factor)	14 points	
	High Efficiency Water Heater (0.72 Energy Factor)	16 points	
	Very High Efficiency Water Heater (0.92 Energy Factor)	19 points	
	Solar Pre-heat System (0.2 Net Solar Fraction)	4 points	
	Enhanced Solar Pre-heat System (0.35 Net Solar Fraction)	8 points	
Daylighting	Daylighting is the ability of each room within the building to provide outside light during the day reducing the need for artificial lighting during daylight hours.		

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
	All peripheral rooms within building have at least one window or skylight	1 points	1 pts
	All rooms within building have daylight (through use of windows, solar tubes, skylights, etc.)	5 points	
	All rooms daylighted	7 points	
Artificial Lighting	2008 Minimum (required)	0 points	14 pts
	Efficient Lights (25% of in-unit fixtures considered high efficacy. High efficacy is defined as 40 lumens/watt for 15 watt or less fixtures; 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40watt)	9 points	
	High Efficiency Lights (50% of In-unit fixtures are high efficacy)	12 points	
	Very High Efficiency Lights (100% of In-unit fixtures are high efficacy)	14 points	
Appliances	Energy Star Commercial Refrigerator (new)	4 points	
	Energy Star Commercial Dish Washer (new)	4 points	
	Energy Star Commercial Cloths Washing	4 points	
Miscellaneous Commercial/Industrial Building Efficiencies			
Building Placement	North/South alignment of building or other building placement such that the orientation of the buildings optimizes conditions for natural heating, cooling, and lighting.	6 point	6 pts
Shading	At least 90% of south-facing glazing will be shaded by vegetation or overhangs at noon on June 21st.	6 Points	6 pts
Other	This allows innovation by the applicant to provide design features that increases the energy efficiency of the project not provided in the table. Note that engineering data will be required documenting the energy efficiency of innovative designs and point values given based upon the proven efficiency beyond Title 24 Energy Efficiency Standards.	TBD	
Existing Commercial building Retrofits	The applicant may wish to provide energy efficiency retrofit projects to existing commercial buildings to further the point value of their project. Retrofitting existing commercial buildings within the City is a key reduction measure that is needed to reach the reduction goal. The potential for an applicant to take advantage of this program will be decided on a case by case basis and must have the approval of the Ontario Planning Department. The decision to allow applicants the ability to participate in this program will be evaluated based upon, but not limited to the following:	TBD	

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
	<p>Will the energy efficiency retrofit project benefit low income or disadvantaged communities?</p> <p>Does the energy efficiency retrofit project fit within the overall assumptions in the reduction measure associated with commercial building energy efficiency retrofits?</p> <p>Does the energy efficiency retrofit project provide co-benefits important to the City?</p> <p>Point value will be determined based upon engineering and design criteria of the energy efficiency retrofit project.</p>		
Reduction Measure PS E4: Commercial/Industrial Renewable Energy			
Photovoltaic	<p>Solar Photovoltaic panels installed on commercial buildings or in collective arrangements within a commercial development such that the total power provided augments:</p> <p>Solar Ready Roofs (sturdy roof and electric hookups)</p> <p>10 percent of the power needs of the project</p> <p>20 percent of the power needs of the project</p> <p>30 percent of the power needs of the project</p> <p>40 percent of the power needs of the project</p> <p>50 percent of the power needs of the project</p> <p>60 percent of the power needs of the project</p> <p>70 percent of the power needs of the project</p> <p>80 percent of the power needs of the project</p> <p>90 percent of the power needs of the project</p> <p>100 percent of the power needs of the project</p>	<p>2 points</p> <p>8 points</p> <p>14 points</p> <p>20 points</p> <p>26 points</p> <p>32 points</p> <p>38 points</p> <p>44 points</p> <p>50 points</p> <p>56 points</p> <p>60 points</p>	2 pts
Wind turbines	<p>Some areas of the City lend themselves to wind turbine applications. Analysis of the areas capability to support wind turbines should be evaluated prior to choosing this feature.</p> <p>Wind turbines as part of the commercial development such that the total power provided augments:</p> <p>10 percent of the power needs of the project</p> <p>20 percent of the power needs of the project</p> <p>30 percent of the power needs of the project</p> <p>40 percent of the power needs of the project</p> <p>50 percent of the power needs of the project</p> <p>60 percent of the power needs of the project</p> <p>70 percent of the power needs of the project</p>	<p>8 points</p> <p>14 points</p> <p>20 points</p> <p>26 points</p> <p>32 points</p> <p>38 points</p> <p>44 points</p>	

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
	80 percent of the power needs of the project	50 points	
	90 percent of the power needs of the project	56 points	
	100 percent of the power needs of the project	60 points	
Off-site renewable energy project	The applicant may submit a proposal to supply an off-site renewable energy project such as renewable energy retrofits of existing commercial/industrial that will help implement reduction measures associated with existing buildings. These off-site renewable energy retrofit project proposals will be determined on a case by case basis accompanied by a detailed plan documenting the quantity of renewable energy the proposal will generate. Point values will be based upon the energy generated by the proposal.	TBD	
Other Renewable Energy Generation	The applicant may have Innovative designs or unique site circumstances (such as geothermal) that allow the project to generate electricity from renewable energy not provided in the table. The ability to supply other renewable energy and the point values allowed will be decided based upon engineering data documenting the ability to generate electricity.	TBD	
Reduction Measure PS W2: Commercial/Industrial Water Conservation			
Irrigation and Landscaping			
Water Efficient Landscaping	Eliminate conventional turf from landscaping	0 points	3 pts
	Only moderate water using plants	3 points	
	Only low water using plants	4 points	
	Only California Native landscape that requires no or only supplemental irrigation	8 points	
Trees	Increase tree planting in parking areas 50% beyond City Code requirements	TBD	
Water Efficient Irrigation systems	Low precipitation spray heads < .75"/hr or drip irrigation	1 point	5 pts
	Weather based irrigation control systems combined with drip irrigation (demonstrate 20 reduced water use)	5 points	
Recycled Water	Recycled water connection (purple pipe) to irrigation system on site	5 points	
Storm water Reuse Systems	Innovative on-site stormwater collection, filtration and reuse systems are being developed that provide supplemental irrigation water and provide vector control. These systems can greatly reduce the irrigation needs of a project. Point values for these types of systems will be determined based upon design and engineering data documenting the water savings.	TBD	

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Value	Project Points
Potable Water			
Showers	Water Efficient Showerheads (2.0 gpm)	3 points	
Toilets	Water Efficient Toilets/Urinals (1.5gpm) Waterless Urinals (note that commercial buildings having both waterless urinals and high efficiency toilets will have a combined point value of 6 points)	3 points 4 points	3 pts
Faucets	Water Efficient faucets (1.28gpm)	3 points	3 pts
Commercial Dishwashers	Water Efficient dishwashers (20% water savings)	4 points	
Commercial Laundry Washers	Water Efficient laundry (15% water savings) High Efficiency laundry Equipment that captures and reuses rinse water (30% water savings)	3 points 6 points	
Commercial Water Operations Program	Establish an operational program to reduce water loss from pools, water features, etc., by covering pools, adjusting fountain operational hours, and using water treatment to reduce draw down and replacement of water. Point values for these types of plans will be determined based upon design and engineering data documenting the water savings.	TBD	
Reduction Measure PS T1: Land Use Based Trips and VMT Reduction			
Mixed Use	Mixes of land uses that complement one another in a way that reduces the need for vehicle trips can greatly reduce GHG emissions. The point value of mixed use projects will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled	TBD	
Local Retail Near Residential (Commercial only Projects)	Having residential developments within walking and biking distance of local retail helps to reduce vehicle trips and/or vehicle miles traveled. The point value of residential projects in close proximity to local retail will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled	TBD	
Reduction Measure PS T2: Bicycle Master Plan			
Bicycle Infrastructure	Ontario's Bicycle Master Plan is extensive and describes the construction on 11.5 miles of Class I bike paths and 23 miles of Class II and Class III bikeways to build upon the current 8 miles of bikeways.	TBD	
	Provide bicycle paths within project boundaries.	TBD	
	Provide bicycle path linkages between project site and other land uses.	2 points	
	Provide bicycle path linkages between project site and transit.	5 points	

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
Reduction Measure PS T3: Electric Vehicle Infrastructure			
Electric Vehicles	Provide public charging station for use by an electric vehicle. <i>(ten points for each charging station within the facility)</i>	10 points	10 pts
Reduction Measure PS T4: Employee Based Trip &VMT Reduction Policy			
Compressed Work Week	Reduce the number of days per week that employees need to be on site will reduce the number of vehicle trips associated with commercial/industrial development. Compressed work week such that full time employees are on site: 5 days per week 4 days per week on site 3 days per week on site	TBD	
Car/Vanpools	Car/vanpool program Car/vanpool program with preferred parking Car/vanpool with guaranteed ride home program Subsidized employee incentive car/vanpool program Combination of all the above	TBD	
Employee Bicycle/ Pedestrian Programs	Complete sidewalk to residential within ½ mile Complete bike path to residential within 3 miles Bike lockers and secure racks Showers and changing facilities Subsidized employee walk/bike program (Note combine all applicable points for total value)	TBD	
Shuttle/Transit Programs	Local transit within ¼ mile Light rail transit within ½ mile Shuttle service to light rail transit station Guaranteed ride home program Subsidized Transit passes Note combine all applicable points for total value	TBD	
CRT	Employer based Commute Trip Reduction (CRT). CRTs apply to commercial, offices, or industrial projects that include a reduction of vehicle trip or VMT goal using a variety of employee commutes trip reduction methods. The point value will be determined based upon a TIA that demonstrates the trip/VMT reductions. Suggested point ranges: Incentive based CRT Programs (1-8 points) Mandatory CRT programs (5-20 points)	TBD	
Other Trip Reductions	Other trip or VMT reduction measures not listed above with TIA and/or other traffic data supporting the trip and/or VMT for the project.	TBD	
Total Points from Commercial/Industrial Project:			109 pts



**ENGINEERING DEPARTMENT
CONDITIONS OF APPROVAL**

(Engineering Services Division [Land Development and Environmental], Traffic/Transportation Division, Ontario Municipal Utilities Company and Management Services Department conditions incorporated herein)

<input checked="" type="checkbox"/> DEVELOPMENT PLAN <input type="checkbox"/> OTHER	<input checked="" type="checkbox"/> PARCEL MAP <input type="checkbox"/> TRACT MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES
PROJECT FILE NO. PM-19743 RELATED FILE NO. PDEV16-008 / PMTT16-006	
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED:	

CITY PROJECT ENGINEER & PHONE NO:

Bryan Lirley, P.E. (909)395-2137 *BL*

CITY PROJECT PLANNER & PHONE NO:

Lorena Mejia (909)395-2276

DAB MEETING DATE:

August 1, 2016

PROJECT NAME / DESCRIPTION:

Tentative Parcel Map to subdivide 9.19 acres of land into four (4) parcels within the Business Park land use designation of the Grove Avenue Specific Plan,

LOCATION:

West side of Grove Avenue, just north of Locust Street

APPLICANT:

Western Realco, LLC

REVIEWED BY:

Dean Williams - 7/26/16
Dean Williams **Date**
Associate Civil Engineer

APPROVED BY:

Khoi Do - 7/26/16
Khoi Do, 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. 2010-021) AND THE PROJECT SPECIFIC CONDITIONS OF APPROVAL SPECIFIED IN HEREIN. ONLY APPLICABLE CONDITIONS OF APPROVAL ARE CHECKED. THE APPLICANT SHALL BE RESPONSIBLE FOR THE COMPLETION OF ALL APPLICABLE CONDITIONS OF APPROVAL PRIOR TO PARCEL MAP APPROVAL, ISSUANCE OF PERMITS AND/OR OCCUPANCY CLEARANCE, AS SPECIFIED IN THIS REPORT.

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

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

- 1.02 **Dedicate to the City of Ontario, the following easement(s): Easement for sidewalk purposes adjacent to drive approaches.**

- 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 easement. The 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 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) _____

- 1.08 File a Consent and Waiver to Annexation agreement, together with an annexation processing fee, to annex the subject property to a Street Lighting Maintenance Assessment District (SLMD). The agreement and fee shall be submitted a minimum of three (3) months prior to, and the annexation shall be completed, prior to final subdivision map approval or issuance of building permits, whichever occurs first. An annual special assessment shall be levied in the SLMD and will be collected along with annual property taxes. The special assessment will provide funding for costs associated with the annual operation and maintenance of the street lighting facilities and appurtenances that serve the property. Contact Management Services at (909) 395-2124 regarding this requirement.

- 1.09 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.

- 1.10 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).
- 1.11 Other conditions:
 - **Owner/Developer shall provide private easement for cross lot drainage, sewer, domestic water, fire water, fiber optic, recycled water, emergency access and reciprocal access across all parcels in favor of all parcels.**

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

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

- 2.01 Record Parcel Map No. 19743 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 Submit a soils/geology report.
- 2.08 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:

- 2.09 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 _____.
- 2.10 Dedicate to the City of Ontario the following easement(s): _____
- 2.11 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).
- 2.12 Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein. 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.
- 2.13 Other conditions: _____

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

- 2.14 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	Grove Avenue	Street 2	Street 3	Street 4
Curb and Gutter	<input type="checkbox"/> New; 24 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
	<input type="checkbox"/> Replace damaged	<input type="checkbox"/> Replace damaged	<input type="checkbox"/> Replace damaged	<input type="checkbox"/> Replace damaged
	<input type="checkbox"/> Remove and replace	<input type="checkbox"/> Remove and replace	<input type="checkbox"/> Remove and replace	<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 type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
ADA Access Ramp	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Parkway	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)	<input 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 (Upgrade) <input type="checkbox"/> Relocation	<input type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New <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	<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



(see Sec. 2.F)				
Street Light (see Sec. 2.F)	<input checked="" type="checkbox"/> New (Upgrade) <input type="checkbox"/> Relocation	<input type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New <input type="checkbox"/> Relocation	<input 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 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
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. 2.14, above: Remove existing barbed wire fence along frontage.

- 2.15 Construct a 0.15' asphalt concrete (AC) grind and overlay on the following street(s): _____
- 2.16 Reconstruct the full pavement structural section based on existing pavement condition and approved street section design. Minimum limits of reconstruction shall be along property frontage, from street centerline to curb/gutter. 'Pothole' verification of existing pavement section required prior to acceptance/approval of street improvement plan.
- 2.17 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.
- 2.18 Other conditions: _____

C. SEWER

- 2.19 **A 8 inch sewer main is available for connection by this project in Grove Avenue (Ref: Sewer plan bar code: S11392).**
- 2.20 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.21 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.



2.22 Other conditions: _____

1. Each building shall have its own monitoring manhole.

D. WATER

2.23 A 12 inch water main is available for connection by this project in Grove Avenue
 (Ref: Water plan bar code: W10502)

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

2.25 Submit documentation that shows expected peak demand water flows for modeling the impact of the subject project to the existing water system. The project site is within a deficient public water 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 impacts to the deficient public water system, including, but not limited to upgrading of the existing water main(s) and/or construction of a new main(s).

2.26 Design and construct appropriate cross-connection protection for new potable water and fire service connections. Appropriate protection shall be based upon the degree of hazard per Title 17 of the California Code of Regulations. The minimum requirement is the installation of a backflow prevention device per current City standards. All existing potable water and fire services that do not meet the current minimum level of protection shall be upgraded (retrofitted) with the appropriate backflow protection assembly per current City standards.

2.27 Request a water flow test to be conducted, to determine if a water main upgrade is necessary to achieve required fire flow for the project. The application is available on the City website (www.ci.ontario.ca.us) or Applicant can contact the City of Ontario Fire Department at (909) 395-2029 to coordinate scheduling of this test. Applicant shall design and construct a water main upgrade if the water flow test concludes that an upgrade is warranted.

2.28 Other conditions: _____

1. Upgrade and paint existing fire hydrants to check valve type per current city standards.

E. RECYCLED WATER

2.29 A _____ inch recycled water main is available for connection by this project in _____.
 (Ref: Recycled Water plan bar code: _____)

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

2.31 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. Applicant shall be responsible for construction of a connection to the recycled water main for approved uses, when the main becomes available. The cost for connection to the main shall be borne solely by Applicant.

2.32 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.



2.33 Other conditions: _____

1. This development shall be "recycled water ready" and comply with City Ordinance 2689 and make use of recycled water for all approved uses, including but not limited to landscaping irrigation (e.g. Installation of purple piping).

F. TRAFFIC / TRANSPORTATION

2.34 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

2.35 Other conditions: _____

1. Driveways shall be designed and constructed to accommodate truck (WB-50) ingress and egress to the satisfaction of the City Engineer; and in accordance with Standard Drawing No. 1204.
2. South Grove Avenue shall be signed "No Parking Anytime", along the project frontage.
3. The Applicant/Developer shall be responsible to replace the existing street light fixtures with the current City approved LED equivalent fixtures along the project frontage. In addition, Applicant/Developer shall relocate existing street lights which conflict with proposed driveways, in accordance with City Standard Drawing No 5104. Please refer to the Traffic and Transportation Design Guidelines Section 1.4 Street Light Plans.
4. All landscaping, monument signs, and other obstructions shall conform to the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.

G. DRAINAGE / HYDROLOGY

2.36 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.

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

2.38 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.

2.39 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.

2.40 Pay Storm Drain Development Impact Fee, approximately \$205,500, Fee shall be paid to the Building Department. Final fee shall be determined based on the approved site plan.



2.41 Other conditions: _____

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

2.42 401 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.

2.43 **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>.**

2.44 Other conditions: _____
1. **The neighboring parcel to the south contains a City easement for a future City water well. It's generally located at the NWC of the property; adjacent to this project's SWC.**
A. **Any stormwater infiltration devices shall be located at least 100-ft away from the property line. [already shown on conceptual utility plan]**
B. **Any storm drain shall be located at least 50-ft away from the property line.**

J. SPECIAL DISTRICTS

2.45 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.

2.46 File a Consent and Waiver to Annexation agreement, together with an annexation processing fee, to annex the subject property to a Street Lighting Maintenance Assessment District (SLMD). The agreement and fee shall be submitted three (3) months prior to, and the annexation shall be completed prior to, final subdivision map approval or issuance of building permits, whichever occurs first. An annual special assessment shall be levied in the SLMD and will be collected along with annual property taxes. The special assessment will provide funding for costs associated with the annual operation and maintenance of the street lighting facilities and appurtenances that serve the property. Contact the Management Services Department at (909) 395-2124, regarding this requirement.

2.47 Other conditions: _____



K. FIBER OPTIC

- 2.48 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 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 project frontage of Grove Avenue and within the primary east/west drive entrance, see Fiber Optic Exhibit herein.
- 2.49 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

- 2.50 Distance between bottom of roof and top of wall of the 2-bin trash enclosure shall be 2-ft, not 4-ft. Please also reference the City's Solid Waste Manual location at:
<http://www.ontarioca.gov/municipal-utilities-company/solid-waste>

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 Confirm payment of all Development Impact Fees (DIF) to the Building Department.
- 3.04 Submit electronic copies of all approved studies/reports (i.e. hydrology, traffic, WQMP, etc.).
- 3.05 Submit electronic copies on .pdf format of all approved/accepted improvement plans.



EXHIBIT 'A'

ENGINEERING DEPARTMENT First Plan Check Submittal Checklist

Project Number: PDEV 16-008 , and/or Parcel Map No. 19743

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 Traffic Signal improvement plan and One (1) copy of Traffic Signal Specifications with modified Special Provisions. Specifications available at [http:// www.ci.ca.us/index.aspx?page=278](http://www.ci.ca.us/index.aspx?page=278).
15. **Two (2) copies of Water Quality Management Plan (WQMP)**
16. **One (1) copy of Hydrology/Drainage study**
17. **One (1) copy of Soils/Geology report**
18. **Payment for Parcel Map processing fee**
19. **Three (3) copies of Parcel Map**
20. **One (1) copy of approved Tentative Parcel Map**
21. **One (1) copy of Preliminary Title Report (current within 30 days)**
22. One (1) copy of Traverse Closure Calculations

Project File No. PM-19743
Project Engineer: Bryan Lirley, P.E.
Date: 07/26/2016



- 23. **One (1) set of supporting documents and maps (legible copies): referenced improvement plans (full size), referenced record parcel maps (full size, 18"x26"), Assessor's Parcel map (full size, 11"x17"), recorded documents such as deeds, lot line adjustments, easements, etc.**
- 24. Two (2) copies of Engineering Report and an electronic file (PDF format on a compact disc) for recycled water use
- 25. Other: _____

Pdev16-008/ PMTT16-006 - v.1
Grove Ave
Engineer: Bryan Lirley

Please refer to the Fiber Optic Master for additional detail and information.

All conduit shall begin and terminate in a hand hole

Commercial properties shall terminate conduit in a 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". OntarioNet conduit shall terminate directly below the space reserved for OntarioNet

Multifamily dwellings are considered commercial property.

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 right-of-way at the extreme edge of a property.

Install Ontario Fiber Optic Hand Holes. 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' Min. Clearance From Existing /Proposed Utilities.

Construct 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. Install located/tracer wires min. 10AWG within conduit bank and fiber warning tape 12-inch above the uppermost duct.

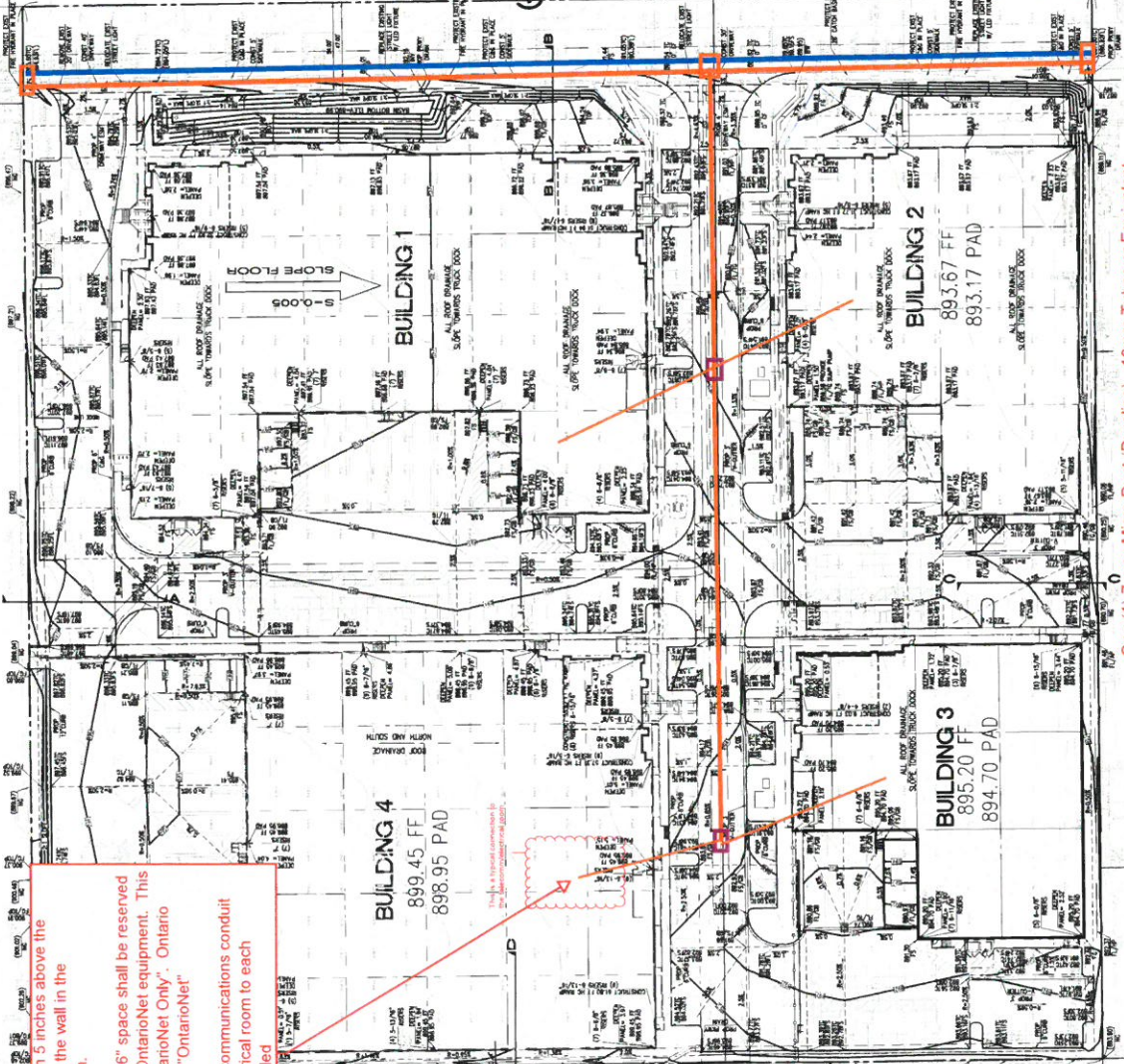
Construct and install Fiber Optic Conduit at a Minimum Depth of 36". Trenching Shall be Per City Standard for Commercial Buildings. (1) 2" HDPE SDR-11 (Smoothwall) roll pipe (Orange) duct. Install located/tracer wires min. 10AWG within conduit bank and fiber warning tape 12-inch above the uppermost duct.

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 1/4 inch galvanized wire between the hand holes and the gravel its placed on.

All unused conduits/ducts/microducts shall be protected with with ducts plugs that provide a positive seal. Ducts that are occupied shall be protected with industry accepted duct seal compound.

Conduit bank requires (1) 10AWG high strength (min. break load 600#) copper-clad steel w/ 30mil HDPE orange insulation for locate/tracer wire.

Comments / Reviewed By The Fiber Team (David Simpson) 7-18-16



1. Terminate no less than 5 inches above the finished floor adjacent to the wall in the telecom/electrical room.
2. 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"
3. 1.5 inch joint use telecommunications conduit from the telecom/electrical room to each apartment shall be installed

- 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) 17x30x24 Composite Polymer Concrete Hand Hole (HH2)
- One (1) 36x60x36 Composite Polymer Concrete Hand Hole (HH4)

CONCEPTUAL GRADING PLAN
 WESTERN REALCO
 GROVE AVENUE

Revised By: [Signature]
 Date: 7-18-16

Designed By: [Signature]
 Checked By: [Signature]
 Drawn By: [Signature]
 Scale: 1" = 3'

THORNS ENGINEERING, INC.
 1610 WESTERN BLVD., SUITE 100
 WEST VALLEY CITY, UT 84113
 TEL: 801-972-7000
 FAX: 801-972-7001

WESTERN REALCO
 100 WESTERN BLVD., SUITE 100
 WEST VALLEY CITY, UT 84113
 TEL: 801-972-7000
 FAX: 801-972-7001

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV16-008 & PMTT16-006

Address: 1554 S. Grove Avenue

APN: 1050-161-03

Existing Land Use: Vacant

Proposed Land Use: Subdivide into 4 parcels and construct 4 industrial buildings totaling 189,404 SF

Site Acreage: 9.17 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: Luis Batres

Date: 4/7/16

CD No.: 2016-015

PALU No.: n/a

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

Safety	Noise Impact	Airspace Protection	Overflight Notification
<input type="radio"/> Zone 1	<input type="radio"/> 75+ dB CNEL	<input type="radio"/> High Terrain Zone	<input checked="" 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="radio"/> 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 checked="" type="checkbox"/> Airspace Avigation Easement Area	
<input type="radio"/> Zone 4		Allowable Height: <u>190 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: _____

CITY OF ONTARIO

MEMORANDUM

TO: PLANNING DEPARTMENT, Lorena Mejia
FROM: BUILDING DEPARTMENT, Kevin Shear
DATE: June 2, 2016
SUBJECT: PDEV16-008

-
- 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:lm



CITY OF ONTARIO

MEMORANDUM

TO: Lorena Mejia, Associate Planner
Planning Department

FROM: Adam A. Panos, Fire Protection Analyst
Fire Department

DATE: April 15, 2016

SUBJECT: PDEV16-008 / A Development Plan to construct 4 industrial buildings totaling 189,404 square feet on approximately 9.2 acres of land, generally located on the west side Grove Avenue, at the westerly terminus of Locust Street, within the Business Park land use district of the Grove Avenue Specific Plan (APN: 1050-161-03).

-
- The plan **does** adequately address Fire Department requirements at this time.
- No comments.
 - Standard Conditions of Approval apply, as stated below.
- The plan **does NOT** adequately address Fire Department requirements.
- The comments contained in the attached report must be met prior to scheduling for Development Advisory Board.

SITE AND BUILDING FEATURES:

- A. 2013 CBC Type of Construction: Type IIIB Concrete tilt-up
- B. Type of Roof Materials: Wood, non-rated
- C. Ground Floor Area(s):
 - Building 1 – 61,130 sq. ft.
 - Building 2 – 35,904 sq. ft.
 - Building 3 – 29,030 sq. ft.
 - Building 4 – 63,340 sq. ft.
- D. Number of Stories: 1 story
- E. Total Square Footage: 189,404 sq. ft.

F. 2013 CBC Occupancy Classification(s): B, F-1, S-1

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.ci.ontario.ca.us, 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 (20) 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.

3.0 WATER SUPPLY

- 3.1 The required fire flow per Fire Department standards, based on the 2013 California Fire Code, Appendix B, is 2500 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 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

- 4.1 On-site private fire hydrants are required per Standard #D-005, and identified in accordance with Standard #D-002. Installation and locations(s) are subject to the approval of the Fire Department. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.
- 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 13. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- 4.4 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.
- 4.5 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.
- 4.6 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.

- 4.7 A fixed fire extinguishing system is required for the protection of hood, duct, plenum and cooking surfaces. This system must comply with National Fire Protection Association (NFPA) Standards 17A and 96. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- 4.8 Hose valves with two and one half inch (2 ½”) connections will be required on the roof, in locations acceptable to the Fire Department. These hose valves shall be take their water supply from the automatic fire sprinkler systems, and shall be included in the design submitted for these systems. Identification shall be provided for all hose valves per Standard #D-004.
- 4.9 Due to inaccessible rail spur areas, two and one half inch 2-1/2” fire hose connections shall be provided in these areas. These hose valves shall be take their water supply from the automatic fire sprinkler systems, and shall be included in the design submitted for these systems. Identification shall be provided for all hose valves per Standard #D-004.

5.0 BUILDING CONSTRUCTION FEATURES

- 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
- 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Address numbers shall contrast with their background. See Section 9-1.3280 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 9-1.3280 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.
- 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.
- 5.8 The building shall be provided with a Public Safety 800 MHZ radio amplification system per the Ontario Municipal Code Section 4-11.09 (n) and the CFC. The design and installation shall be approved by the Fire Department.

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 OTHER PROJECT SPECIFIC CONDITIONS

- 7.1 NONE

<END.>



CITY OF ONTARIO

MEMORANDUM

TO: LORENA MEJIA, PLANNING DEPARTMENT

FROM: DOUGLAS SOREL, POLICE DEPARTMENT

DATE: MARCH 28, 2016

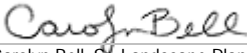
SUBJECT: PDEV16-008 – A DEVELOPMENT PLAN FOR FOUR INDUSTRIAL BUILDINGS GENERALLY AT GROVE AVE AND LOCUST ST.

The “Standard Conditions of Approval” contained in Resolution No. 2010-021 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 and other areas used by the public shall be provided and shall operate on photosensor. Photometrics shall be provided and include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting fixtures.
- Rooftop addresses shall be installed on the building as stated in the Standard Conditions.
- The Applicant shall comply with construction site security requirements as stated in the Standard Conditions.
- Bicycle racks shall be relocated closer to the main entry to each building to enhance natural surveillance.

The Applicant is invited to call Douglas Sorel at (909) 395-2873 regarding any questions or concerns.

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

CONDITIONS OF APPROVAL	
Sign Off	
 Carolyn Bell, Sr. Landscape Planner	6/13/16 Date

Reviewer's Name: Carolyn Bell, Sr. Landscape Planner	Phone: (909) 395-2237
--	---------------------------------

D.A.B. File No.: PDEV16-008	Case Planner: Lorena Mejia
--------------------------------	-------------------------------

Project Name and Location: Western Realco – Grove Avenue Rev 2 1509 S. Grove Ave.

Applicant/Representative: Bastien and Associates, Inc. – Andy Wiyanto 15661 Red Hill Ave., Suite 150 Tustin, CA 92780
--

<input checked="" type="checkbox"/>	A Preliminary Landscape Plan (dated 5/27/16) 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 (5/13/16) has not been approved. Corrections noted below are required prior to Preliminary Landscape Plan approval.

CORRECTIONS REQUIRED

1. On civil plans, note for compaction to be no greater than 85% at landscape areas. Note all finished grades at 1 ½" below finished surfaces. Change slopes to be maximum 3:1. Not completed.
2. Remove v gutter where trees are required along west PL planter. Consider a veg swale with a perforated pipe in engineered soil below or other option. Not completed.
3. Show all utilities on Landscape plan. Domestic and irrigation water meters and backflows and landscape screening.
4. Coordinate landscape plan with civil plan; no infiltration basin on site, Remove hydroseed.
5. Transformers shall be screened with 5' of landscape on sides and back and 18" ground cover in front.
6. Move sewer lines away from required tree locations; northeast corner of Building 3 and southeast corner of building 4.
7. Building 1, move water meter to the north so that the backflow does not conflict with walkway. Building 2, move water to the south, to keep backflow away from walkway and entry areas.
8. Buildings 1, 2 and 4; Move 3" water line away from planter area.
9. Change the Caesalpinia in the office area to a plant that fits under windows, such as Muhlenbergia or Dietes max 4' high.
10. Take vine off moving gate and from trash enclosures, use tall shrub such as Nandina instead.
11. Change short lived plants: Trichostema to a durable, such as Dietes spp. or Muhlenbergia.



PLANNING COMMISSION STAFF REPORT

August 23, 2016

SUBJECT: An Amendment to The Exchange Specific Plan (File No. PSPA16-002) to establish the Industrial Park (IP) land use development standards, regulations and design guidelines for 10.59 acres of land, located on the north side of Ontario Mills Parkway, east of the I-15 Freeway, within the Industrial Park land use district of The Exchange Specific Plan. (Related File Nos. PMTT16-012 and PDEV16-016) (APNs: 0238-012-19); **submitted by Orbis Real Estate Partners. City Council Action is required.**

PROPERTY OWNER: Frome Developments Omega, LLC

RECOMMENDED ACTION: That the Planning Commission recommend that the City Council adopt a Mitigated Negative Declaration and approve File No. PSPA16-002, pursuant to the facts and reasons contained in the staff report and attached resolution(s), and subject to the conditions of approval contained in the attached departmental reports.

PROJECT SETTING: The project site is comprised of 10.59 acres of land located north of Ontario Mills Parkway and east of the I-15 Freeway within Industrial Park (IP) land use designation of The Exchange Specific Plan, and is depicted in **Figure 1: Project Location**, to the left. The project site is currently vacant and gently slopes from north to south. The property to the north of the project site is developed with commercial uses and is located within the Freeway Commercial land use designation of The Exchange Specific Plan. The properties to the east and south are utilized for utility purposes (SCE Easement and Flood Control) and are within the Open Space-Recreation (OS-R) zoning district. The I-15 Freeway is located to the west of the project site.



Figure 1: Project Location

Case Planner:	Henry K. Noh	Hearing Body	Date	Decision	Action
Planning Director Approval:		DAB	8/15/16	Approve	Recommend
Submittal Date:	April 18, 2016	PC	8/23/16		Recommend
Hearing Deadline:	N/A	CC			Final

PROJECT ANALYSIS:

Background — The Exchange Specific Plan was originally adopted in 2003 and established the standards, regulations and design guidelines for the development of the site. The original Exchange Specific Plan features two land use designations of Freeway Commercial (FC) and Industrial Park (IP), but only includes development standards, regulations and design guidelines for the Freeway Commercial portion. As there was no industrial development proposed at the time, the Industrial Park portion of the Specific Plan was deferred to a later date. Orbis Real Estate Partners (the “Applicant”) is requesting approval of a Specific Plan Amendment (File No. PSPA16-002) to amend The Exchange Specific Plan and establish the Industrial Park (IP) land use development standards, regulations and design guidelines. The objective of the Specific Plan is to provide:

- A balance of employment, shopping and service opportunities, reducing the need for long commutes;
- A mixture of retail, service and industrial opportunities for Center users;
- An integrated circulation network encouraging pedestrian walkways and bicycle routes; and
- A comprehensive urban design treatment, integrating the Center into an urban form, which is both visually pleasing as well as functional.

The existing land use concept of The Exchange Specific Plan is as follows:

- Freeway Commercial – The Freeway Commercial uses include lower intensity commercial and retail uses placed in a park-like setting with a strong freeway signage and architectural program. Freeway Commercial uses, totaling approximately 12 acres, are located at the northerly portion of the center, south of Fourth Street, to maximize aesthetics, employment and transportation benefits.
- Industrial Park – Industrial Park uses include “clean” light manufacturing, research and development, warehousing and distribution, and multi-tenant industrial uses. Industrial Park uses, totaling approximately 11.5 acres, are located within the southern portion of the center, north of Ontario Mills Parkway.

Specific Plan Amendment — The Exchange Specific Plan Amendment proposes various clean-up items and establishes Section 5: Industrial Park (IP) Planning Area. All changes and additions to the Specific Plan (exhibits, tables, development standards and design guidelines) are contained within the revised Specific Plan document accompanying this report (**Attachment A, *The Exchange Specific Plan***). All deletions to the Specific Plan

are outlined in red with a strikethrough and all additions have been highlighted in red. The proposed Section 5: Industrial Park (IP) Planning Area includes:

- General Development Standards;
- Permitted Uses;
- Building and Parking Setbacks;
- Loading and Storage Areas;
- Refuse Collection Areas;
- Architectural Design Guidelines; and
- Landscape Design.

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

[1] City Council Priorities

Primary Goal: Regain Local Control of the Ontario International Airport

Supporting Goals:

- Invest in the Growth and Evolution of the City's Economy
- Operate in a Businesslike Manner
- Focus Resources in Ontario's Commercial and Residential Neighborhoods

[2] Vision.

Distinctive Development:

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

[3] Governance.

Decision Making:

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

➤ G1-2 Long-term Benefit. We require decisions to demonstrate and document how they add value to the community and support the Ontario Vision

[4] Policy Plan (General Plan)

Community Economics Element:

▪ Goal CE2: A City of distinctive neighborhoods, districts, and corridors, where people choose to be.

➤ CE2-1 Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community.

➤ CE2-2 Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional and sustainable places that will compete well with their competition within the region.

➤ CE2-4 Protection of Investment. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.

➤ CE2-5 Private Maintenance. We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.

Safety Element:

▪ Goal S1: Minimized risk of injury, loss of life, property damage and economic and social disruption caused by earthquake-induced and other geologic hazards.

➤ S1-1 Implementation of Regulations and Standards. We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.

Community Design Element:

▪ Goal CD2: A high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct.

➤ CD2-1 Quality Architecture. We encourage all development projects to convey visual interest and character through:

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

➤ CD2-7 Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials and construction techniques.

➤ CD2-8 Safe Design. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintenance of visibility and accessibility, and use of lighting.

➤ CD2-9 Landscape Design. We encourage durable landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.

➤ CD2-10 Surface Parking Areas. We require parking areas visible to or used by the public to be landscaped in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field.

➤ CD2-11 Entry Statements. We encourage the inclusion of amenities, signage and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.

➤ CD2-12 Site and Building Signage. We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.

➤ CD2-13 Entitlement Process. We work collaboratively with all stakeholders to ensure a high degree of certainty in the efficient review and timely processing of all development plans and permits.

➤ CD3-2 Connectivity Between Streets, Sidewalks, Walkways and Plazas. We require landscaping and paving be used to optimize visual connectivity between streets, sidewalks, walkways and plazas for pedestrians.

➤ CD3-3 Building Entrances. We require all building entrances to be accessible and visible from adjacent streets, sidewalks or public open spaces.

➤ CD3-5 Paving. We require sidewalks and road surfaces to be of a type and quality that contributes to the appearance and utility of streets and public spaces.

➤ CD3-6 Landscaping. We utilize landscaping to enhance the aesthetics, functionality and sustainability of streetscapes, outdoor spaces and buildings.

▪ Goal CD5: A sustained level of maintenance and improvement of properties, buildings and infrastructure that protects the property values and encourages additional public and private investments.

➤ CD5-1 Maintenance of Buildings and Property. We require all public and privately owned buildings and property (including trails and easements) to be properly and consistently maintained.

➤ CD5-2 Maintenance of Infrastructure. We require the continual maintenance of infrastructure.

HOUSING ELEMENT COMPLIANCE: The project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan, as the project site is not one of the properties in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix.

AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) COMPLIANCE: The project site is located within the Airport Influence Area of Ontario International Airport (ONT), and has been found to be consistent with the policies and criteria set forth within the ALUCP for ONT.

ENVIRONMENTAL REVIEW: 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. On the basis of the initial study, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of insignificance, a Mitigated Negative Declaration was prepared pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines. Furthermore, to ensure that the mitigation measures are implemented, a Mitigation Monitoring and Reporting Program has been prepared for the Project pursuant to CEQA Guidelines Section 15097, which specifies responsible agencies/departments, monitoring frequency, timing and method of

verification and possible sanctions for non-compliance with mitigation measures. The environmental documentation for this project is available for review at the Planning Department public counter.

CONDITIONS OF APPROVAL: See attached department reports.

TECHNICAL APPENDIX:

Surrounding Zoning and Land Use:

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
<i>Site</i>	Vacant	Industrial	The Exchange Specific Plan	Industrial Park
<i>North</i>	Commercial	General Commercial	The Exchange Specific Plan	Freeway Commercial
<i>South</i>	Flood Control	Open Space – Non-Recreation	OS-R: Open Space-Recreation	N/A
<i>East</i>	SCE Easement	Open Space – Non-Recreation	OS-R: Open Space-Recreation	N/A
<i>West</i>	I-15 Freeway	N/A	N/A	N/A

Attachment "A"

FILE NO. PSPA16-002 The Exchange Specific Plan Amendment

(The Exchange Specific Plan Amendment to follow this page)

***THE EXCHANGE
IN ONTARIO
SPECIFIC PLAN***

**File No. PSPA16-001
2nd Draft Submittal
07-05-2016**

The Exchange in Ontario, California

Specific Plan

Prepared For (2003): **J&R Oil Company, Inc.**
204 South Joy Street
Corona, CA 92879
Hagop Kofdarali, President

Prepared By (2003): **Pierce/ Cooley Architects, Inc.**
Architecture & Planning
17280 Red Hill Avenue
Irvine, CA 92614

**In Association with:
(2003)** **CDPC**
Landscape Architect

Canty Engineering Group, Inc.
Consulting Civil Engineers

Submitted to: **The Planning Department**
City of Ontario
Jerry L. BlumScott Murphy, Planning Director

Submitted May 5, 2003
J&R Oil Company, Inc., Applicant

Amendment 1- PSPA07-001 Submitted May 10, 2007
Mammoth Development, Applicant

Amendment 2 – (Case No. TBD) Submitted January 8, 2016
Orbis Real Estate Partners (revised 1/15/2016)

The Exchange in Ontario, California

Table of Contents

1.0 Introduction

- 1.1 Purpose of Specific Plan
- 1.2 Content of the Specific Plan
- 1.3 Project Description
- 1.4 Location

2.0 General Notes

- 2.1 Authority for Specific Plan
- 2.2 Relationship to the Ontario General Plan
- 2.3 Relationship to Ontario Municipal Code, Standards, Policies and Other Requirements
- 2.4 Nuisance Factors
- 2.5 Definitions
- 2.6 Severability

3.0 The Exchange (Overall Plan)

- 3.1 Features of the Plan
- 3.2 Design Concept
- 3.3 Design Program
- 3.4 General Sign Guidelines and Regulations
- 3.5 Parking
- 3.6 Circulation
- 3.7 Energy Design Guidelines
- 3.8 Water Management Program
- 3.9 Utilities
- 3.10 Grading
- 3.11 Maintenance

4.0 Freeway Commercial (FC) Planning Area

- 4.1 General
- 4.2 Permitted uses
- 4.3 Setbacks and Distances Between Buildings
- 4.4 Loading and Storage
- 4.5 Refuse Collection Areas
- 4.6 Architectural Design Guidelines
- 4.7 Landscaping and Streetscape
- 4.8 Landscape Design Guidelines

5.0 Industrial Park (IP) Planning Area

~~This Space reserved~~

5.1 [General Development Standards](#)

5.2 [Permitted Uses](#)

5.3 [Setbacks and Separations](#)

5.4 [Loading and Storage Areas](#)

5.5 [Refuse Collection Areas](#)

5.6 [Architectural Design Guidelines](#)

5.7 [Landscape Design](#)

The Exchange in Ontario, California

1.0 INTRODUCTION

1.1 Purpose of the Specific Plan

This Specific Plan document and the associated “SP” – Specific Plan Zoning District is intended to assure the systematic implementation of the City of Ontario General Plan in a logical, comprehensive manner to the specific plan area. The plan fulfills provisions of the Ontario Municipal Code and state law relating to the adoption and administration of Specific Plans. Land use standards, regulations and criteria contained within this document, Planning Area Plans and site plans to follow shall govern all territory known as **The Exchange** and other properties, described in the attached Appendix.

1.2 Content of the Specific Plan

This document provides a framework for development within **The Exchange**. Development standards for each classification of land use within the plan are presented in both written and graphic form. Major components of the development plan, including transportation, streetscapes, sewer and water systems, drainage, energy conservation, and air quality are documented herein. Administrative and procedural requirements are also addressed.

1.3. Project Description

The Exchange is an approximately 23.60 acre commercial and industrial development area which is designed as a destination location for customers and visitors transversing through the City traveling north and south on Interstate 15 or traveling across town on 4th Street and Inland Empire Boulevard Ontario Mills Parkway. The project offers several integrated commercial and retail services, specialty shops and light industrial uses. **The Exchange** has a stimulating architectural concept designed to attract local and regional trade including resident and traveling shoppers, employees and visitors.

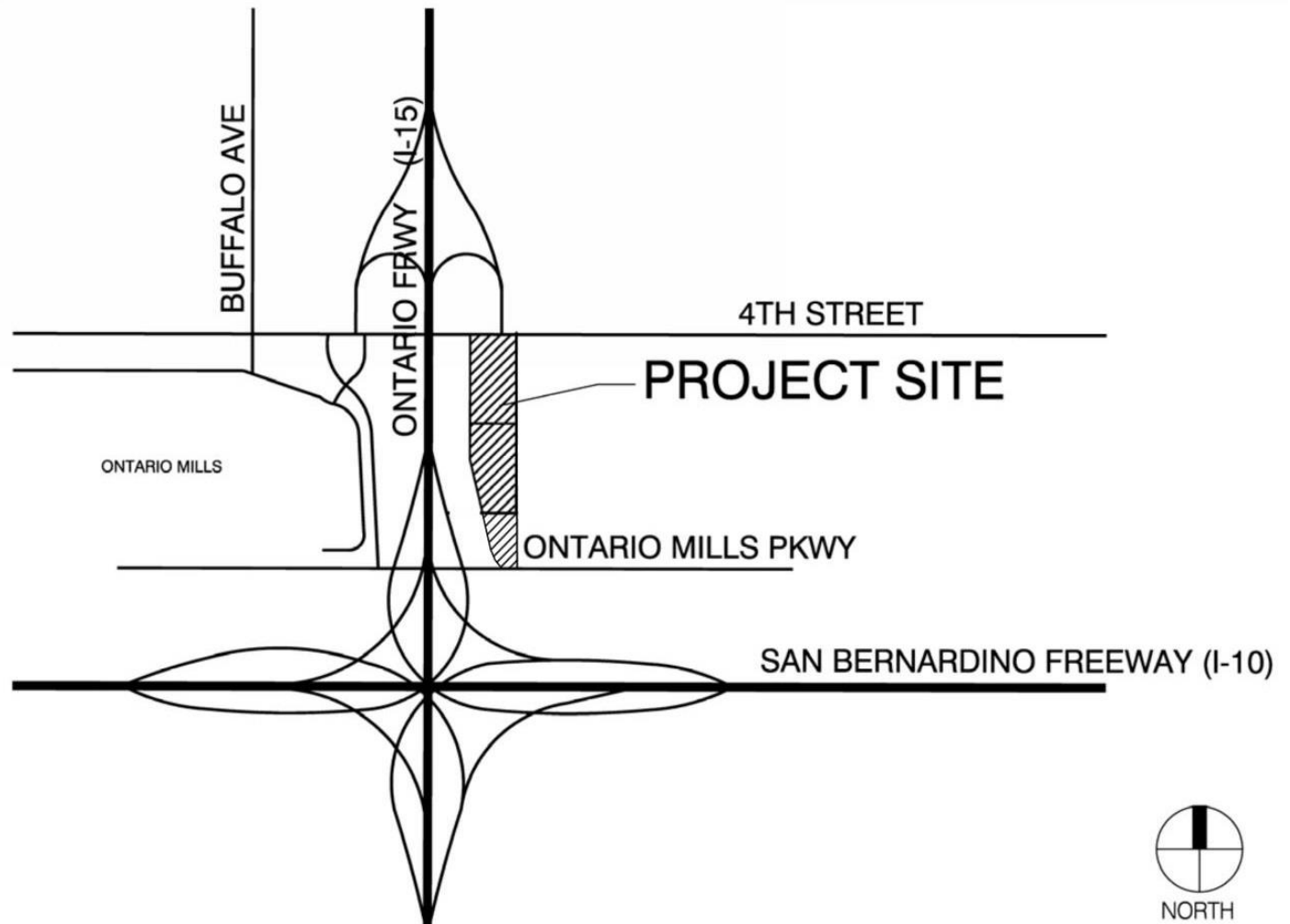
1.4 Location

Comprising approximately 23.60 acres and bounded by Interstate 15 to the west, Fourth Street to the north, The Southern California Edison Right of Way to the east and Ontario Mills Parkway (formerly Inland Empire Boulevard) to the south.

Refer to Exhibit 1.4-A

The Exchange in Ontario, California

EXHIBIT 1.4-A
VICINITY MAP



The Exchange in Ontario, California

1.5 Legal Description

Lots 73 to 80, inclusive, Map of Rochester in the City of Ontario, County of San Bernardino, State of California, as per Plat recorded in Book 9 of Maps, Page 20, records of said County.

~~Excepting there from the Southerly 39.816 acres. Also excepting there from the Easterly 120 feet.~~

Also excepting there from that portion conveyed to the county of Sand Bernardino by Deed Recorded February 6, 1970 in Book 7385, Page 259, Official Records.

Also excepting there from that portion conveyed to the State of California by Deed Recorded September 17, 1971 in Book 7754, Page 912, and Official Records.

Also excepting there from that portion conveyed to Southern California Edison Company by Deed Recorded June 14, 1974 in Book 8452, Page 33, Official Records.

Also excepting therefrom that portion conveyed to the Ontario Development, L.L.C., by Grant Deeds recorded April 8, 1996, Instrument No. 96-120640 and 96-120641, Official Records.

Also excepting therefrom that portion conveyed by Grant Deed Recorded October 29, 1993, Instrument No. 93-468427, Official Records, being described therein as follows:

Lots 78, 79, and 80, Map of Rochester, in the City of Ontario, County of San Bernardino, State of California, as per Plat Recorded in Book 9 of Maps, Page 20, Records of said County, and the East 60 Feet of Orange Avenue adjoining on the west which was closed, vacated and abandoned by Ordinance of Board of Supervisors on December 18, 1936, Recorded December 18, 1936, in book 1177, Page 320, Official Records.

Excepting therefrom that portion conveyed to the County of San Bernardino by Deed Recorded February 6, 1971 in Book 7385, Page 259, Official Records.

Also excepting therefrom that portion lying Easterly of the Westerly Line of the Portion conveyed to the State of California for Highway purposed by Deed Recorded September 17, 1971 in Book 7754. Page 912, Official Records.

Together with the East 60 feet of Orange Avenue, adjoining said property on the West, as such Strip was closed, Vacated and Abandoned by Ordinance of Board of Supervisors on December 18, 1936, Recorded December 18, 1936, in Book 1177, Page 320, Official Records.

The Exchange in Ontario, California

2.0 GENERAL NOTES

2.1 Authority for Specific Plan

The California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457) authorizes cities and counties to adopt Specific Plans either by resolution as policy or by ordinance as regulation. When adopted by resolution, the Specific plan expands upon the broad policy direction of the general plan by further defining goals and objectives for a precise area with the intention of implementing that policy. Adoption by resolution is common when no existing zoning ordinance or other code is amended. When adopted by ordinance, the customized development regulations and guidelines of the Specific Plan supplement the municipal code and in effect become the zoning for the area.

Ordinance No. 2124, adopted by the Ontario City Council on March 16, 1981, allows for the creation, adoption and implementation of Specific Plans within the City. [Section 4.01.035 of the Ontario Development Code \(effective 1/1/2016\) establishes procedures for Specific Plans.](#)

2.2 Relationship to the Ontario General Plan

This is a regulatory Specific Plan. It serves as zoning for the property involved. Development plans, site plans and tentative parcel maps or tract maps in this area must be consistent with this Specific Plan. If a development agreement is sought, it must also be found to be consistent with the General Plan and this Specific Plan. Implementation of **The Exchange** carries out each of the commercial and industrial goals, principles and standards contained in the General Plan in an orderly and attractive fashion.

2.3 Relationship to Ontario Development Code, Standards, Policies and Other Requirements

Any standards or land use proposals not specifically covered by this plan are subject to the regulations of the ~~City of~~ Ontario [Zoning Ordinance](#) [Development Code](#) and Standard Specifications and Drawings of the City of Ontario. Unless otherwise specifically approved in this Specific Plan, all off-site improvements are subject to the City of Ontario policies and standards in effect at the time of submittal of improvement plans. Whenever there is a conflict between this Specific Plan and the [Ontario](#) Development Code requirements, the more stringent standard shall apply.

All construction within **The Exchange** shall be in compliance with the Uniform Building Code, Uniform Fire code and all other ordinances adopted by the City pertaining to construction and safety features. All other City standards and policies shall apply at the time of submittal.

2.4 Nuisance Factors

All nuisance factors associated with the implementation of the Specific Plan during construction and operation phases of the project, including the emission of light, glare, noise, dust and smoke, shall be governed in accordance with the mitigation measures from the Ontario Municipal Code and all other applicable codes and laws.

2.5 Definitions

For the purpose of carrying out the intent of this Specific Plan, words, phrases and terms shall be deemed to have the meaning ascribed to them in the following section. In construing the provisions of this text, specific provisions shall supersede general provisions relating to the

The Exchange in Ontario, California

same subject. All other definitions shall be as per the Ontario ~~Zoning Ordinance~~Development Code. Terms not defined in the Ontario ~~Zoning Ordinance~~Development Code shall have the meaning ascribed in Webster's Collegiate Dictionary.

The word “**City**” shall refer to the City of Ontario.

The words “**City Council**” shall mean the City Council of the City of Ontario.

The words “**Planning Commission**” shall mean the Planning Commission of the City of Ontario.

The words “**Development Advisory Board**” or “**DAB**” shall mean the Development Advisory Board of the City of Ontario.

The words “**Specific Plan**” shall refer to this Specific Plan for **The Exchange** prepared pursuant to Section 65450 et seq. of the California Government Code and duly adopted by the Ontario City Council.

The words “**The Center**”, “**The Development**” or “**The Exchange**” shall refer to those properties described in the attached Appendix.

The word “**shall**” is mandatory; “**should**” is encouraged, but not mandatory.

The word “**permitted**” means permitted without the requirement for further discretionary permits, but subject to all other applicable regulations.

The words “**acres**” or “**acreage**” shall mean approximate acres.

Administrative and Professional Office: A place of business for the rendering of service or general administration, but excluding retail sales.

Alteration: Any change of copy, color, size, shape, illumination, position, location, construction, or supporting structure of a sign.

Applicant: A person or entity making application for a Site Plan, subdivision map or other land use approval pursuant to the Specific Plan.

Sign Area: The entire face of a sign, including the advertising surface and framing, trim, or molding but not including the supporting structure.

Background Area of Sign: The entire area of a sign within which copy could be placed.

Banner, Flag, Pennant or Balloon: Any cloth, bunting, plastic, paper or similar material used for advertising purposes and attached to, or appended on or from any structure, staff, line, framing, or vehicle. Flags of a nation or of the State of California, when displayed in the appropriate manner, are exempt from these regulations.

Building Elevation: The total area of the building's elevation, excluding the area of the roof.

The Exchange in Ontario, California

Building Height: The vertical distance measured from the finished hard surface or ground surface at the base of and directly adjacent to, a building to the top of the building's parapet or, in the case of a sloped roof, the highest point of its roof. On flat roofed structures, the building height does not include the height of mechanical penthouses or screens.

Building Site: A legally created parcel, which is to be improved in conjunction with a detailed site plan.

Business Park: An area used for industrial, support services and offices which is planned and maintained as a unit, wherein the development of any property and the conducting of any permitted use is subject to site development standards which include setback regulations and the installation and maintenance of common areas, parking, lighting, landscaping and screening.

Collector Street: Those minor roadways constructed as a part of **The Exchange** which have the minimum design characteristics shown on the adopted City of Ontario Master Plan of Streets and Highways.

Community Facility: A noncommercial use established primarily for the benefit and enjoyment of the population of the community in which it is located.

Comprehensive Sign Program: A voluntary alternative to the standards set forth in this manual for the application and review of large-scale sign programs. It is intended to provide additional standards relative to color materials, location and design.

Construction Sign: A temporary sign stating the name of the future site occupancy and may include the name, address and telephone number and businesses directly related to the construction project.

Development: Hospitality, commercial, industrial, retail or other construction, together with the land upon which the buildings or structures are constructed.

Development Intensity: The gross square footage of commercial or industrial buildings permitted on a given Planning Area.

Development Standards Committee (DSC): A Property Owners Association special committee responsible for reviewing and approving development plans as well as interpreting, reviewing and approving all proposed signage within **The Exchange** as documented in the Planned Sign Program. Final approval and permitting is under jurisdiction of the City of Ontario.

Directional Sign: A directional sign located within a complex boundary designed to direct vehicular traffic to a particular business or function.

Ground Sign: A sign supported by one or more uprights, poles, posts or braces placed on or upon the ground, which are not a part of, or attached to a building. This definition includes the terms: monument signs," "pylon signs," "free-standing signs," and "pole signs."

Height of Sign: The greatest vertical distance measured from the natural ground level directly beneath the sign or the grade to the top of the sign.

Identification Sign: A sign which serves to identify only the name, address, and lawful use of the activity to which it relates and which sets forth no other advertisement.

The Exchange in Ontario, California

Illegal Sign: any sign placed without proper approval as required by **The Exchange** Specific Plan or permits required by the City of Ontario at the time said sign was placed.

Illuminated Sign: A sign, which has an artificial source of light. This definition shall include any sign containing electric wiring or any sign with an indirect light source.

Industrial Park: An area utilized for industrial manufacturing and support services, planned as a unit, pursuant to the standards contained in this Specific Plan.

Joint Use (of parking): The shared use of off-street parking facilities by more than one type of land use. The same parking spaces are counted to satisfy the off-street parking requirements of more than one land use when it can be demonstrated that the peak parking demands for each use vary and the total number of parking spaces will meet the total parking demand at all times.

Local Street: Those minor roadways constructed as a part of **The Exchange** which have the minimum design characteristics shown on the adopted City of Ontario Master Plan of Streets and Highways.

Master Plan: A master conceptual site plan indicating the intended uses for the Center.

Planning Area: A combination of multiple building sites demarcated by principal street or similar boundaries and which also contains similar land uses, as shown on Exhibit 3.1-A.

Planning Area Plan: A master conceptual site plan for a Planning Area or combination of Planning Areas prepared according to this document.

Principal Street: Those major thoroughfares bordering The Center, specifically Fourth Street and Inland Empire Boulevard.

Property Owners Association (POA): Refers to those Property Owners Association(s) as are established by CC&Rs for specific properties within **The Exchange** (such associations are formed pursuant to the non-profit mutual benefit corporation law of the state of California), and includes successors and assigns, who shall enforce compliance to all sign regulations set forth in this document.

Real Estate Sign: Any temporary sign indicating that the premises on which the sign is located, or any portion thereof, is for sale, lease, or rent.

Retail: The selling of goods, wares, or merchandise directly to the ultimate consumer.

Roof Sign: Any sign erected above a building parapet or between the lowest and highest points thereof.

Sign: Any device for visual communication or attraction including any announcement, declaration, demonstration, display, illustration, insignia or symbol used to advertise or promote the interest of any business entity or person; together with all parts, materials, frame, and background.

The Exchange in Ontario, California

Site Plan: A precise, dimensioned drawing prepared pursuant to provisions contained within this Specific Plan and the Ontario Zoning Development Code regarding site plans, development plans and design concept reviews, indicating intended use for a parcel or building site, including the location and extent of building area, parking area, landscaping, recreation and open space areas, including exterior boundary dimensions, a legal description and summary of proposed uses. A site plan may also contain other data deemed important by the City Planner for review purposes.

Site Plan Review: The process, as outlined in this Specific Plan and the Ontario Zoning-Development Code, deals with DAB review and approval of site plans, development plans, and design concept reviews, all submitted in accord with this Specific Plan.

Story: That portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the roof above.

Wall Sign: A sign attached to or erected on the exterior wall of a building or structure with the exposed face of the sign in a plane approximately parallel to the plane of the exterior wall.

2.6 Severability

If any term, provision, condition or requirement of this Specific Plan shall be held invalid or unenforceable, the remainder of this specific Plan or the application of such term, provision, condition, or requirement to circumstances other than those in which it is held invalid or unenforceable shall not be affected thereby; and each term, provision, condition or requirement of the Specific Plan shall be valid and enforceable to the fullest extent permitted bylaw.

The Exchange in Ontario, California

3.0 THE EXCHANGE

3.1 Features of the Plan

3.1.1 Introduction

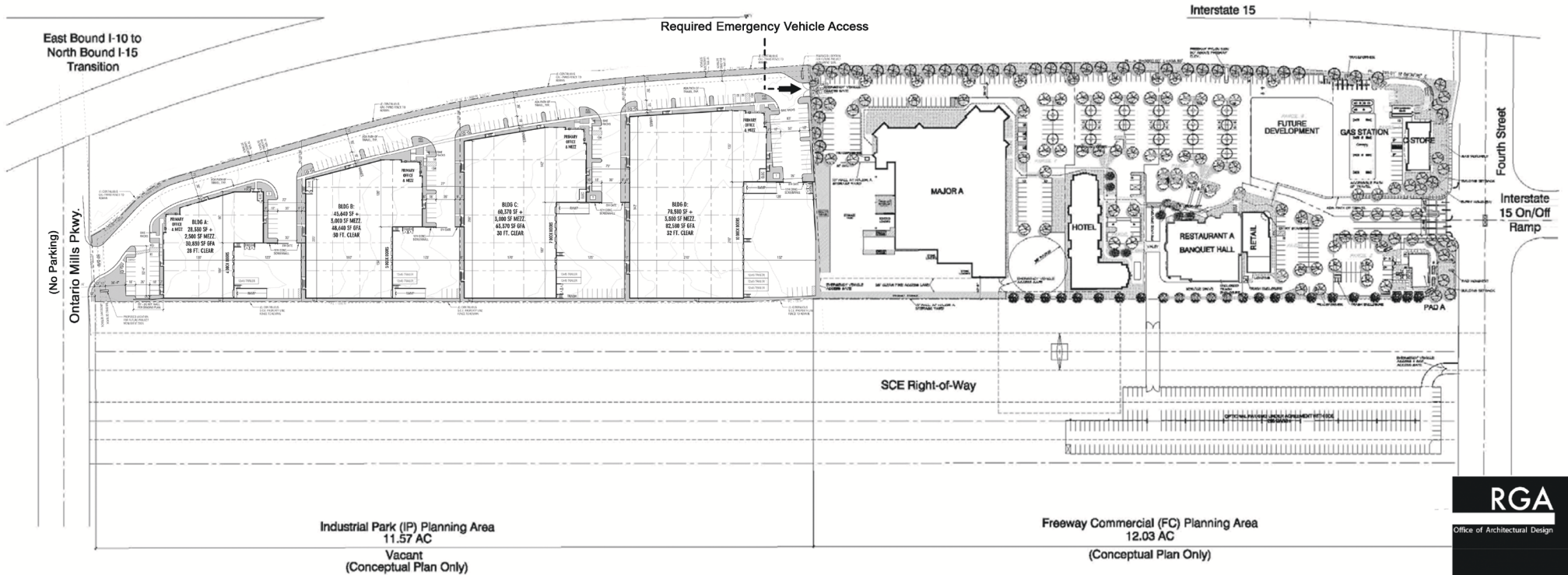
Planning for **The Exchange** has considered not only the setting of the site, but also those critical concerns and issues facing the community and region through the end of the decade and beyond: Energy, transportation, demographics and urban services. The Land Use Plan (Exhibit 3.1-A) delineates two planning areas: The Freeway Commercial (FC) Planning Area comprised of approximately 12.03 acres to the north and the Industrial Park (IP) Planning Area comprised of approximately 11.57 acres to the south. The plan provides for:

- A balance of employment, shopping and service opportunities, reducing the need for long commutes.
- A mixture of retail, service and industrial opportunities for Center users.
- An integrated circulation network encouraging pedestrian walkways and bicycle routes.
- A comprehensive urban design treatment, integrating the Center into an urban form, which is both visually pleasing as well as functional.

Although specific requirements in each of the planning areas may vary, the plan is composed of key components, each critical to the success of the other. Although the two planning areas are described in their respective parts of this Specific Plan, the components of the plan should not be viewed as independent entities, but in terms of an integrated whole, working together to create a dynamic urban experience.

Refer to Exhibit 3.1-A

EXHIBIT 3.1-A
LAND USE PLAN & CONCEPTUAL SITE PLAN



LAND USE PLAN
CONCEPTUAL SITE PLAN

THE EXCHANGE
ONTARIO, CALIFORNIA

PROPOSED



The Exchange in Ontario, California

3.1.2 Freeway Commercial Planning Area

Freeway Commercial (FC) uses include lower intensity commercial and retail uses placed in a park-like setting with a strong, freeway oriented signage and architectural program. Freeway Commercial uses, totaling approximately 12 acres, are located at the northerly portion of the Center, south of Fourth Street to maximize aesthetics, employment and transportation benefits.

Refer to Part 4.0 for additional information regarding Permitted and Conditionally Permitted Uses within the Freeway Commercial District.

3.1.3 Industrial Park Planning Area

Industrial Park (IP) uses include “clean” light manufacturing, research and development, warehousing and distribution, and multi-tenant industrial uses. Industrial Park uses, totaling approximately 11.5 acres, are located at the southerly portion of the Center, north of Ontario Mills Parkway.

Refer to Part 5.0 for additional information regarding Permitted and Conditionally Permitted Uses within the Industrial Park ~~District~~Planning Area.

3.1.4 Land Use Design Flexibility

The boundary between the FC and IP planning areas may vary allowing for a maximum of 25% of contiguous area of one zone to be incorporated into the other with the approval of the Planning Director.

3.2 Design Concept

3.2.1 Overview

The major organizing design element is the I-15 Freeway running north and south along the west side of the property and bordered by 4th Street (on the north) and ~~Inland Empire Boulevard~~Ontario Mills Parkway (on the south). The freeway element provides the visual identification to the center and allowing for a number of business uses that require visibility.

While the I-15 freeway provides for visual identification by the commuter traffic, 4th Street and ~~Inland Empire Boulevard~~Ontario Mills Parkway provides access for the surrounding community.

3.3 Design Program

3.3.1 Unique Requirements for Planning Areas

Although there are common requirements for the overall plan, which are described in this section, unique design features and requirements exist for each of the two planning areas. These features and requirements are described in Sections 4.0 (Freeway

The Exchange in Ontario, California

Commercial (FC) Planning Area) and 5.0 (industrial Park (IP) Planning Area). If a conflict occurs between the overall requirements and the specific requirements, the specific requirements shall take precedent.

3.3.2 Landscape Concept

An integrated streetscape concept has been designed in order to enhance ~~and unify~~ areas within ~~each the~~ planning area. The concept may be described as one of structured informality. The intent is to use asymmetrical landscape patterns, street furniture and landscape to create a harmonious, functional environment. This offers the benefits of a pleasing design while maintaining flexibility to accommodate individual development programs within **The Exchange**.

Major elements of the streetscape concept include:

(A) Project Edges

Theme planting occurs adjacent to Fourth Street, ~~Inland Empire Boulevard~~ and the Interstate 15 Freeway to delineate and demarcate the boundaries of **The Exchange**. The predominant theme is verticality, exemplified by the use of pine tree species. Broad, spreading type canopy trees are also used to add variation and contrast in form. Schematic design and sections are shown on Exhibits 3.3-A and 3.3-B.

(B) Interior Theme Drives

The major circulation driveways on Fourth Street landscaped with accent trees and a consistent landscape theme emphasize major vehicular and pedestrian circulation patterns. Schematic design and sections are shown on Exhibits 3.3-C and 3.3-D.

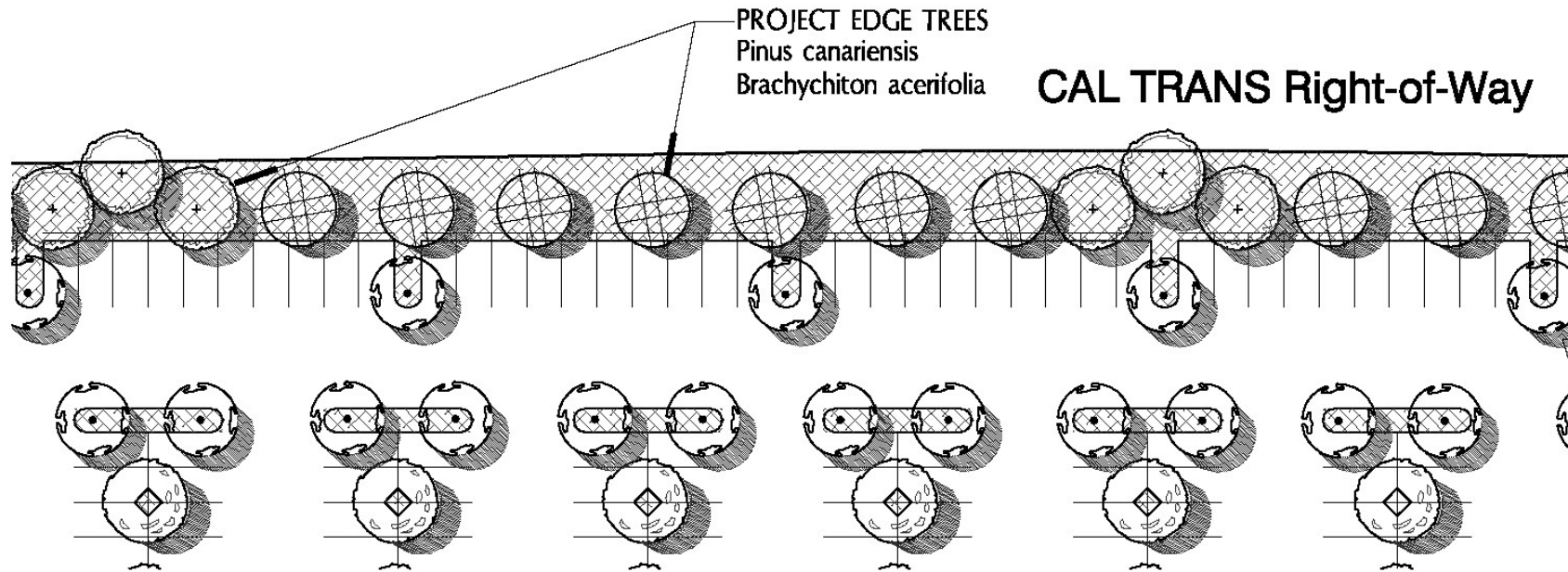
(C) Special Landscape Treatment

Special treatments are planned around the project entries and intersection nodes at Fourth Street. Plantings within ~~these~~ important areas assist in creating the unique environment found within **The Exchange**. Schematic design and sections are shown on Exhibits 3.3-E and 3.3-F.

(D) Stormwater runoff retention and treatment concepts for the development are intended to prevent the discharge of excessive and contaminated stormwater and irrigation runoff into the Day Creek flood control channel. Pavement and landscape design elevations shall direct "First Flush" stormwater runoff and routine irrigation runoff into swales, ~~or~~ vertical drywells, basins or underground chambers, or a combination thereof, for on-site infiltration and ~~d~~retention with the remainder of the runoff directed into ~~installed-existing~~ stormwater drains ~~filters or clarifiers~~.

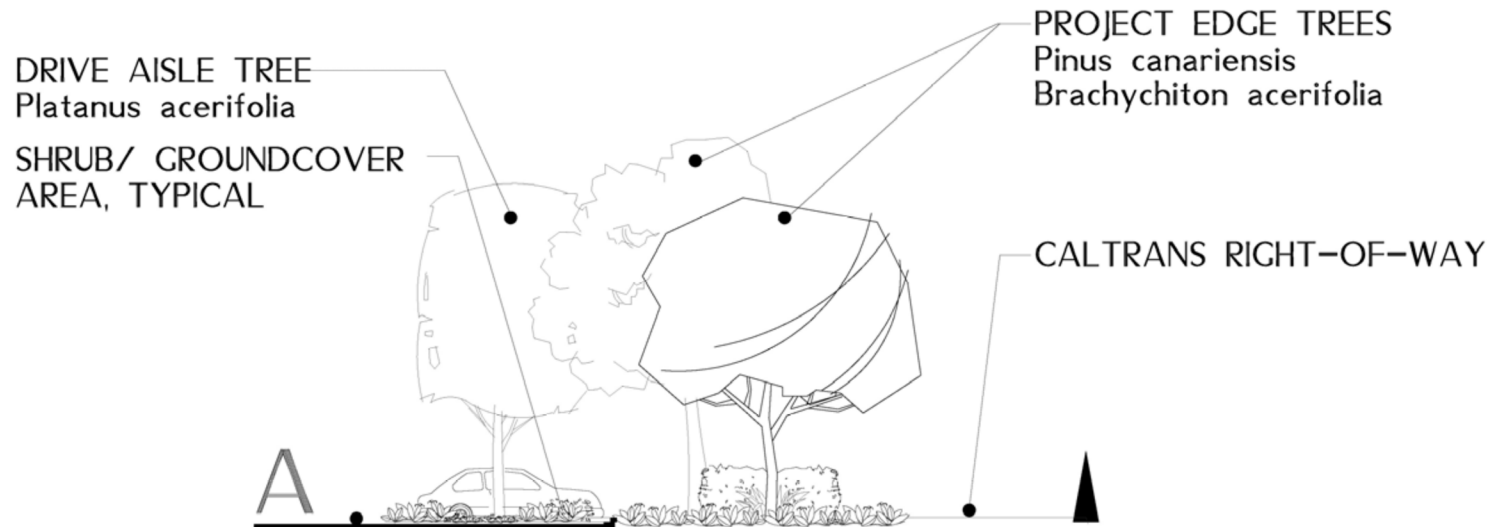
The Exchange in Ontario, California

EXHIBIT 3.3-A PROJECT EDGE CONCEPT



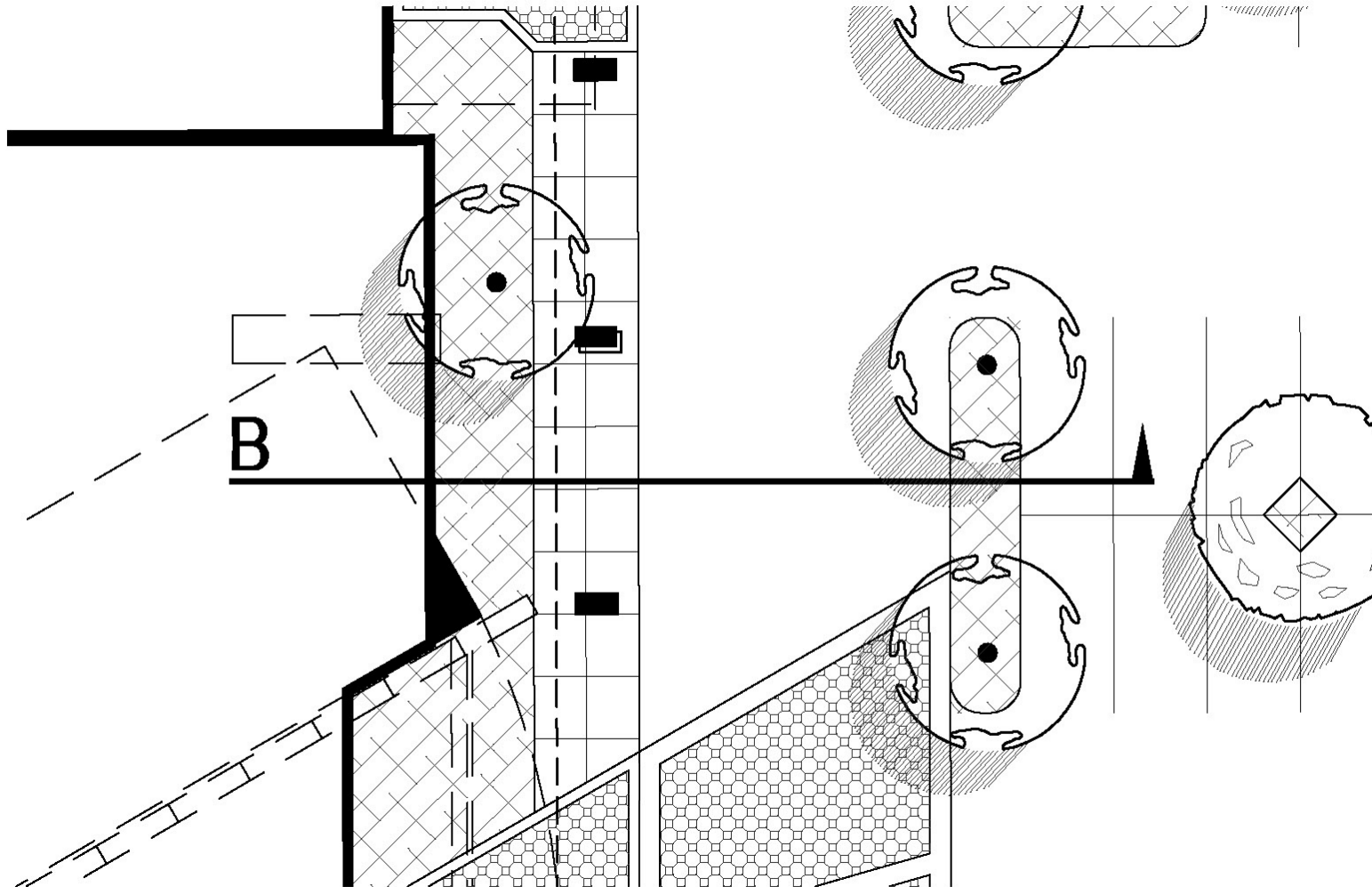
The Exchange in Ontario, California

EXHIBIT 3.3-B PROJECT EDGE SECTION



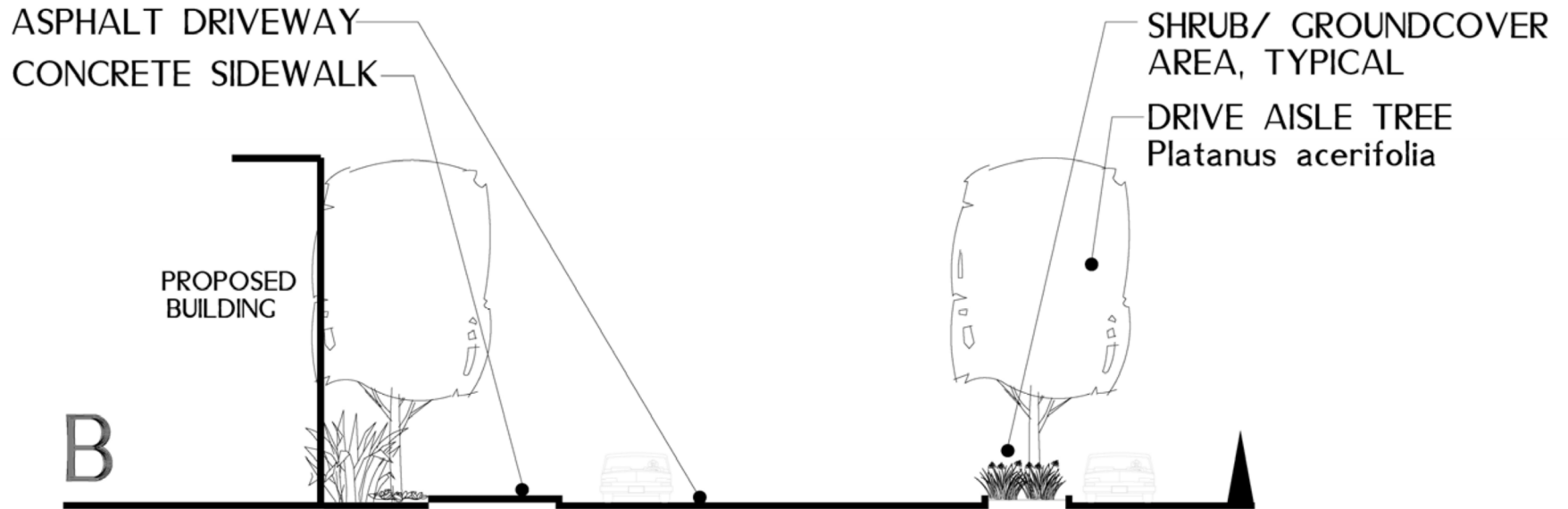
The Exchange in Ontario, California

EXHIBIT 3.3-C
INTERIOR THEME DRIVE CONCEPT



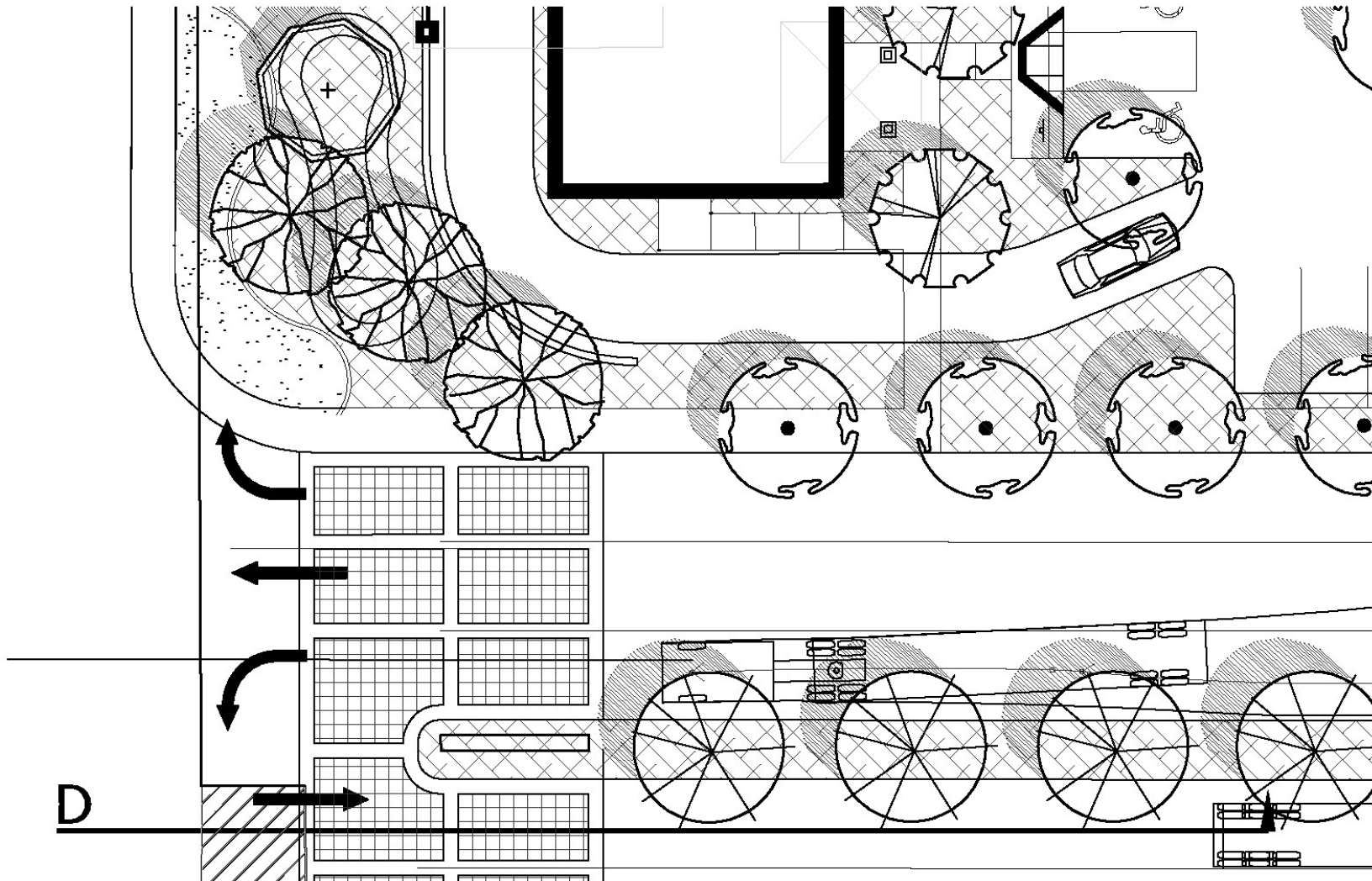
The Exchange in Ontario, California

EXHIBIT 3.3-D INTERIOR THEME DRIVE SECTION



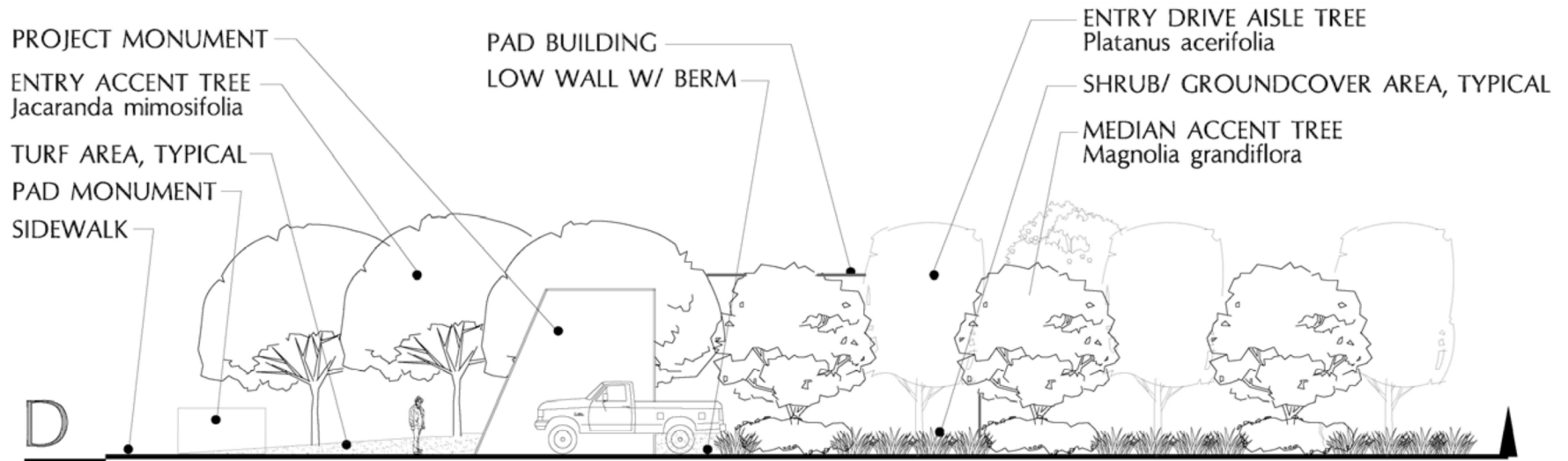
The Exchange in Ontario, California

EXHIBIT 3.3-E SPECIAL LANDSCAPE TREATMENT CONCEPT



The Exchange in Ontario, California

EXHIBIT 3.3-F SPECIAL LANDSCAPE TREATMENT SECTION



The Exchange in Ontario, California

3.3.3 Architectural Design Concept

Architectural concepts for the Center are intended to assure that all buildings within **The Exchange** are thematically related, complementary to one another, and enhance the overall appearance of the development. The Specific Plan establishes general standards and requires that individual buildings and/or phased construction generally conform to the design established in each planning area.

3.4 General Sign Requirements and Regulations

3.4.1 Sign Concept

3.4.1.1 Sign concepts for the Center are intended to assure that all signage is both functional and tasteful. Signs are to be located and designed to complement the architecture of the building and the overall appearance of the Center. All signs will exhibit clarity of presentation, facilitating communications with the user as well as being in conformance with Federal and State Highway standards, where applicable. The Specific Plan establishes general standards and requires that a comprehensive sign program be submitted for approval prior to the installation or erection of any sign.

3.4.1.2 At the time that initial sign design program is submitted, a project symbol shall be developed for use on primary and secondary project identification and amenity elements. The symbol may be used with and without the accompanying The Exchange logotype.

3.4.1.3 Freeway Pylon Signs

Due to the elevation of the project below the adjacent freeway and distance of the property from the freeway traffic lanes, the height of a single freeway pylon sign for each planning area may be increased to up to a maximum of fifty feet (50') above the freeway traffic lanes (75' maximum above grade). The sign area of these signs may be up to 300 square feet for each of two sign faces per pylon sign. The actual height, sign area and design of these signs are subject to review by the City of Ontario and shall be included in the Sign Program.

3.4.2 Compliance Required

No person shall erect, re-erect, construct, enlarge, alter, repair, move, improve, convert, equip any sign or sign structure, or paint a wall sign in **The Exchange**, or cause, or permit the same to be done, contrary to this sign program. The City of Ontario is responsible for enforcing compliance through sign and building permit process. Any installed, nonconforming or unapproved sign must be brought into conformance with this sign program. Enforcement procedures are outlined in Section 3.4.12.

3.4.3 Interpretation of Sign Program Provisions

All signs to be installed within The Ontario Center must be reviewed and approved by the Development Standards Committee (DSC) of **The Exchange** and the City of Ontario. ~~(See Section 7.5, Permit Requirements and Review Procedures.)~~

The Exchange in Ontario, California

3.4.4 Sign Maintenance

- 3.4.4.1 All signs, together with all their supports, braces, and anchors shall be properly maintained with respect to appearance, structural and electrical features. The display surface of all signs shall be kept neatly painted or posted at all times.
- 3.4.4.2 All signs on private property shall be subject to the following maintenance provisions: (1) rust or other corrosion due to the elements shall be removed and the sign refinished; (2) cracked or broken sign faces shall be adequately repaired or replaced; and (3) malfunctioning lamps shall be replaced. Proper and timely maintenance of all signs will be enforced.

3.4.5 Maintenance

3.4.5.1 Responsibility for maintenance of general **Exchange** signage shall be as follows:

- (A) The City of Ontario or other appropriate public agency shall maintain all standard regulated traffic control signage consisting of regulatory, warning and guidance elements located on public rights-of-way, and easements within **The Exchange** development.
- (B) The Property Owners Association shall maintain all primary and secondary **Exchange** project identification and amenity signage located throughout the development and all multi-tenant common signs located at entrances to individual building complexes.

3.4.6 Sign Construction

All signs shall comply with the following criteria:

- (A) All signs including proposed methods of illumination must be approved by the Development Standards Committee and the City of Ontario.
- (B) All electrical signs and their installation must comply with all local building and electrical codes.
- (C) No exposed conduits, tubing or raceways will be permitted except as shown on the attached exhibits.
- (D) All cabinets, conductors, transformers and other equipment shall be concealed.
- (E) Electrical service to all signs on privately owned property shall be on Owner's/Occupant's meters.
- (F) All exterior letters exposed to the weather shall be mounted at least $\frac{3}{4}$ " from the building wall to permit proper dirt and water drainage. All bolts, fastenings and chips shall be of stainless steel, aluminum, brass, bronze or other non-corrosive materials. No black iron materials of any type will be permitted.
- (G) Sign Contractor shall repair all damage caused by his work.
- (H) Owners/Occupant shall be fully responsible for the operations of their sign contractor.

The Exchange in Ontario, California

- (I) All sign illumination systems shall minimize the energy needed by utilizing contemporary energy saving techniques and materials.
- (J) Sign materials shall be limited to metal, concrete, glass and acrylic materials with UV inhibitors. All materials shall be of high quality, durability, and require low-maintenance.
- (K) Wall mounted signs shall be constructed of individual letters.
- (L) Exposed neon signage is not permitted.

3.4.7 Special Event Signs/Devices

Temporary signs are subject to the requirements of [Section 9-1.3130 Chapter 8.0 \(Sign Regulations\)](#) of the City of Ontario Development Code [\(effective 1/1/2016\)](#).

The Development Standards Committee shall review the request for temporary signage within fifteen (15) working days after receipt, and shall make a determination to approve, approve with modifications, or deny the request. Approval period for special event signing shall not exceed thirty days per calendar year. The City Engineer shall review all signs placed within public right-of-way. Window signs permitted pursuant to this section may only cover an area equivalent to 15% of the window glass area facing the street.

3.4.8 Address Numerals (Mandatory Signage)

Address numerals shall be displayed for each building, pursuant to Section [9-3.27468.01.020.E](#) of the Ontario [Municipal Development Code \(effective 1/1/2016\)](#). The location of address numerals shall be approved by the Development Standards Committee.

3.4.9 Prohibited Signs

The following signs are not permitted in **The Exchange**:

- (A) Any sign not specifically permitted in accordance with the provisions of this program.
- (B) Signs constituting a traffic hazard, which by color, wording, design, location or illumination resemble or conflict with any traffic-control device or with safe and efficient flow of traffic.
- (C) ~~Private signs are prohibited from being placed in the public right of way. Individual commercial signs placed on public property. Primary project identification elements for **The Exchange** and regional center are exempt from this regulation.~~
- (D) Signs consisting of any moving, swinging rotating, flashing, blinking, or otherwise animated light. This shall include theatre marquee signs or other similar signs, which may be approved by the Development Standards Committee.
- (E) Signs that create a safety hazard by obstructing clear view of pedestrian and vehicular traffic.

The Exchange in Ontario, California

- (F) Signs projecting into the public right-of-way, with the exception of traffic control signage.
- (G) Banners, flags, pennants when used for advertising purposes unless approved subject to Section 4.1.5.10. National or state flags displayed in an appropriate manner are permitted.
- (H) Vehicle mounted or portable signs which advertise, identify, or provide directions to a use or activity, that are not related to the vehicle's lawful making of deliveries of sales or of merchandise or rendering of services.
- (I) Light bulb strings, other than temporary decorative holiday lighting.
- (J) Audible signs.
- (K) Signs, which project above a parapet or the highest point of a roof.
- (L) Interior signs within a building that are visible from off-site
- (M) Off-premise signs, other than primary and secondary project identification signs, directional/guidance signs and bus stop identification signs.
- (N) Hand-painted wall, window or ground signs of a permanent nature used to identify a company or products sold within.
- (O) Projecting signs suspended from or supported by a building or structure and projecting outward therefrom.
- (P) Roof mounted signs.

3.4.10 Exempt signs

The following signs, if non-illuminated, are allowed and exempt from the application, approval and permit of this sign plan.

- (A) Interior signs within a building or activity, which are not readily visible from outside of the building.
- (B) Official and legal notices issued by any court, public body, person, or officer in performance of a public duty or in giving any legal notice.
- (C) Official flags of the U.S.A., the State of California and other states of the United States, countries, municipalities and official flags of foreign nations. Location and number of flag standards will be subject to review and approval by the Development Standards Committee and the City of Ontario Planning Department.

The Exchange in Ontario, California

3.4.11 Signs Relating to Inoperative Activities

Signs pertaining to activities or occupants that are no longer using a property shall be removed from the premises, or sign copy on such signs shall be removed, within thirty (30) days after the associated enterprise or occupant has vacated the premises. Any such sign not removed within the required period shall be subject to removal by the Property Owners Association at the expense of the owner of said property.

3.4.12 Enforcement

Enforcement shall be pursuant to the provisions of the applicable CC&R's and/or City ~~Ordinances~~ Codes as appropriate.

3.5 Parking

3.5.1 Statement of Intent

All site plans for **The Exchange** shall provide an adequate supply of on-site parking spaces commensurate with the level of development constructed. Recognizing the size and diversity of uses that constitute the development, provisions may be made for the shared use of parking facilities and other techniques, which will ensure the efficient use of the land.

3.5.2 Minimum Parking Requirements

Minimum parking requirements shall be as specified in the City of Ontario Development Code.

Special Provisions

For a use not specified in the schedule, the same number of off-street parking spaces shall be provided as are required for the most similar specified use, or as approved pursuant to a resolution of the Planning Commission. Additional off-street parking spaces may be required by the Planning Commission for any use upon a finding that the additional spaces are needed to relieve a critical shortage of curb spaces, to facilitate the free flow of traffic on a street, or to reduce a hazard to public safety.

3.5.4 Exceptions to Parking Requirement

Reductions from the minimum parking requirement for individual uses may be granted by the Planning Commission where circumstances indicate that joint use of parking or other factors will mitigate peak parking demand. Where parking spaces are provided for a project on an adjoining legal lot, a recorded joint access agreement shall be required between the respective property owners, per City procedures.

Requests for reductions for the minimum parking requirements shall be subject to Section ~~9-1.30156.03.020~~ (~~Shared and Multiple Use Parking and Loading Provisions~~ Reduction in the Required Number of Parking Spaces) of the City of Ontario Development Code (effective 1/1/2016).

The Exchange in Ontario, California

3.5.5 Parking Lot and Circulation Standards

Parking lot and circulation standards, including parking stall dimensions, driveway widths and other design criteria, shall be governed by the appropriate sections of the Ontario Development Code ([effective 1/1/2016](#)) and other applicable standards.

3.6 Circulation

3.6.1 Overview

The circulation system for The Exchange incorporates several components into an integrated, balanced whole, which serves to bolster the mixed commercial uses center. The principal components are a vehicular circulation system, a pedestrian system within the center, and a relationship to the industrial park to the south.

Fourth Street, [Ontario Mills Parkway](#), and Interstate 15 form the backbone of the vehicular system. ~~The majority of the T~~traffic will enter [and exit the Freeway Commercial \(FC\) site from 4th Street](#), ~~but the site will not dead-end on itself.~~ [Traffic will enter and exit the Industrial Park \(IP\) site from Ontario Mills Parkway.](#) Site plans for both planning areas shall be designed to accommodate vehicular traffic within their respective planning areas. Care should be taken to minimize the overlap of delivery and customer vehicular paths.

A pedestrian circulation system interrelates with the proposed business within the development and will provide access between the two planning areas. Care should be taken to minimize the overlap of vehicular and pedestrian paths.

3.6.2 Provisions for Emergency Vehicles

Site design shall take in to consideration emergency vehicle access and maneuvering through, within and between each of the planning areas. Gates, if provided to prevent customer circulation between planning areas, shall be approved by the City's Police and Fire departments and designed to accommodate emergency vehicles.

This plan endorses a reflectorized marker program for fire hydrants. This will involve the installation of a blue, reflectorized, raised pavement marker in the emergency-vehicle lane opposite the location of each fire hydrant. This provision will assist the fire department in locating hydrants during fire emergencies.

3.7 Energy Design Guidelines

3.7.1 Statement of Intent

Shortages of traditional energy sources coupled with spiraling prices make energy conservation an important concern in the design of large-scale developments. As such, a program to conserve energy is outlined in this section. Specific techniques listed are intended both as policies to be followed by developers and as guidelines to be used by architects, site planners, and engineers.

3.7.2 General Objectives

All buildings within The Exchange must comply with the minimum State energy conversation standards, presently embodied in Title 24 of the California Administrative Code. ~~As a goal of The Exchange, all major buildings within the Center should exceed minimum Title~~

The Exchange in Ontario, California

~~24 standards by a minimum of ten (10) percent.~~ Typically, State energy standards concentrate on such structural factors as insulation and glazing. Emphasis should be placed on instituting a number of financially feasible conservation techniques, such as appropriate landscaping, daylighting, and water management rather than attempting the implementation of specialized advanced technology devices. Bike and pedestrian paths and transit opportunities also represent conservation measures.

3.7.2 Implementation Program

- 3.7.1.1 Buildings should be designed and situated so that their relationships to each other achieve energy conservation through active or passive solar utilization.
- 3.7.2.1 Buildings and mechanical/electrical systems should be properly monitored and periodically maintained and audited. Energy audits include gathering base information for each building's energy performance and monitoring this information on a periodic basis to determine if conservation techniques are functioning properly.
- 3.7.3.1 Nearly 50 percent of commercial building energy consumption is used for lighting. Daylighting programs reduce lighting power consumption, producing attractive economic returns. The daylighting and energy-saving appliance should be addressed through implementation of a combination of the following:
 - (A) Use appropriate glazing techniques to permit light interior penetration up to 20 feet within buildings. The appropriate ss of glazing are reviewed by the Building Official at building plan check.
 - (B) For interior areas greater than 20 feet from window areas, construct skylights, light wells, interior courts or similar architectural features.
 - (C) Institute appropriate interior layouts to accommodate the daylighting concept.
 - (D) In conjunction with daylighting technology, utilize low wattage light fixtures, dimmer switches, zoned lighting banks, and time controlled lighting controls for public areas.
 - (E) Utilize energy-efficient appliances in all buildings, especially residential, including microwave ovens, pilotless ranges, hot water heaters and heating equipment.
 - (F) The installation of "active" solar hot water and space heating systems may be considered for buildings within the development. However, any decision to include this kind of system within a building should be based upon a careful consideration and comparison of availability, initial system cost, performance and long term opening costs of active systems versus conventional heating systems.

The Exchange in Ontario, California

3.8 Water Management Program

3.8.1 Landscape & Irrigation

Anticipating escalating water costs in the southern California region over the next few years, the following considerations in landscape planning at **The Exchange** should be addressed.

- (A) The proposed plant materials, native and/or adaptive, shall have drought-tolerant qualities as well as tolerance to withstand micro/macro climatic conditions, i.e., heat, frost and high velocity winds. The term “drought tolerant” should not be interpreted to mean that irrigation is unnecessary. Once established, selected plants can be maintained on minimum water requirements.
- (B) The use of reclaimed water for irrigation purposes should be implemented where possible to further reduce use of potable water. Needs would involve storage of gray water, filtration systems and a dual water system. Irrigation costs would be reduced, but further investigation as to short/long-term cost benefits are required. The quality of reclaimed water is of both positive and negative character. Salt build-up in the water and therefore in root zones is a known factor but would be of less concern in sandy soils due to quick percolation and filtration rates. The mineral content, i.e., nitrogen and phosphorus, in reclaimed water is beneficial to plant material as well as cost efficient in reducing the need for applied fertilizers.
- (C) Due to the high percolation rates of existing soils, a drip irrigation system should be used wherever possible to maximize results from applied water and required fertilizers.
- (D) Specific determinations regarding water conservation options shall be submitted to the City ~~Community Services Agency~~ within 90 days after City Council approval of the revised Specific Plan. The landscape and irrigation design shall comply with [AB325 Division 6.05 \(Landscaping\)](#) and water use calculations shall be provided. When reclaimed water is available in 4th street or Ontario Mills Parkway, the site shall incorporate use of reclaimed water onsite for landscape purposes.

3.9 Utilities

3.9.1 Water Facilities

3.9.1.1 Introduction

~~Water service to T~~the Specific Plan area is within provided by the Cucamonga ~~County Valley~~ Water District (CVGWD) service area.

3.9.1.2 Water Demand

To determine the water supply requirements, land use data is combined with knowledge of water consumption trends. Unit demand factors or duty factors are applied to different land uses to generate estimates of water demand. The unit factors or duty factors represent the amount of water a unit value of space will need. Unit demand factors vary because of the climate and type of land use.

The Exchange in Ontario, California

3.9.1.3 System Requirements

- (A) Design and construction of water facilities within The Exchange will be completed under the jurisdiction of the CVGD. All public dedicated water lines will be located within public streets or dedicated easements. Construction materials will be those acceptable to the CVGD. City design standards in effect at the time of submittal of individual projects will be used. The Exchange's developers will cause the construction of water facilities within the Center. Where other properties benefit from the construction of improvements, it is anticipated that an appropriate cost sharing or reimbursement schedule would be approved by the CVGD.
- (B) The water pipelines will be 3 to 5 feet below finished grade elevations unless alternative designs are approved by ~~the City Engineer~~CVGD. The minimum pipe diameter considered is eight inches. Pipe sizes are determined so that velocities are generally below 7 feet per second at peak hour demand or maximum day demand plus fire flow demand. The resulting higher flow criteria are used. Pressures should normally be above 45 psi, although, due to the large differences in the surface elevations of the water services, much higher pressures will normally be present. Mains will be looped to improve circulation in the system and to provide reliability in the event of problems with local water mains.
- (C) Fire hydrants will be spaced in accordance with Fire Department requirements and will generally be located at 300 to 330-foot intervals. Where streets exceed 100 feet in width or where a median is built, fire hydrants will be located on both sides of the street. A minimum clearance of eight feet between hydrants and other street surface obstructions will be maintained.
- (D) Metering of services will be provided to the satisfaction of the CVGD. Exact locations and type of services and meters will be determined during the design phase for each project.

3.9.2 Sewage Facilities

3.9.2.1 Introduction

~~Sewage collection service within the study Specific Plan~~ area is provided bywithin the Cucamonga County Valley Water District (CVGD) sewer service area. Sewage from the northerly portion of the Center is transported through trunk lines operated by CCWD, which also operates the treatment plants and is responsible for disposal of the effluent.

3.9.2.2 Sewage Flows

Wastewater flows are estimated by applying unit flow factors to each distinct land use and multiplying each by a peaking factor. The peaking factor is the ratio of peak flow to average flow.

Unit flow factors vary according to an area's physiographic, land use, climate, and socioeconomic conditions as well as water demands. Thus, it is important to be aware of a development's natural and manmade characteristics when projecting wastewater flows. Previous research of similar developments helps form the basis of any unit flow factor.

The Exchange in Ontario, California

As a general rule, wastewater flow equals 70 percent of water consumption although water consumption includes irrigation and other uses typical in municipal systems, which do not contribute to wastewater flows.

3.9.2.3 System Requirements

Design and construction of sewer facilities within The Exchange will be completed under the jurisdiction of the CVWD as applicable. All public dedicated sewer lines will be located within public streets or dedicated easements. Construction materials will be those acceptable to the CVWD as applicable. CVWD design standards in affect at the time of submittal of individual projects will be used as applicable.

For the purpose of preparing this plan element, it was assumed that the sewer pipelines would generally be constructed 6 to 7 feet below finished grade elevations. The minimum pipe diameter considered was 8 inches. Pipe diameters of 8 inches and 10 inches are designed to flow at a maximum depth of 50 percent of the pipe diameter when carrying ultimate peak flows. Design capacities for pipes with a diameter of 12 inches and larger when carrying ultimate peak flows were equal to 75 percent of the pipe capacity.

There is currently no sewer in ~~Inland Empire Boulevard~~ Ontario Mills Parkway fronting the Specific Plan site to the south ~~of the project~~. ~~All s~~ Sewers in the northerly Freeway Commercial (FC) Planning Area must flow to the north into existing mains in 4th Street. The southerly 2/3's of this Specific Plan must-would need to be pumped to the main in 4th Street. Minimum acceptable slopes for gravity sewer are defined as those, which ensure a velocity of at least 2 feet per second when carrying ultimate peak flows. Manholes are spaced at 350 feet unless otherwise approved by the CVWD.

As with the proposed water distribution system, all new facilities will be constructed by the Center's developers. Where other properties benefit from the construction of improvements, it is anticipated that an appropriate cost sharing or reimbursement schedule would be approved by the CVWD as applicable.

Any plans for changes to the existing sewer lines in 4th Street, which would affect those properties, will be made only after consultations with the CVWD and with the owner (s) of the aforesaid properties. In no case will the present level of service be reduced.

Existing CVWD sewer in Ontario Mills Parkway is located approximately 2,550 feet west of The Exchange Specific Plan site. Connecting the southerly portion or Industrial Park (IP) area of the Specific Plan to this existing CVWD sewer would require approximately 2,550 feet of new sewer main extension, which would have to go under the existing Day Creek Storm Channel, which would render a gravity sewer infeasible and likely require pumping and a force main. A potential alternative sewer connection could be connect to City of Ontario sewer systems in Ontario Mills Parkway west of the I-15 Freeway if possible. This alternative will require further research and the agreement of CVWD and the City of Ontario.

The Exchange in Ontario, California

3.9.3 Telephone

Telephone service is provided by Verizon Telephone Company or a suitable alternative entity. Those telephone facilities located in dedicated streets shall follow the ultimate alignment of said streets, subject to the approval of the City Engineer. All lines shall be underground and located within dedicated public streets or in easements within private streets subject to the approval of the City Engineer. Areas designated as Open Space are not used for longitudinal utility locations unless they are underground. All utility crossings in open space areas are subject to the approvals of the City Engineer and Director of Public Services.

3.9.4 Electricity

Electrical service is provided by the Southern California Edison Company or a suitable alternative entity. Those electrical facilities located in collector streets shall follow the ultimate alignment of said streets, subject to the approval of the City Engineer. All electrical lines are underground and placed in dedicated public streets, in dedicated easements within private streets subject to the approval of the City Engineer and the Southern California Edison Company.

3.9.5 Natural Gas

Natural gas service is supplied by the Southern California Gas Company or a suitable alternative entity. All gas facilities shall be placed in dedicated public streets, in dedicated easements within private streets subject to the approval of the City Engineer and the Southern California Gas Company. All utility crossings are subject to the approvals of the City Engineer and Director of Public Services.

3.10 Grading

3.10.1 General

Grading shall occur on a planning area basis and follow existing drainage patterns to minimize disruption of tributary drainage areas. Cut and fill should be designed to be balanced as feasible on a project-wide basis. The general intent of the grading program is to provide suitable conditions for building construction across The Exchange site.

3.10.2 Grading Requirements

3.10.2.1 Grading work shall be balanced on-site to the greatest extent possible.

3.10.2.2 In instances where a grading plan involves import or export, approval shall be from both the Approving Agent and the City of Ontario prior to obtaining a grading permit.

3.10.2.3 All grading plans shall include reference to specific techniques to be employed for dust control and prevent runoff and erosion during and after the grading process, time frames for grading activity and identification of specific areas to grade during the probability for rain.

The Exchange in Ontario, California

- 3.10.2.4 Following rough grading, the graded areas shall be treated with soil sealants if no construction activity is anticipated sooner than 90 days.
- 3.10.2.5 Ditches, or other swales, shall be lined with natural erosion control materials or earthen-colored slurry. Drainage conduits shall be buried where possible; no metal or plastic lines shall be permitted to remain exposed.
- 3.10.2.6 All berms and slopes shall be constructed at inclinations not to exceed 2:1 in shrub and groundcover areas or 3:1 in turf areas. Berms shall be graded in full, gentle, undulating, naturalistic forms: no straight or steep slopes or visible “hinge points”. Landscape themes incorporating sculptural boulders on berms is recommended. Provisions are to be made for drainage around or through berms, as required.
- 3.10.2.7 The site shall be graded to direct “Stormwater First Flush” drainage into landscaped areas, basins, underground infiltration chambers, or installed Dry Wells to the maximum extent practicable.

3.11 Maintenance

3.11.1 Overview

Maintenance responsibilities will be allocated to the City of Ontario, special districts, and to a series of maintenance associations formed for the explicit purpose of maintaining commonly owned facilities. The associations are composed of property owners within the Center. Covenants, conditions, and restrictions (CC&R’s) shall be prepared to guarantee maintenance of these facilities.

3.11.2 Streets

All streets accepted by the City shall be maintained by the City in accordance with established City policies. All collector and local streets shall be maintained by the City of Ontario subsequent to a one-year developer maintenance period. Maintenance of all private streets shall be the responsibility of the landowners within the Center and shall be regulated by Covenants, Conditions, and Restrictions (CC&R’s). All maintenance shall be in accordance with City standards and policies in effect at the time of acceptance of improvements.

3.11.3 Landscape Maintenance

An association comprised of property management / owners shall be formed to maintain all areas within the center.

3.11.4 Drainage Facilities

3.11.4.1 Interim Facilities

The maintenance and liability for drainage improvements designated as interim facilities will remain the responsibility of the developer/landowner in all cases. If a facility is specifically accepted by the City of Ontario or another agency, the responsibility could be transferred.

The Exchange in Ontario, California

Temporary detention basins are required until the ultimate storm drain buildout to ~~Inland Empire Boulevard~~ Ontario Mills Parkway is completed as part of the industrial complex construction in the IP planning area. In the event that development occurs first in the FC planning area, temporary basins shall be sized to attenuate proposed hydraulic flows from the commercial site so as to not exceed existing flows. The temporary basins are not required until construction of Parcel 1 (buildings 'Major A, B & C') has commenced.

3.11.4.2 Permanent Improvements

It is proposed that all drainage improvements constructed in public rights-of-way will be permanent facilities. The City of Ontario will accept those facilities for maintenance.

Where it is necessary to construct underground drainage facilities across private property from public rights-of-way, an easement for drainage and access may be dedicated to the City.

Drainage facilities on private property will be considered private drains in the absence of an easement dedicated to the City of Ontario. Maintenance of these drains would be the responsibility of the landowner or, of the association charged with the general up-keep of the landscaping and other common improvements.

Permanent storm drain facilities will be constructed with the IP planning area on the southern portion of the project. These storm drain facilities will eliminate the need for the temporary basins required in section 3.11.3.1. Once storm drain facilities to ~~Inland Empire Boulevard~~ Ontario Mills Parkway or an existing approved storm drain facility are constructed, the temporary basins may be eliminated. The Basins may be left as permanent facilities if testing shows an adequate percolation rate required to attenuate all FC planning area run-off.

As stated in section 3.3.2, paragraph D, 'first flush' storm water runoff will be directed into landscaped areas so as to prevent the discharge of contaminated storm water into the storm drain system. Routing of storm water into landscaped areas is a permanent site feature and maintenance of this system will be the responsibility of the developer.

3.11.5 Water and Sewer

The Cucamonga ~~County Valley~~ Water District (CVCWD) will assume responsibility for the maintenance and monitoring of sewer and water facilities constructed with the public rights-of-way if they are the ultimate service provider if required by construction of this center.

3.11.6 Stormwater Runoff Retention Swales, Dry Wells and Treatment Devices

Stormwater retention and treatment facilities shall be the responsibility of the landowner or of the association charged with the general up-keep of the development.

3.11.7 Miscellaneous

The Southern California Gas Company maintains natural gas facilities. Southern California Edison maintains electrical facilities. The General Telephone Company maintains all telephone facilities.

The Exchange in Ontario, California

3.12 Phasing

3.12.1 Land Use

Actual phasing of development is difficult to predict completely over the long term but, the anticipation is that the commercial center and industrial park will be built out as separate projects. A site plan review submittal is required for each project showing the extent of improvements for each phase within the projects.

Precise phasing within each planning area shall be reviewed and approved by the Development Advisory Board during site plan review. Modifications may be made to the phasing plan and may be approved by the Development Advisory Board when infrastructure facilities in the area are consistent with phasing plan changes.

The Exchange in Ontario, California

4.0 FREEWAY COMMERCIAL (FC) PLANNING AREA

4.1 General Development Standards

4.1.1 The site design of each development within the Freeway Commercial (FC) planning area shall give careful consideration to the use of setbacks, building massing, building orientation, the distance between buildings and landscape as design tools to maintain shelter from the prevailing wind and to thoughtfully shape views both to and from the site.

4.1.2 All structures shall be designed in three-dimensions and all facades and the roofscapes shall receive equal consideration.

4.1.3 Site designs, submitted for development review, shall contain clear and direct indications, on the plans as to how these criteria have been satisfied.

4.1.4 Minimum Lot Size

There is no minimum lot size, however all lots must be large enough to meet the total space requirements of their ultimate users. Sufficient space must be provided to accommodate the principal and accessory structures, parking, landscaping provisions, and setback areas.

4.1.5 Setbacks

Refer to Section 4.3.

4.1.6 Maximum Building Height

Forty feet (40') except that towers and other architectural features may be increased by fifteen feet (15') to a maximum of fifty-five feet (55'). The City of Ontario has adopted an ordinance setting forth specific regulations for buildings 45 feet in height or greater. These regulations shall also apply within **The Exchange**. Both the City and Federal Aviation Administration, pursuant to the existing Airport hazard Map (Figure V-2) may grant height exceptions. Building height shall be measured from the finished pad elevation.

4.1.7 Maximum Building Coverage

Maximum Building Coverage in the Freeway Commercial District is .50 FAR, as averaged over the net area of the planning area. Maximum coverage calculation includes all main and accessory structures and excludes public and private streets. This coverage may be increased to a maximum of 1.00 FAR percent by the Planning Commission at Site Plan Review when the finding can be made that increased coverage will result in a superior building design, enhancing the character of the overall urban environment.

The Exchange in Ontario, California

4.1.8 Utilities and Exterior Equipment

- 4.1.8.1 All utilities, including drainage systems, sewer, gas and water lines, electrical, telephone and communication wires and related equipment shall be installed and maintained underground.
- 4.1.8.2 Roof mounted mechanical equipment shall be hidden from view by building parapets or decorative elements of equal height.
- 4.1.8.3 Electric transformers, utility pads, cable TV and telephone boxes shall be located out of public rights-of-way and underground or screened with walls, fences or vegetation or otherwise enclosed in a manner harmonious with the overall architectural theme.

4.2 Permitted Uses

Freeway Commercial (FC) uses include lower intensity commercial and retail uses placed in a park-like setting with a strong, freeway oriented signage and architectural program. Freeway Commercial uses, totaling approximately 12 acres, are located at the northerly portion of the Center, south of Fourth Street to maximize aesthetics, employment and transportation benefits.

The following are Permitted Uses within the Freeway Commercial (FC) Planning Area:

1. Automotive Rental Agencies
2. Building Supplies and Sales
3. Business Supply Services
4. Business Support Services
5. Durable Goods Sales, Retail
6. Package Food & Beverage Sales
7. Restaurants (Sit Down/ Full Service)
8. Restaurants (Sit Down with No Alcohol Sales)
9. Infrastructure facilities, including but not limited to public and private roadways, pedestrian walkways, utilities and related uses, as approved by the City Engineer and subject to the City standards and policies in effect at the time of submittal of offsite improvement plans.
10. Accessory structures and uses necessary and customarily incidental to permitted uses.
11. Other uses as approved by the Planning Commission, which comply with the goals and intent of the Specific Plan.

The following uses require a Conditional Use Permit:

1. Administrative/ Professional/ General Business Offices
2. Alcohol Beverage Sales
3. Car Wash
4. Churches/ Houses of Worship
5. Communication Facilities (Subject to the provisions of Section [9-1-32895.03.420](#) of the Ontario Development Code, effective 1/1/2016)

The Exchange in Ontario, California

6. Conference/ Convention Facilities
7. Convenience Sales and Services
8. Durable Goods Sales, Wholesale
9. Entertainment
10. Fast Food/ Drive-Thru Restaurants
11. Gas Stations
12. Health Clubs & Spas
13. Hotels, Motels and Residential Inns
14. Medical/ Health Care Services
15. Parking lots, structures and facilities providing parking for permitted uses.
16. Personal Services
17. Public Storage Facilities
18. Repair Services
19. Restaurants with Bar/ Cocktail Lounge
20. Retail Sales of Goods Produced On-Site
21. Vocational & Trade Schools

Prohibited Uses:

Uses other than those specifically listed above shall be prohibited, unless it is determined by the Planning Commission that the use is similar to and no greater intensity than the permitted uses listed herein.

4.3 Setbacks and Distances Between Buildings

4.3.1 Setbacks from Property Lines

Table 4.3-A governs setbacks from property lines adjacent to streets for structures within **The Exchange** as well as parking setbacks from property lines adjacent to streets.

4.3.2 Building Separations with Plazas

4.3.2.1 For buildings within plazas, the minimum distance between buildings shall be 30 feet. This standard shall apply only in instances where adjacent buildings are at an oblique angle and non-parallel. In all other instances, building separations shall be calculated by dividing the sum of the height of the two adjacent buildings by two (2), except that the distance between a building of two stories or less and any other building may be one-half the height of the taller building. However, in no case may the distance be less than ten (10) feet.

The Exchange in Ontario, California

4.3.2.2 Building Separations not in Plazas

Buildings not in a plaza setting, which are not contiguous, and which are on the same or different lots shall be subject to the following setback requirements:

- (A) For buildings up to fifty (50) feet high, there shall be a separation of fifty (50) feet.
- (B) For buildings between fifty (50) and one hundred (100) feet high, there shall be 100 feet separation.
- (C) For buildings higher than 100 feet, there shall be a minimum of 100 feet building separation, plus one (1) foot of separation for each one (1) foot of height above 100 feet.

**TABLE 4.3-A
SETBACKS for FREEWAY COMMERCIAL (FC)**

Minimum Building Setbacks Along:	
Fourth Street	30'
Interstate 15 Right-of-Way	20'
Industrial Park (IP) Planning Area	0'
Southern California Edison Right-of-Way	0'
Minimum Parking Setbacks Along:	
Fourth Street	25'
Interstate 15	5' Min/ 15' Avg
Industrial Park (IP) Planning Area	5'
Southern California Edison Right-of-Way	5'

Notes Applicable to Table 4.3-A

- A. All setbacks measured from the property line.
- B. Setbacks include front, side, and rear setbacks from streets.

The Exchange in Ontario, California

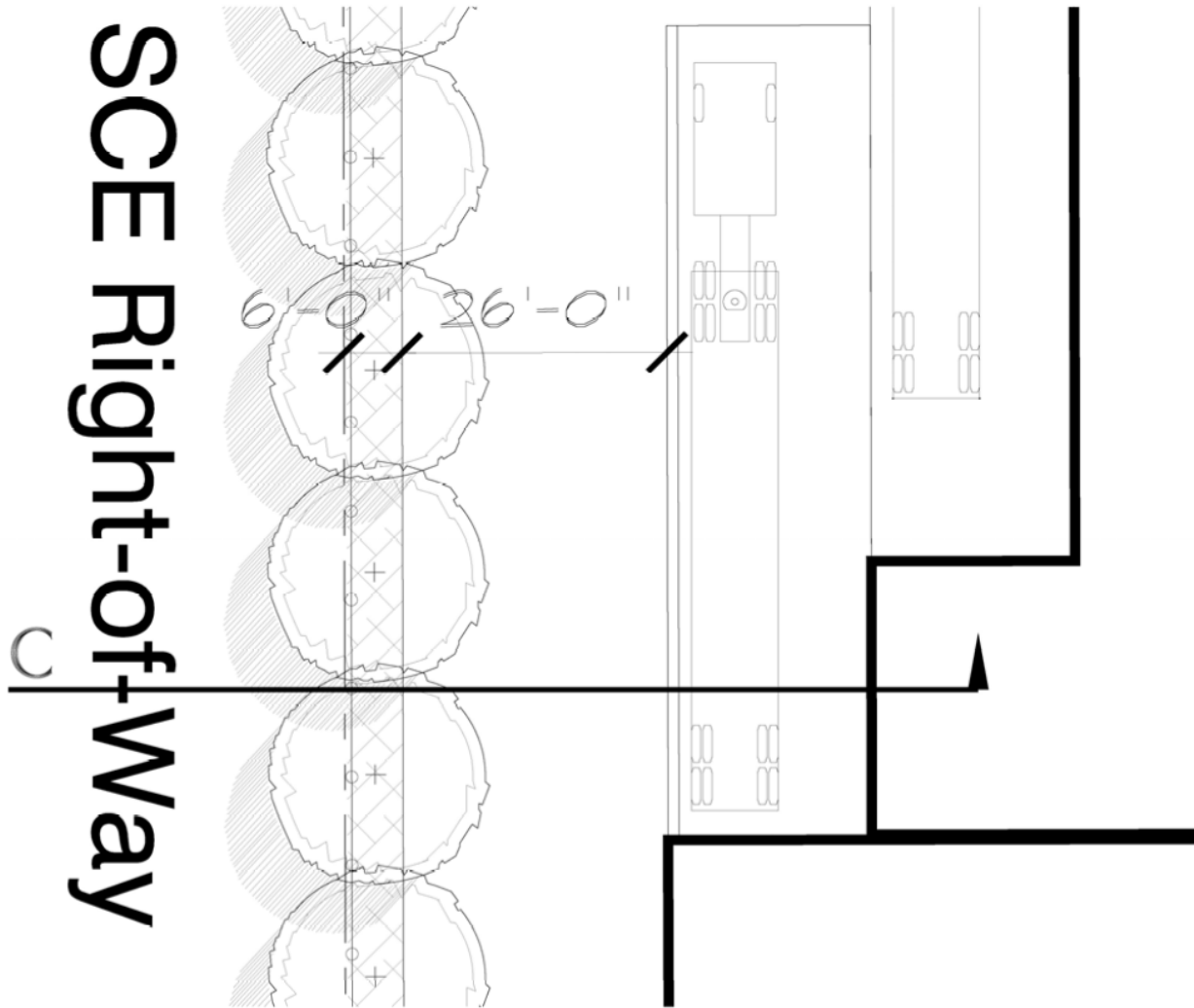
- C. The full depth of all parking and building setbacks shall be landscaped, excluding areas for pedestrian walkways and vehicular drives unless a special parking lot design is approved which maintains the equivalent total amount of landscaped area between the property line and the parking lot.
- D. Greater setbacks than required herein may be required to meet the objectives of the plan.
- E. The Planning Commission may grant reductions to these standards when the findings can be made that (1) adequate landscaped open space will be provided elsewhere within the project, (2) reduced setbacks will result in a superior building design enhancing the character of the urban environment.
- F. Sidewalks and public transit facilities (i.e., bus shelters) may encroach into required setback areas, but shall be required to be located within easements
- G. The requirement for five feet (5') minimum/ fifteen feet (15') average of landscape setback adjacent to the freeway may be reduced by one foot for each foot of landscaping constructed within Caltrans right-of-way, and provided, further, that the freeway right-of-way be landscaped as approved by Caltrans.

4.4 Loading & Storage Areas

- 4.4.1 Provisions shall be made, on-site, for all necessary vehicle loading.
- 4.4.2 Loading docks or staging areas shall be located in the rear or side-yard of buildings, recessed and/or screened so as not to be visible from neighboring properties or public rights-of-way. In no event shall a loading dock be closer than seventy-five (75) feet from a property line fronting upon a street.
- 4.4.3 No materials, supplies, or equipment, including trucks or other motor vehicles, shall be stored upon any site except inside a closed building or behind a screen so not to be visible off-site.
- 4.4.4 Earth berms, landscape materials, fencing or walls and appropriate combinations thereof, shall be used for screening purposes. Chain link may be used to screen service or truck loading areas not in public view, however, where employed, the metal fabric must be substantially obscured by vines or other plant materials.
- 4.4.5 Outdoor storage areas shall be screened with masonry walls, vine covered wire mesh (not chain link) fencing or a combination of landscaping and walls and/or fencing not less than 8 feet in height. No materials shall be stored higher than 8 feet.

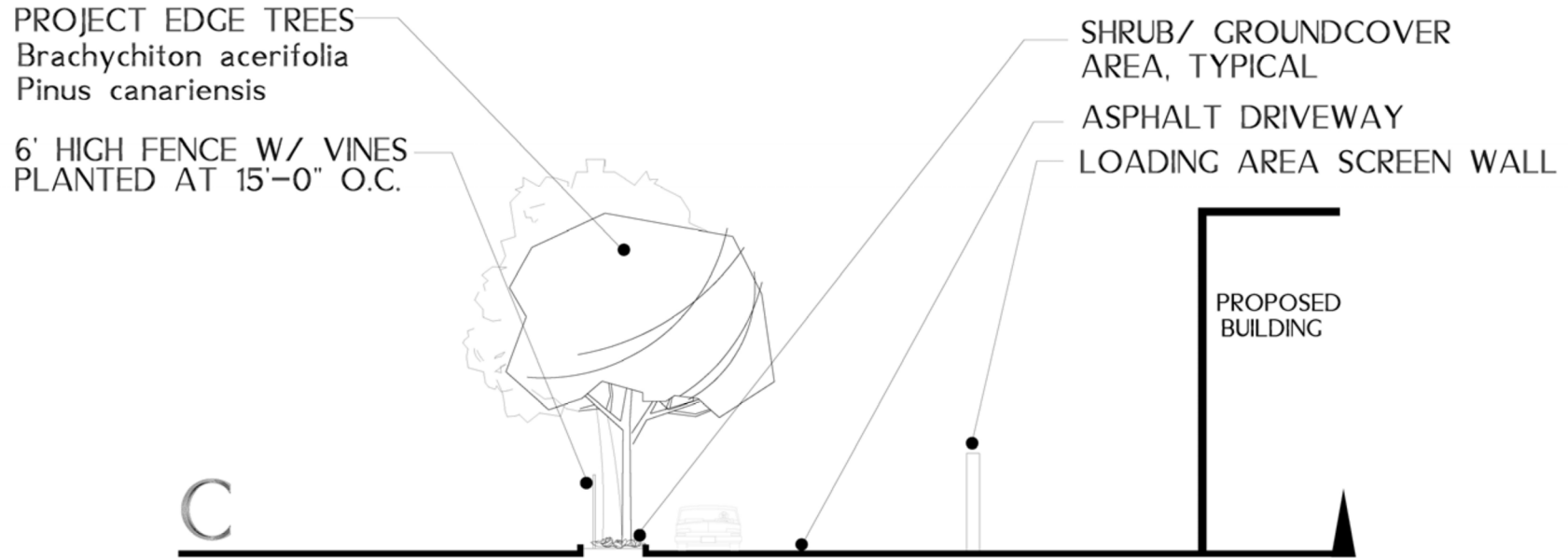
Schematic design and sections are shown on Exhibit 4.4-A and 4.4-B.

**EXHIBIT 4.4-A
LOADING AND STORAGE CONCEPT**



The Exchange in Ontario, California

EXHIBIT 4.4-B LOADING AND STORAGE SECTION



The Exchange in Ontario, California

4.5 Refuse Collection Areas

- 4.5.1 No refuse collection areas shall be permitted between a street and the front of a building.
- 4.5.2 Refuse collection areas shall be so designed as to contain all refuse generated on-site and deposited between collections. Deposited refuse shall not be visible from outside the refuse enclosure.
- 4.5.3 Screen walls and enclosures should be visually connected to the primary building structure or designed to be harmonious in style, material, finish and color with the overall architectural theme.
- 4.5.4 All trash enclosures associated with restaurant and/ or food uses shall be roofed in order to minimize rain infiltration and runoff.

4.6 Architectural Design Guidelines

4.6.1 Intent

This specific plan is not intended to define a specific “style” for building design within the FC District. However, with approximately 700,000 cars per day passing the site at freeway speeds, the proximity and relationship to Interstate 15 on the west should be considered as the primary design influence. The design theme of the FC planning area within **The Exchange** shall be one, which creates a harmonious building style, form, size, color and material palette, and roof line as it relates to surrounding planned or existing development. Subtle variations are encouraged which provide visual interest but do not create abrupt changes causing discord in the overall design of the immediate area. It is not intended that one style of architecture be dominant, but that individual structures create and enhance a high quality and harmonious community experience. All projects shall comply with Commercial Design Guidelines of [Article 16 Section 6.01.015.F](#) of the [Ontario](#) Development Code ([effective 1/1/2016](#)) as directed by the City.

General design criteria to be considered within the development shall include the following:

- (A) The freeway elevation of the major buildings should receive treatment designed to attract attention and convey the character and uses of the development to freeway commuters traveling at high speeds in a simple, yet dynamic way. Bold color, enhanced building materials, simple massing, and dynamic building forms and details are the primary means for accomplishing this attraction.
- (B) Pad buildings and buildings oriented towards Fourth Street should receive a more intimate level of detail designed to enhance the character of the development to customers traveling at normal surface street speeds. Special consideration should be given that all north-bound freeway traffic exiting at Fourth Street will observe the development and the Fourth Street frontage from the off-ramp at a signalized intersection directly opposite the development entry. Colors, textures and materials shall be coordinated to achieve compatibility of design, blend well with the surrounding environment and not cause abrupt changes.

The Exchange in Ontario, California

(C) Design elements to be considered are:

1. Provide offsets or bays
2. Provide strong base material or approximately thirty percent (30%) use of alternative and enhanced building materials on primary elevations.
3. Create unique and identifiable entry and storefront treatment.
4. Provide architectural treatment to all elevations (360 degree architecture).
5. Design rear elevations to be visually attractive by providing articulation to the building plane and vertical variation of the roof line.
6. Avoid expanses of blank wall that are devoid of any articulation or embellishment.
7. Integrate screening for roof-mounted equipment into the building design (i.e. extend parapet walls) rather than having a “tacked-on” appearance.

(D) A uniform sign program for the development shall be developed to create a coordinated project theme of uniform design elements such as color, lettering style and placement. The sign program shall specify a consistent sign type and avoid mixing different sign types, such as canister signs with channelized letters; use a consistent size (i.e. maximum height and length) which is proportionate to the building; limit sign length to no more than seventy percent (70%) of the leased space width; major anchor tenants may have variation in sign letter style, color and size (i.e. height, area and length). Signage oriented towards Fourth Street or towards the interior of the development should be scaled to a slower moving, closer proximity observer. Refer to Section 3.4.6.

(E) Freeway monument or pylon sign(s) shall be addressed through the review of the Uniform Sign Program and shall comply with the sign standards Article 31 Chapter 8.0, Section 9-1.3155, including Table 31-78.01-1.A (All Zoning Districts) and 8.01-1.C (Commercial Zoning Districts) of the Ontario Development Code (effective 1/1/2016).

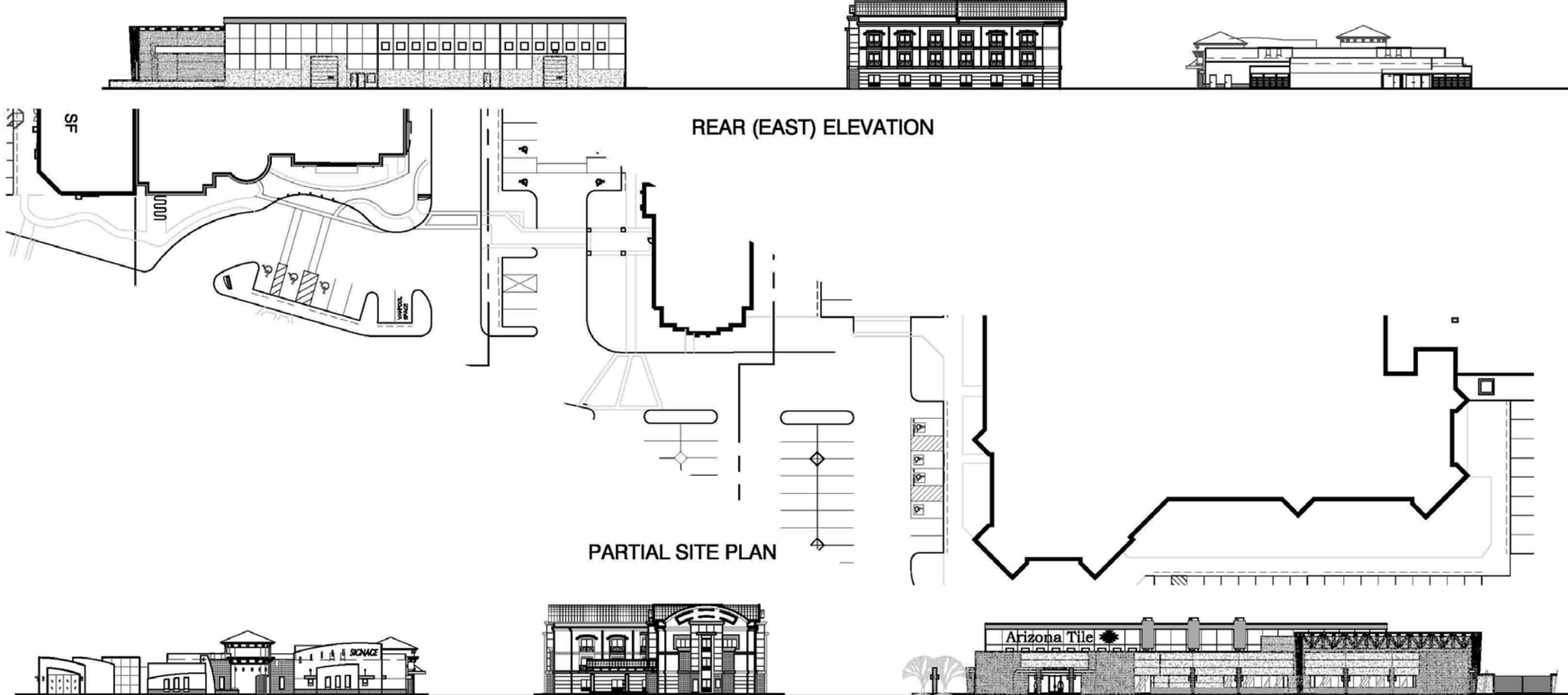
4.6.2 Implementation

4.6.2.1 A Development/ Site Plan Review per the submittal guidelines of the City of Ontario is required for all site plans within the Freeway Commercial Planning Area. Refer to current submittal requirements and fees published by the City. Exhibit 4.8-A depicts one potential concept as described herein.

4.6.2.2 All projects and site plans within the development shall be compatible with regard to architectural theme.

Exhibits 4.6-A , 4.6-B and 4.6-C depict one potential concept as described herein.

EXHIBIT 4.6-B
CONCEPTUAL FREEWAY COMMERCIAL (FC) ARCHITECTURAL ELEVATIONS & SIGNAGE



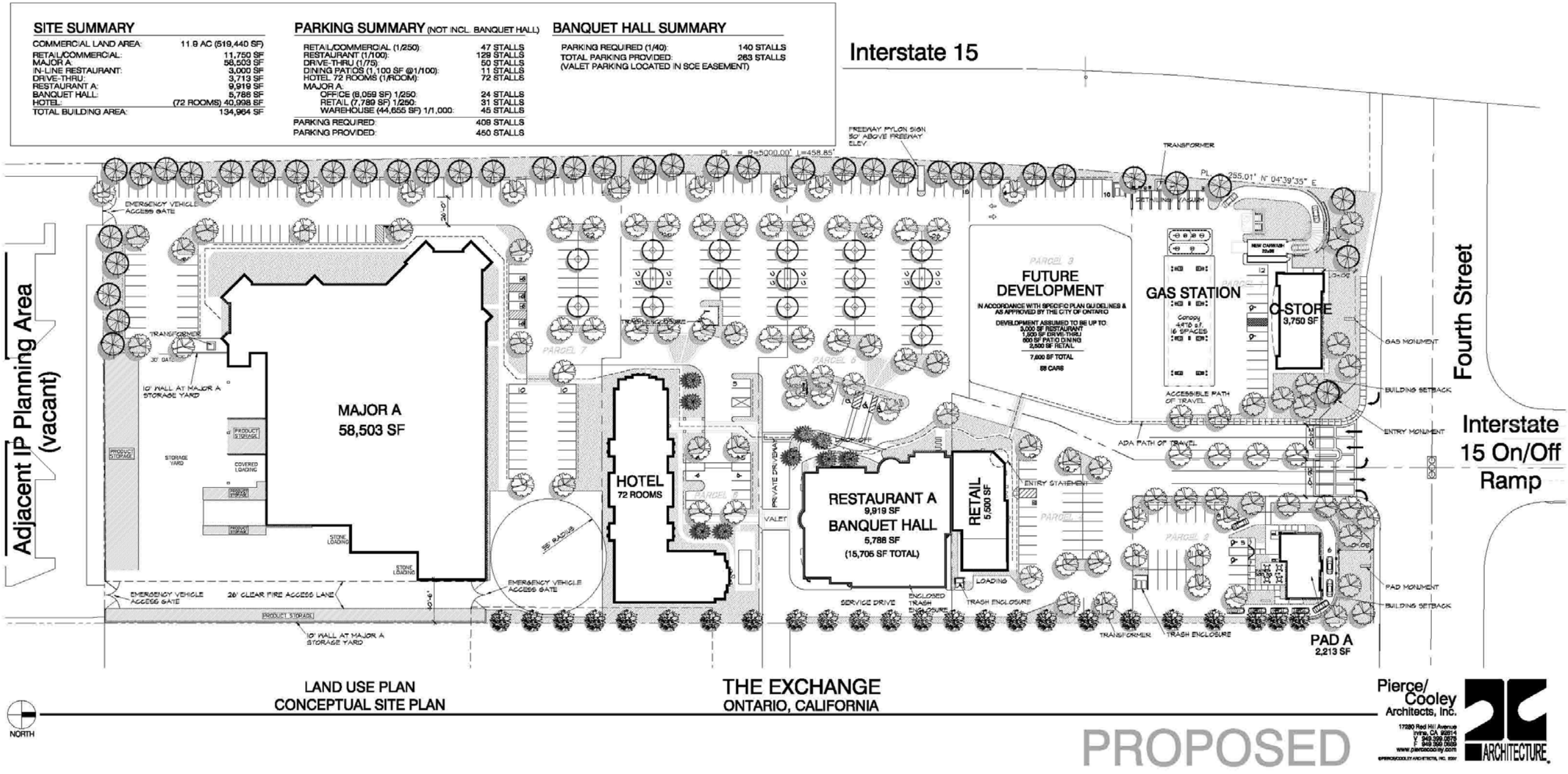
LAND USE PLAN
CONCEPTUAL SITE PLAN

FRONT (WEST) ELEVATION
THE EXCHANGE
ONTARIO, CALIFORNIA

PROPOSED



EXHIBIT 4.6-A
CONCEPTUAL FREEWAY COMMERCIAL (FC) SITE & LANDSCAPE/ HARDSCAPE PLAN



SITE SUMMARY

COMMERCIAL LAND AREA:	11.8 AC (519,440 SF)
RETAIL/COMMERCIAL:	11,750 SF
MAJOR A:	58,503 SF
IN-LINE RESTAURANT:	3,000 SF
DRIVE-THRU RESTAURANT A:	9,919 SF
BANQUET HALL:	5,788 SF
HOTEL:	(72 ROOMS) 40,998 SF
TOTAL BUILDING AREA:	134,964 SF

PARKING SUMMARY (NOT INCL. BANQUET HALL)

RETAIL/COMMERCIAL (1/250):	47 STALLS
RESTAURANT (1/100):	128 STALLS
DRIVE-THRU (1/75):	50 STALLS
DINING PATIOS (1,100 SF @1/100):	11 STALLS
HOTEL 72 ROOMS (1/ROOM):	72 STALLS
MAJOR A:	
OFFICE (8,069 SF) 1/250:	24 STALLS
RETAIL (7,789 SF) 1/250:	31 STALLS
WAREHOUSE (44,655 SF) 1/1,000:	45 STALLS
PARKING REQUIRED:	408 STALLS
PARKING PROVIDED:	450 STALLS

BANQUET HALL SUMMARY

PARKING REQUIRED (1/40):	140 STALLS
TOTAL PARKING PROVIDED (VALET PARKING LOCATED IN SCE EASEMENT):	283 STALLS

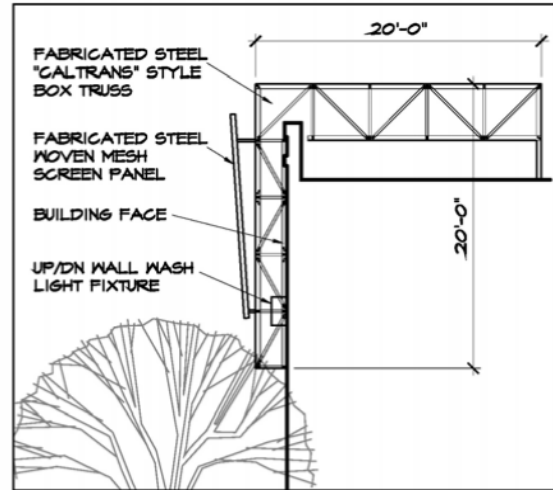
LAND USE PLAN
CONCEPTUAL SITE PLAN

THE EXCHANGE
ONTARIO, CALIFORNIA

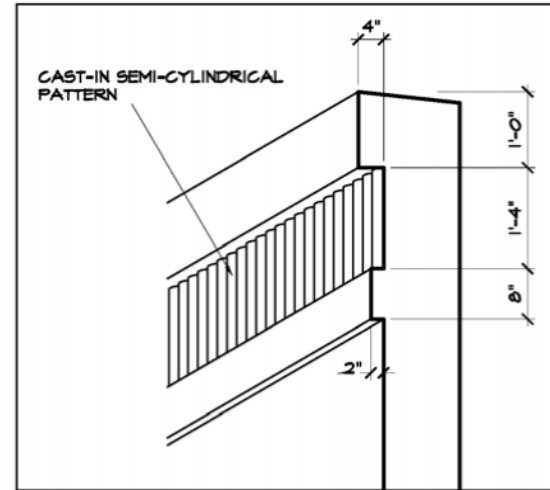
PROPOSED

Pierce/Cooley Architects, Inc.
17280 Red Hill Avenue
Ontario, CA 91764
P: 949.399.0579
F: 949.399.0589
www.piercecooley.com
SPONSOR/LEADER ARCHITECT, INC. 001

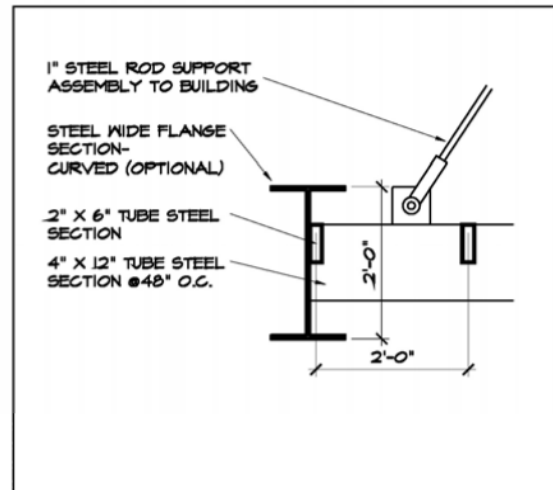
EXHIBIT 4.6-C FREEWAY COMMERCIAL (FC) ARCHITECTURAL DETAILS



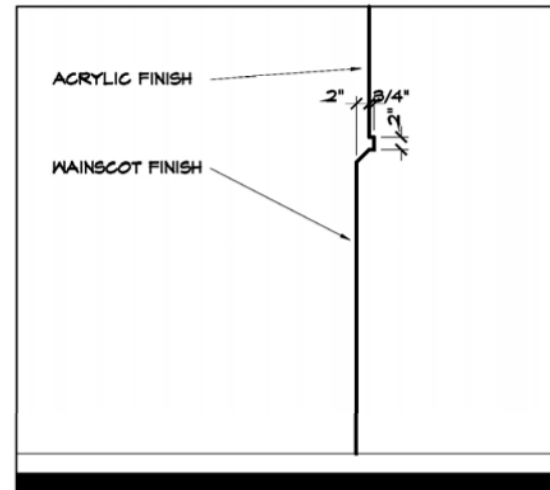
(A) BOX TRUSS



(B) PARAPET DETAIL



(C) METAL CANOPY



(D) WAINSCOT

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4.7 Landscaping and Streetscape/ Entire Project Shall Comply With City of Ontario Landscape Standards

4.7.1 4th Street Improvements

4.7.2 Interstate 15 Freeway Edge Treatment

4.7.2.1 Along Interstate 15, landscape material has been chosen to screen adjacent service areas while maintaining the view to the freeway signage element.

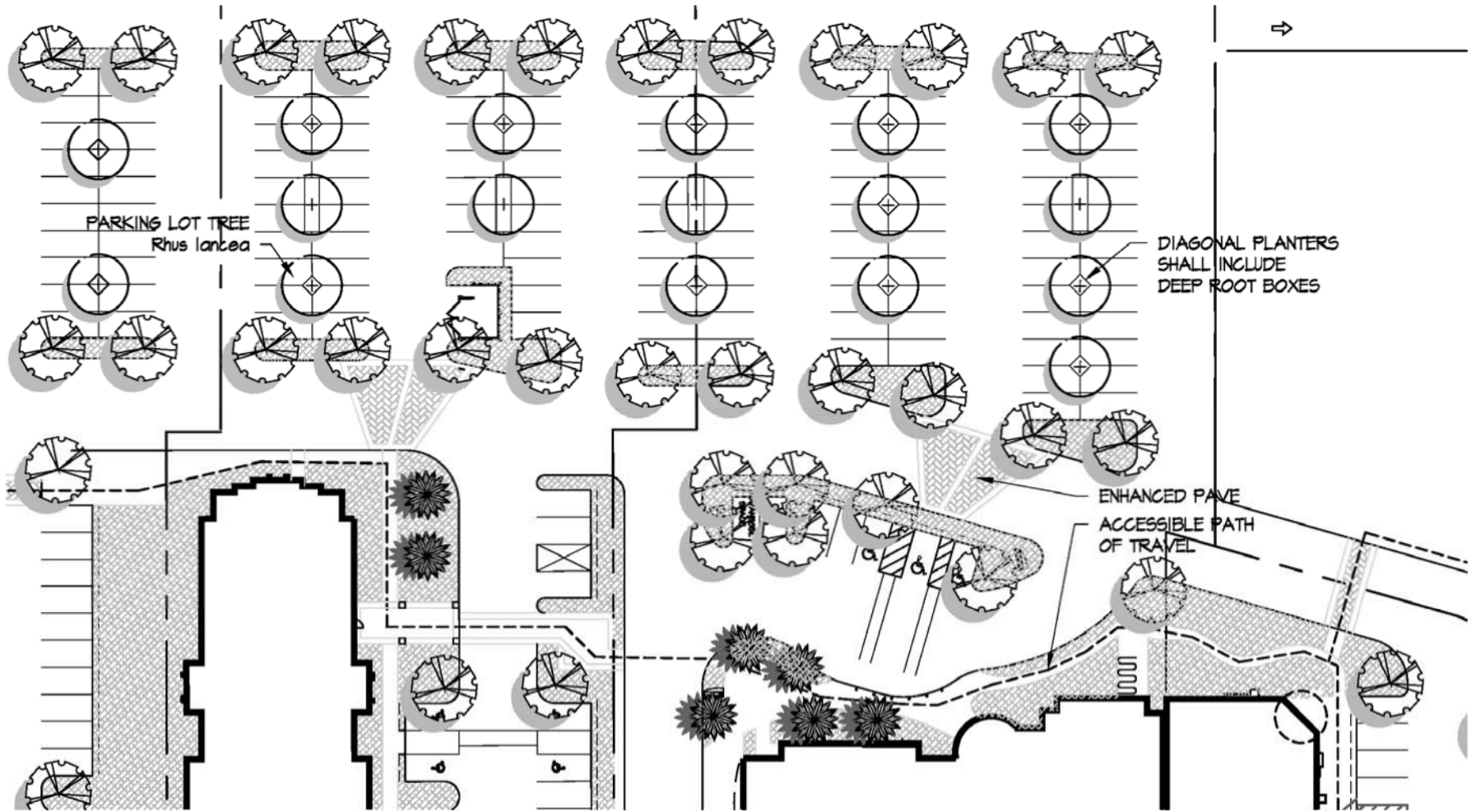
4.7.2.2 The requirement for five feet (5') minimum/ fifteen feet (15') average of landscape setback adjacent to the freeway may be reduced by one foot for each foot of landscaping constructed within Caltrans right-of-way, and provided, further, that the freeway right-of-way be landscaped as approved by Caltrans.

4.7.3 Project Entry and Intersection Treatments

4.7.3.1 Exhibit 4.8-A shows the location of the primary project entries and secondary site entries. Schematic designs and dimensional criteria for these special treatments are shown on Exhibits 4.7.A and 4.7-B.

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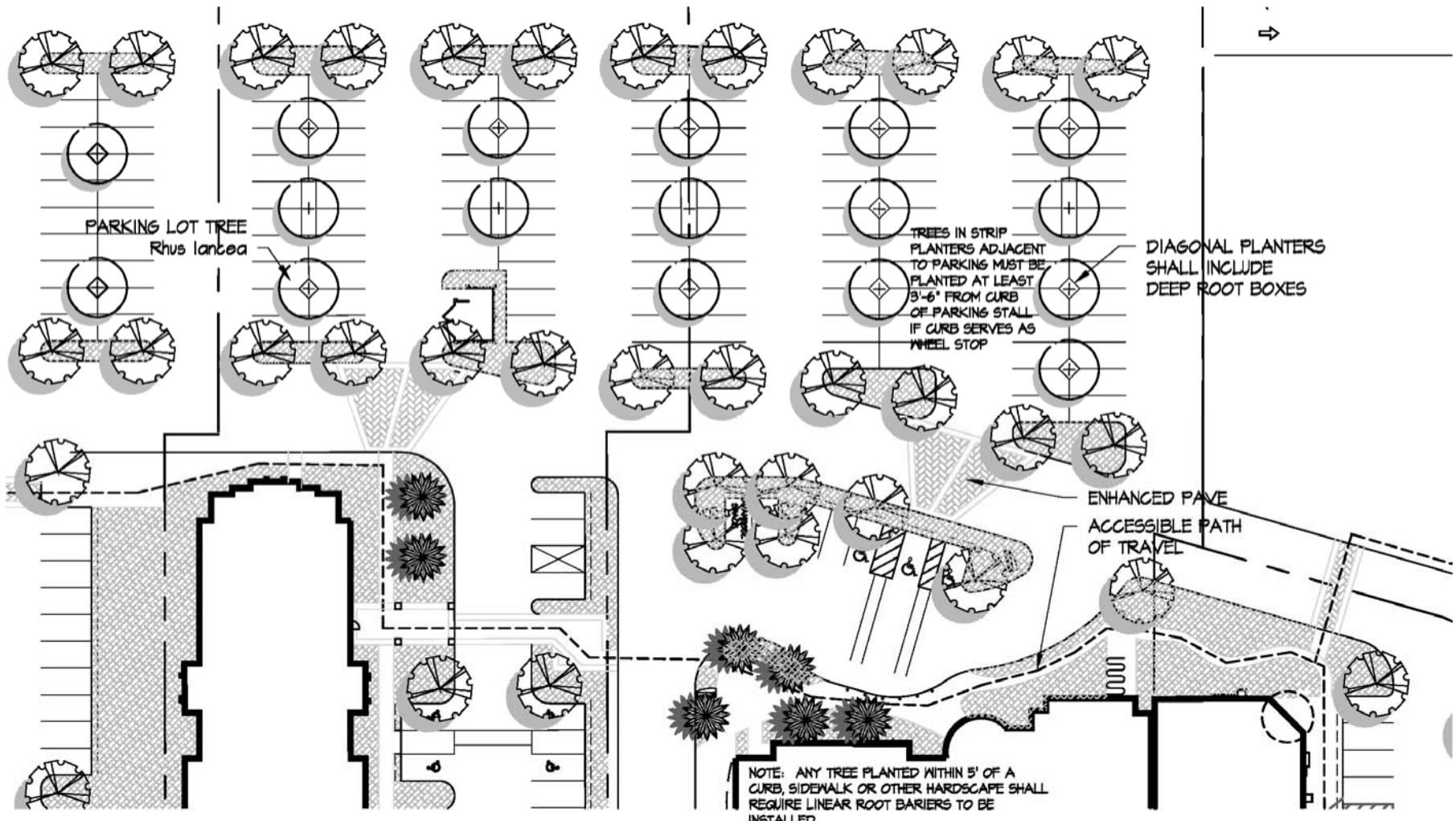
EXHIBIT 4.7-A BUILDING ENTRY LANDSCAPE/HARDSCAPE CONCEPT



PROPOSED

The Exchange in Ontario, California

EXHIBIT 4.7-B PARKING LOT PLANTING CONCEPT



PROPOSED

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4.7.4 General Landscape and Planting Requirements/ Entire Project Shall Comply With City of Ontario Landscape Standards

4.7.4.1 The following general standards shall guide the selection and installation of landscape improvements:

- (A) All street trees shall be planted and staked per City of Ontario Standards. All trees planted in turf areas shall receive tree boots.
- (B) All plant material shall be planted in the following minimum sizes:
 - (1) Trees - 24-inch Box (Fast growing trees to be no less than fifteen 15 gallon.
 - (2) Shrubs - Five (5) gallon. Exceptions may be granted by the Community Services Agency.
 - (3) Primary tree species shall be a minimum of 36-inch box.
- (C) Tree planting ratios for major streets shall be:
 - (1) Primary tree species: 40 percent
 - (2) Secondary tree species: 60 percent
- (D) Planting ratios for major street medians and parkway shall be:
 - (1) Turf: 35 percent
 - (2) Ground cover and shrubs: 50 percent

In addition, 15 percent of the median area shall be devoted to cobble treatment.

- (E) All City-owned well sites shall be screened by a solid masonry wall and extensive landscaping security shrubs, as approved by the Community Services Agency.
- (F) The City of Ontario Community Services Agency shall designate street trees for all public local streets within **The Exchange**, as part of the City of Ontario Master Plan of Street Trees. Staking and guying of trees shall be in accord with City standards.
- (G) Individual developments, open space and any wall adjoining public areas shall be designated to use security shrubs, as appropriate, as an anti-graffiti measure.
- (H) Replacement of dead or broken plant material shall be the responsibility of the applicable property owner association or property owner as appropriate.
- (I) All landscaped areas within the boundary of **The Exchange** Specific Plan shall be maintained to the standards established by **The Exchange** Owners Association.

The Exchange in Ontario, California

- (J) All landscape and irrigation plans shall be submitted to and approved by the Public Facilities Department of the City of Ontario.
- (K) Changes in the landscape and irrigation plans may be made by the Public Facilities Department. Equivalent plant materials may be substituted as necessary, as determined by the Public Facilities Department.

4.7.5 Planting Palette

Section 4.8 depicts those species of trees which comprise the planting palette of **The Exchange**. The palette is intended as a guide for plant selection. Other species may be approved by the City of Ontario Public Facilities Department. Trees along the pedestrian pathway are intended to provide shading of the pathway.

4.8 Landscape Design Guidelines/ Entire Project Shall Comply With City of Ontario Landscape Standards

4.8.1 Introduction

4.8.1.1 Design Guidelines for the Exchange are intended to define and emphasize the uniqueness of the project areas. Fourth Street is an important business corridors of the City; they carry a significant amount of through-travel, and they will provide an important focus for the City of Ontario.

4.8.1.2 In general, it is intended that **The Exchange's** landscaping and site design be organized and informal in nature, complementing its structured, urban character. Site design and landscape development should promote a strong identity and "sense of place" within the Specific Plan area. The Plan must respond to the multiple purposes of the Retail Center; general business park, hotel and retail commercial center. The emphasis for design treatments should advance these objectives through forms and materials in streetscapes, project perimeter, and on-site project areas. Combined, these elements can allow **The Exchange** to be distinctively different from its surroundings, and provide a sense of identity to this project.

4.8.2 Landscape Concept Plan

4.8.2.1 The Landscape Concept Plan (Exhibit 4.6-A) is an integral element in achieving a distinctive development character for the project area. This character is reinforced through the coordinated design and selection of landscape and paving materials, and emphasis on special features. Required guidelines are specified for the following categories:

- a. Streetscape
- b. Project Entries
- c. Project Edges
- d. Internal Roadways
- e. On-Site Landscaping
- f. Hardscape Design Elements

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4.8.2.2 The Landscape Concept Plan (Exhibit 4.6-A) contained herein establishes a framework for consistency of design between the ultimate development pattern and phased increments. As phases are implemented, landscape plans that are consistent with these concepts and which implement them shall be approved. **The Exchange** maintains the final approval of all landscape improvements and maintenance guidelines. The above categories are described in the following pages.

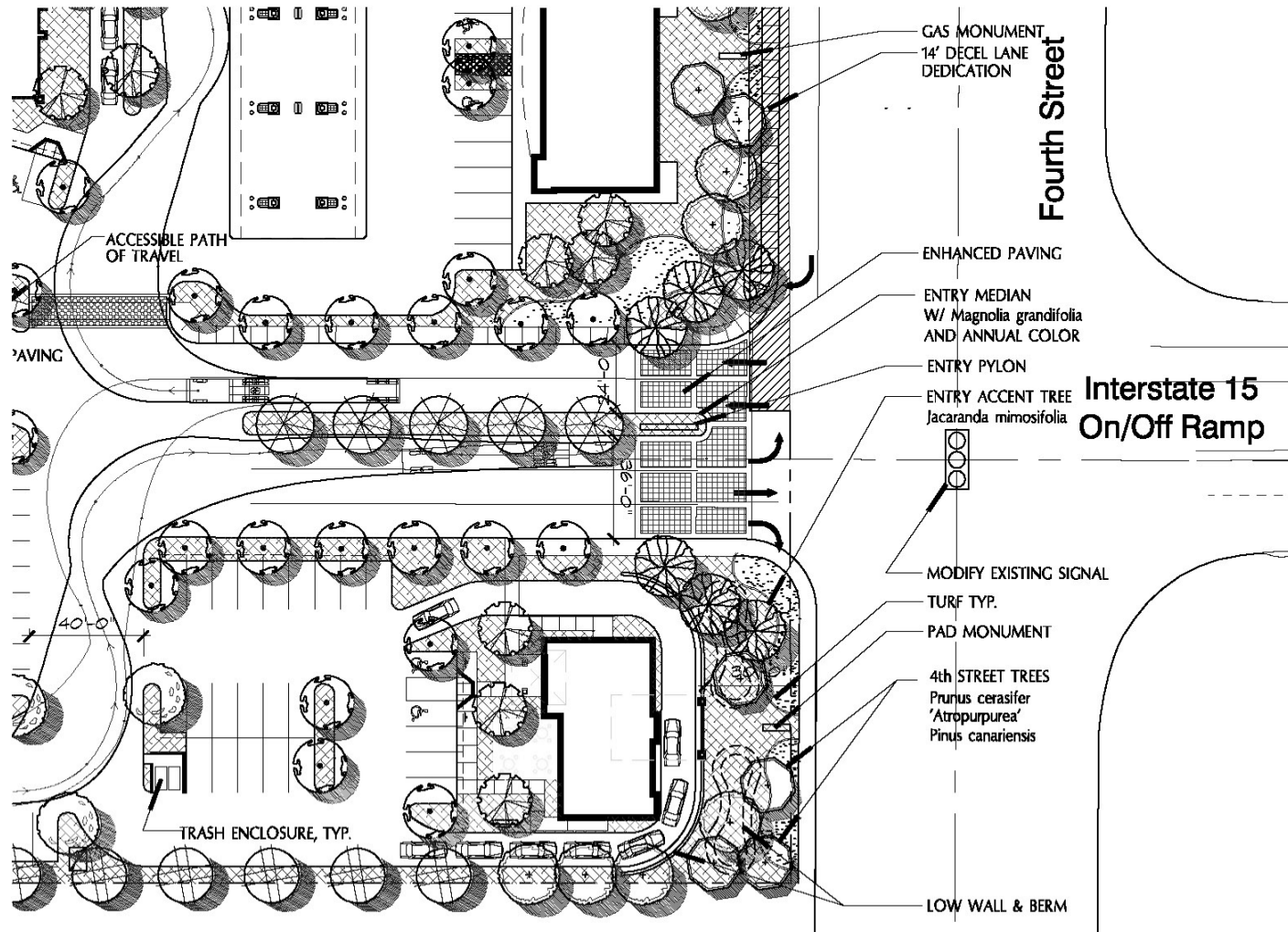
4.8.3 Streetscape

4.8.3.1 Landscape Edge Adjacent to Surrounding Arterial Corridors

In order to create a unifying element surrounding the project area, a landscape edge will be maintained adjacent to Fourth Street. It will include informal shrub masses with groundcover and informal dense tree on parkway, which is bermed 2' at maximum height. Minimum widths of 5 feet between curb and meandering sidewalk shall be maintained except where the walk meets the curb. Concrete mow strips shall separate the turf and shrub/groundcover planting areas (Exhibits 4.6-A and 4.8-A).

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EXHIBIT 4.8-A FOURTH STREET EDGE & ENTRY DESIGN CONCEPT



The Exchange in Ontario, California

4.8.3.2 Recommended plant materials for streetscape are as follows;

Trees (24" box min.): Koelreuteria bipinnata (Chinese Flame Tree)
Liriodendron tulipifera (Tulip Tree)
Magnolia grandiflora 'Samuel Summer' (Southern Magnolia)
Pinus canariensis (Canary Island Pine)
Pistacia chinensis (Chinese Pistache)
Platanus acerifolia (London Plane Tree)
Podocarpus gracilior (Fern Pine)

Shrubs (5 gal. min.): Abelia grandiflora (Glossy Abelia)
Hemerocallis hybrids (Daylily)
Raphiolepis indica (India Hawthorn)
Bougainvillea spp. (Bougainvillea)

Groundcovers: Cerastium tomentosum (Snow in Summer)
Fragaria chiloensis (Sand Strawberry)
Lantana montevidensis (Dwarf Lantana)
Oenothera berlandieri (Mexican Evening Primrose)
Myoporum parvifolium 'Putah Creek'
Trachelospermum jasminoides (Star Jasmine)
Verbena peruviana (Verbena)
Viburnum tinus (Laurustinus)

4.8.4 Project Entries

4.8.4.1 Secondary corner quadrants at the entry drive to **The Exchange** shall be special accent, which announce the arrival to the space and the theme of the Center. Flowering canopy trees along with larger scale background trees will be utilized at specific project entries to highlight and provide an entry gateway at project sites (Exhibit 4.8-A).

4.8.4.2 Recommended plant materials are as follows:

Trees (24" box min.): Cassia leptophylla (Golden Medallion Tree)
Cinnamomum Camphora (Camphor Tree)
Jacaranda mimosifolia (Jacaranda)
Lagerstroemia indica (Crape Myrtle)
Phoenix Canariensis (Canary Island Date Palm)
Phoenix Dactylifera (Date Palm)
Pinus spp.
Pistacia chinensis (Chinese Pistache)

The Exchange in Ontario, California

Schinus molle (California Pepper)
Washingtonia filifera (California Fan Palm)

Shrubs (5 gal min.): Baccharis pilularis (Dwarf Coyote Bush)
Ceanothus (Wild Lilac)
Cistus spp. (Rockrose)
Dietes Bicolor
Abelia grandiflora (Glossy Abelia)
Hemerocallis hybrids (Daylily)
Ligustrum japonicum 'Texanum' (Privet)
Phormium tenax (New Zealand Flax)
Raphiolepis indica (India Hawthorn)

Groundcovers: Cerastium tomentosum (Snow in Summer)
Frageria chiloensis (Sand Strawberry)
Hedera helix (English Ivy)
Hypericum calycinum (Creeping St. Johnswort)
Lonicera japonica (Japanese Honeysuckle)
Oenothera berlandieri (Mexican Evening Primrose)
Lantana montevidensis (Dwarf Lantana)
Myoporum parvifolium 'Putah Creek'
Trachelospermum jasminoides (Star Jasmine)
Verbena peruviana (Verbena)
Viburnum tinus (Laurustinus)

Vines (5 gal min.): Clytostoma callistegioides (Violet TrumpetVine)
Gelsemium sempervirens (Carolina Jessamine)
Ficus pumila (Creeping Fig)

4.8.4.3 Special Paving

Specially enhanced paving shall be utilized at specific project entries, but shall not be a part of the public right-of-way. The special paving will highlight the entry by providing a visual and textural contrast to the surrounding paving materials.

Recommended materials: Textured and colored concrete

The Exchange in Ontario, California

4.8.5 Project Edges

4.8.5.1 The objective of landscaping of this edge is to visually screen undesirable views and to create a sense of enclosure. The edge buffer shall consist of a dense, formal planting of trees in a minimum of five (5) foot landscape strip (Exhibit 4.8-A). This consistently landscaped edge will identify the boundaries of the Ontario Center and will provide buffer from the adjacent land-use activities. Permanent groundcover will be established under the trees.

4.8.5.2 Recommended plant materials for typical edge buffers are as follows:

Trees (24" box min.): Brachychiton acerifolia (Flame Tree)
Pinus canariensis (Canary Island Pine)
Tristania conferta (Brisbane Box)

Shrubs (5 gal. min.): Abelia grandiflora (Glossy Abelia)
Hemerocallis hybrids (Daylily)
Raphiolepis indica (India Hawthorn)
Liriope muscari (Big Blue Lily Turf)

Groundcover: Lantana montevidensis (Dwarf Lantana)
Lonicera japonica 'Halliana' (Hall's Honeysuckle)
Viburnum tinus (Laurustinus)

Vines (5 gal. min.) Clytostoma callistegioides (Violet Trumpet Vine)
Gelsemium sempervirens (Carolina Jessamine)
Ficus pumila (Creeping Fig)

4.8.6 Internal Roadways

4.8.6.1 To provide a unifying element within the project boundaries, the following streetscape guidelines shall be implemented. Major circulation roadways in the Ontario Center shall be landscaped in a formal urban arrangement. These roadways shall be laced with consistent tree species to identify roadways as the primary circulation feature, to create interest and give strong sense of direction.

All roadways shall maintain a minimum of 5-foot landscape strip between the curb and parking or building edge. These strips of areas shall be planted with formal shrub rows along the parking lot edges.

The Exchange in Ontario, California

4.8.6.2 Recommended plant materials are as follows:

- Trees (24" box min.): Brachychiton acerifolia (Flame Tree)
Tristania conferta (Brisbane Box)
Washingtonia filifera (California Fan Palm)
- Shrubs (5 gal. min.): Calliandra hematocephala (Pink Powder Puff)
Ceratostigma abyssinicum (Plumbago)
Pennisetum setaceum 'Cupressus' (Fountain Grass)
Dodonaea viscosa (Hopseed Bush)
Dietes vegeta (Fortnight Lily)
Ilex vomitoria (Yaupon)
Raphiolepis indica (India Hawthorn)
Strelitzia nicolai (Giant Bird of Paradise)
Viburnum tinus (Laurustinus)
- Groundcovers: Fragaria chiloensis (Sand Strawberry)
Rosmarinus officinalis 'Prostratus' (Dwarf Rosemary)
Trachelospermum jasminoides (Star Jasmine)
Verbena peruviana (Verbena)

4.8.7 On-Site Landscaping

4.8.7.1 In addition to the selections previously specified, the following trees, shrubs, groundcovers and turf shall be incorporated into the site where appropriate (Exhibit 4.6-A). Alternative choices are subject to Site Plan approval. Developers shall have the option to incorporate materials other than what are listed below; however this will be subject to the approval of the City of Ontario.

g. Building Entrances

Entrances to the building will be accented with enhanced concrete paving as well as densely planted shrubs, annual and perennial colors and accent trees in larger sizes (36"-48" box), while maintaining visibility to users (Exhibit 4.7-A).

4.8.8 Parking Lots

4.8.8.1 All open parking area and their adjacent vehicular access ways shall incorporate landscaping, which may be comprised of trees, shrubs and groundcovers. Landscaping shall include at least one (1) 24" Box shade tree per 10 parking stalls in open parking area and vehicular access way. Planting areas shall be a minimum of 5'x5' diamond shaped (Exhibit 4.7-B).

The Exchange in Ontario, California

4.8.8.2 Recommended parking lot trees are as follows:

Cassia leptophylla (Golden Medallion Tree)
Cupaniopsis anacardioides (Carrot Wood)
Koelreuteria bipinnata (Chinese Flame Tree)
Podocarpus gracilior (Fern Pine)
Rhus lancea (African Sumac)
Tipuana tipu (Tipu Tree)
Tristania conferta (Brisbane Box)

4.8.8.3 Landscape Planter Installation

Any landscaped area shall be separated from an adjacent vehicular area by a wall or curb.

4.8.9 Tree Planting

Trees shall be planted to enhance the identity of architecture and sense of place, at the same time accenting the entrance to the building, complementing the perimeter, and providing shading in parking lots. They shall be planted at a minimum of 24" Box container size.

Brachychiton acerifolia (Flame Tree)
Cinnamomum camphora (Camphor Tree)
Jacaranda mimosifolia (Jacaranda)
Koelreuteria bipinnata (Chinese Flame Tree)
Magnolia grandiflora (Southern Magnolia)
Pinus canariensis (Canary Island Pine)
Pistacia chinensis (Chinese Pistache)
Podocarpus gracilior (Fern Pine)
Tristania conferta (Brisbane Box)
Washingtonia filifera (California Fan Palm) Skinned 25' to 30' b.t.h.

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4.8.10 Shrub Planting

Shrubs shall be used for screening of parking areas and for special effects at building entrances, building perimeter and parking lot islands and planting strips. Shrubs of similar species shall be used in large masses to avoid spotty and disconnected ground plane. They shall be planted at minimum rate of one per 16 square-feet, and shrub planting shall be minimum 5 gallon size materials. Vines may be used in place of tall hedge to screen trash enclosure and utility equipment. They shall be of minimum 5 gallon container.

- Abelia grandiflora (Glossy Abelia)
- Baccharis pilularis (Dwarf Coyote Bush)
- Bougainvillea spp. (Bougainvillea)
- Calliandra hematocephala (Pink Powder Puff)
- Dietes vegeta (Fortnight Lily)
- Dodonaea viscosa (Hopseed Bush)
- Hemerocallis hybrids (Daylily)
- Ilex vomitoria (Youpon)
- Pennisetum setaceum 'Cupressus' (Fountain Grass)
- Raphiolepis indica (Indina Hawthorn)
- Strelitzia nicolai (Giant Bird of Paradise)
- Viburnum tinus (Laurustinus)

4.8.11 Groundcover Planting

For use in planting beds to complement turf area, groundcovers shall be of types that are easy to maintain. Groundcovers shall be planted at maximum spacing of 12" on center from flats or larger.

- Fragaria chiloensis (Sand Strawberry)
- Lantana montevidensis (Dwarf Lantana)
- Rosmarinus officinalis (Dwarf Rosemary)
- Trachelospermum jasminoides (Star Jasmine)
- Verbena peruviana (Verbena)
- Cerastium tomentosum (Snow in Summer)
- Oenothera berlandieri (Mexican Evening Primrose)
- Myoporum parvifolium 'Putah Creek'
- Turf-type Tall Fescue

The Exchange in Ontario, California

4.8.12 Vines

For use in planting beds in place of tall hedge to screen trash enclosure and utility equipment. They shall be of minimum 5 gallon container.

Clytostoma callistegioides (Violet Trumpet Vine)
Gelsemium sempervirens (Carolina Jessamine)
Ficus pumila (Creeping Fig)

4.8.13 Hardscape Design Elements

Hardscape design elements shall be incorporated into the overall design scheme for plaza, courtyard or transitional spaces within **The Exchange**. Hardscape elements will function as visual and physical connection between buildings, buildings and landscape materials within the project area in a coordinated and consistent manner. The elements, which are depicted in the following exhibits, shall include but may not be limited to the following:

Light fixtures
Bollards
Benches
Trash receptacles
Planter pots
Signage

4.8.14 Installation and Maintenance

4.8.14.1 Water

Permanent automatic irrigation facilities shall be provided for all landscape areas. This system may be augmented by drought-resistant vegetation.

4.8.14.2 Maintenance

All landscaping shall be permanently maintained in neat, clean and healthful condition.

The Exchange in Ontario, California

5.0 **INDUSTRIAL PARK (IP) PLANNING AREA** (Entire Section 5.0 is new as of 2016)

5.1 **General Development Standards**

5.1.1 All development within the Industrial Park (IP) Planning Area shall comply with the requirements and standards set forth in this Section 5.0 of the Specific Plan document and the appropriate provisions of the Ontario Development Code (effective 1/1/2016), including the IG (General Industrial) Zoning District standards contained in Section 6.01.025 and other applicable provisions of the Code. Where conflicts exist between the standards contained in this Specific Plan and those found in the Ontario Development Code, the regulations and standards in the Specific Plan shall take precedence. Any area of site development, administration, review procedures, environmental review, landscaping requirements, and regulations not expressly addressed by this Specific Plan document shall be subject to the provisions of the Ontario Development Code, using the context and objectives of the Specific Plan as a guide.

5.1.2 The site design of each development within the Industrial Park (IP) Planning Area shall give consideration to the use of setbacks, building massing, building orientation, the distance between buildings and landscape as design tools to maintain shelter from the prevailing wind and to thoughtfully shape views to the site.

5.1.3 All structures shall be designed in three-dimensions and all facades and the roofscapes shall receive consideration.

5.1.4 Site designs, submitted for development review, shall contain clear and direct indications, on the plans as to how these criteria have been satisfied.

5.1.5 Minimum Lot Size

The minimum lot size is 10,000 square feet in the IP Planning Area, which may include common access easements. Minimum lot dimensions are 100 feet for both width and depth. All lots should be large enough to meet the total space requirements of their ultimate users. Sufficient space must be provided to accommodate the principal and accessory structures, parking, landscaping provisions, and setback areas.

5.1.6 Setbacks

Refer to Section 5.3.

5.1.7 Maximum Building Height

Forty-five feet (45'), except that towers and other architectural features may be erected to a height of up to 25 percent above the prescribed height limit pursuant to Section 6.01.025.D.1.a. of the Ontario Development Code (effective 1/1/2016).

The Exchange in Ontario, California

5.1.8 Maximum Floor Area Ratio (FAR)

Maximum Floor Area Ratio in the Industrial Park Planning Area is 0.55 FAR. Maximum FAR calculation includes all main and accessory structures intended for human habitation and all lot area, including common access easements.

5.1.9 Minimum Landscape Coverage

5.1.9.1.1 At minimum, ten percent (10%) of lots in the Industrial Park (IP) Planning Area shall be landscaped. Landscaped areas with a minimum dimension of less than 5 FT shall not contribute toward the “minimum landscape coverage” calculation. The “minimum landscape coverage” calculation shall exclude all landscaped areas located within public rights-of-way.

5.1.9.1.2 At minimum, seven percent (7%) of off-street parking areas in the Industrial Park (IP) Planning Area shall be landscaped. See Section 6.05.030.D, Landscaping of Off-Street Parking Facilities, in the Ontario Development Code (effective 1/1/2016)

5.1.10 Utilities and Exterior Equipment

5.1.11.1 All utilities, including storm drain systems, sewer, gas and water lines, electrical, telephone and communication wires and related equipment shall be installed and maintained underground.

5.1.11.2 Roof mounted mechanical equipment shall be screened from public view by building parapets or decorative elements of equal height.

5.1.11.3 Electric transformers, utility pads, cable TV and telephone boxes shall be located out of public rights-of-way and underground or screened with walls, fences or vegetation or otherwise enclosed in a manner harmonious with the overall architectural theme.

The Exchange in Ontario, California

5.2 Permitted Uses

Uses in the Industrial Park Planning Area of the Exchange Specific Plan may include a range of limited manufacturing and assembly activities, storage and warehouse activities and other similar light industrial uses consistent with the IP (Industrial Park) Zoning District of the Ontario Development Code, Table 5.02-1 Land Use Matrix (effective 1/1/2016). The Industrial Park Planning Area, totaling approximately 11.5 acres, is located at the southerly portion of the Specific Plan Area, north of Ontario Mills Parkway.

The Exchange in Ontario, California

5.3 Setbacks and Separations

Table 5.3-A below shall govern minimum setbacks and separations from property lines and areas adjacent to streets and structures within the Industrial Park (IP) Planning Area of the **The Exchange** Specific Plan.

**TABLE 5.3-A
SETBACKS and SEPARATIONS for INDUSTRIAL PARK (IP)**

Minimum Building Setbacks Along:	Setbacks (feet)
Ontario Mills Parkway	20' Min.
Interstate 15 Right-of-Way	20' Min.
Freeway Commercial (FC) Planning Area	0'
Southern California Edison Right-of-Way	0'
Interior Property Lines	0'
Minimum Parking and Drive Aisle Separations Along:	
Ontario Mills Parkway	10' Min.
Interstate 15 Right-of-Way	10' Min.
Freeway Commercial (FC) Planning Area	5' Min.
Southern California Edison Right-of-Way	5' Min.
Parking Spaces to Interior Building, Walls and Fences in IP Area Exception: Within Screened Loading & Storage Yard Areas	5' Min. 0'
Parking Spaces Adjacent to Building Public Entries and Primary Office Areas	10' Min.
Drive Aisles to Building, Walls and Fences Exception: Within Screened Loading & Storage Yard Areas	10' Min. 0'
Minimum Screened Loading and Storage Yard Separations:	
Ontario Mills Parkway	20' Min.
Interstate 15 Right-of-Way	20' Min.
Freeway Commercial (FC) Planning Area	5' Min.
Southern California Edison Right-of-Way	0'
Screened Loading & Storage Yard to Interior Property Line	0'
Screened Loading & Storage Yard to Building, Walls and Fences	0'

The Exchange in Ontario, California

Notes Applicable to Table 5.3-A

- A. All setbacks measured from the property line when applicable.
- B. The full depth of all parking and building setbacks and separation areas shall be landscaped, excluding areas for pedestrian walkways and vehicular drives. The separation area may include pedestrian walkways, as necessary; however, where a planter area is able to be provided with a walkway, a minimum 3-FT wide planter area shall be maintained between a building wall and a pedestrian walkway. The minimum separation dimension does not include any area devoted to vehicle overhang.
- C. Greater setbacks than required herein may be required to meet the objectives of the plan.
- D. The Planning Commission may grant reductions to these standards when the findings can be made that (1) adequate landscaped open space will be provided elsewhere within the project, (2) reduced setbacks will result in a superior building design enhancing the character of the urban environment.
- E. Sidewalks and public transit facilities (i.e., bus shelters) may encroach into required street setback areas, but shall be required to be located within easements.

5.4 Loading & Storage Areas

- 5.4.1 Provisions shall be made, on-site, for all necessary vehicle loading.
- 5.4.2 Loading docks or staging areas shall be located in the rear or side-yard of buildings, recessed and/or screened so as not to be visible from public rights-of-way. In no event shall a loading dock be closer than seventy-five (75) feet from a property line fronting upon a street.
- 5.4.3 No materials, supplies, or equipment, including trucks or other motor vehicles, shall be stored upon any site except inside a closed building or behind a screen wall in a designated area.
- 5.4.4 Earth berms, landscape materials, fencing or walls and appropriate combinations thereof, shall be used for screening purposes. Chain link may be used to screen service or truck loading areas not in public view, however, where employed, the metal fabric must be substantially obscured by vines or other plant materials.
- 5.4.5 Outdoor storage areas shall be screened with masonry walls, vine covered wire mesh (not chain link) fencing or a combination of landscaping and walls and/or fencing not less than 8 feet in height. No materials shall be stored higher than 8 feet.

5.5 Refuse Collection Areas

- 5.5.1 No refuse collection areas shall be permitted between a street and the front of a building.

The Exchange in Ontario, California

- 5.5.2 Refuse collection areas shall be so designed as to contain all refuse generated on-site and deposited between collections. Deposited refuse shall not be visible from outside the refuse enclosure.
- 5.5.3 Screen walls and enclosures should be visually connected to the primary building structure or designed to be harmonious in style, material, finish and color with the overall architectural theme.
- 5.5.4 Refuse and recyclable materials container storage shall be within City approved enclosures designed to contain separate containers for the collection of refuse and recyclable materials. The number of trash enclosures required, their precise locations and dimensions, and their design shall be pursuant to the City's Refuse and Recycling Planning Manual. The requirement for refuse container storage areas may be reduced or waived by the Approving Authority if a trash compactor is used, which is screened from public view.
- 5.5.5 Trash enclosure dimensions shall be of adequate size to accommodate containers consistent with the City's current methods of collection within the area in which the project is located.

5.6 Architectural Design Guidelines

5.6.1 Intent

This Specific Plan is not intended to define a specific "style" for building design within the IP Planning Area. However, the proximity and relationship to Interstate 15 on the west should be considered as the primary design influence. The design theme of the IP Planning Area within **The Exchange** shall be one, which creates a harmonious building style, form, size, color and material palette, and roof line as it relates to surrounding planned or existing development. Subtle variations are encouraged which provide visual interest but do not create abrupt changes causing discord in the overall design of the immediate area. It is not intended that one style of architecture be dominant, but that individual structures create and enhance a high quality and harmonious community experience. All projects shall comply with Industrial Design Guidelines of Section 6.01.025.F. of the Ontario Development Code as applicable and directed by the City of Ontario.

General design criteria to be considered within the development shall include the following:

- (A) The freeway elevation of the major buildings should receive treatment designed to convey the character and uses of the development to freeway commuters traveling at high speeds in a simple way. Color, enhanced building materials, simple massing, and dynamic building forms and details are the primary means for accomplishing this character.
- (B) Buildings oriented towards Ontario Mills Parkway should receive a more intimate level of detail designed to enhance the character of the development at normal surface street level. Colors, textures and materials shall be coordinated to achieve compatibility of design, blend well with the surrounding environment and not cause abrupt changes.

The Exchange in Ontario, California

(C) Design elements to be considered are:

1. Provide offsets or bays when appropriate.
2. Architect shall incorporate enhanced alternative materials or treatment at building entrances and high visual impact areas.
3. Create unique and identifiable primary office entry treatment.
4. Avoid expanses of blank wall that are devoid of any articulation or embellishment.
5. Integrate screening for roof-mounted equipment into the building design (i.e. extend parapet walls) rather than having a “tacked-on” appearance.

(D) A sign program for the development shall be developed to create a coordinated project theme of uniform design elements such as color, lettering style and placement. The sign program shall specify a consistent sign type and avoid mixing different sign types, such as canister signs with channelized letters; use a consistent size (i.e. maximum height and length) which is proportionate to the building; limit sign length to no more than seventy percent (70%) of the leased space width; tenants may have variation in sign letter style, color and size (i.e. height, area and length). Refer to Section 3.4.6 of this Specific Plan.

(E) Freeway monument or pylon sign(s) shall be addressed through the review of the sign program and shall comply with the sign standards of Chapter 8.0, including Table 8.01-1.A (All Zoning Districts) and 8.01-1.E (Industrial Zoning Districts) of the Ontario Development Code (effective 1/1/2016).

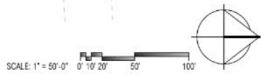
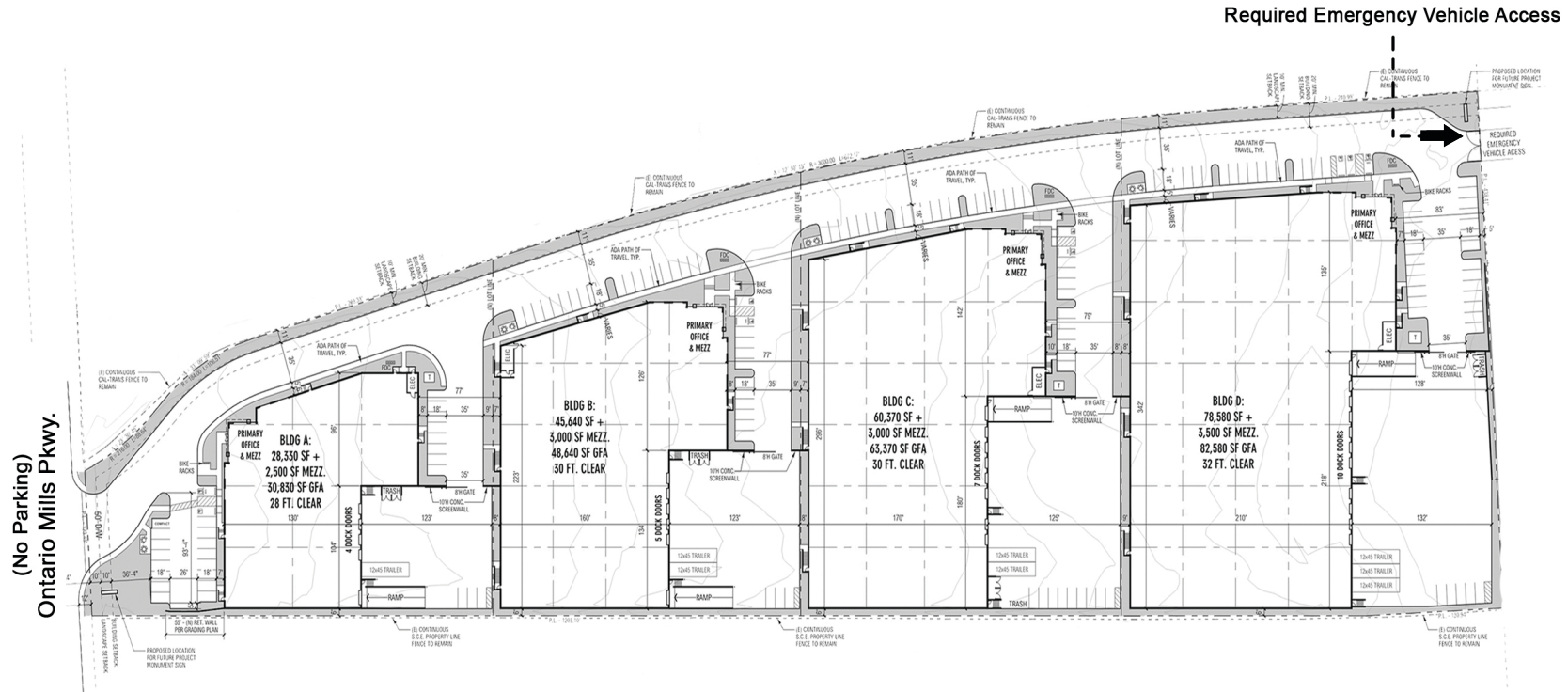
5.6.2 Implementation

5.6.2.1 A Development/ Site Plan Review per the submittal guidelines of the City of Ontario is required for all site plans within the Industrial Park Planning Area. Refer to current submittal requirements and fees published by the City. Exhibit 5.6-A depicts one potential concept as described herein.

5.6.2.2 All projects and site plans within the development shall be compatible with regard to architectural theme.

The Exchange in Ontario, California

EXHIBIT 5.6-A CONCEPTUAL INDUSTRIAL PARK (IP) SITE PLAN



The Exchange in Ontario, California

The Exchange in Ontario, California

5.7 Landscape Design

Landscape design in the Industrial Park (IP) Planning Area of **The Exchange** Specific Plan shall adhere to all applicable principles, requirements, standards and guidelines for nonresidential development as contained in Chapter 6.0, Division 6.05–Landscaping of the Ontario Development Code (effective 1/1/2016) as directed by the City of Ontario.

California Environmental Quality Act Environmental Checklist Form

City of Ontario
Planning Department
303 East "B" Street
Ontario, California
Phone: (909) 395-2036
Fax: (909) 395-2420



Project Title/File No.: PDEV16-016, PMTT16-012 and PSPA16-002 – The Exchange Industrial

Lead Agency: City of Ontario, 303 East "B" Street, Ontario, California 91764, (909) 395-2036

Contact Person: Henry K. Noh, Senior Planner, (909) 395-2429

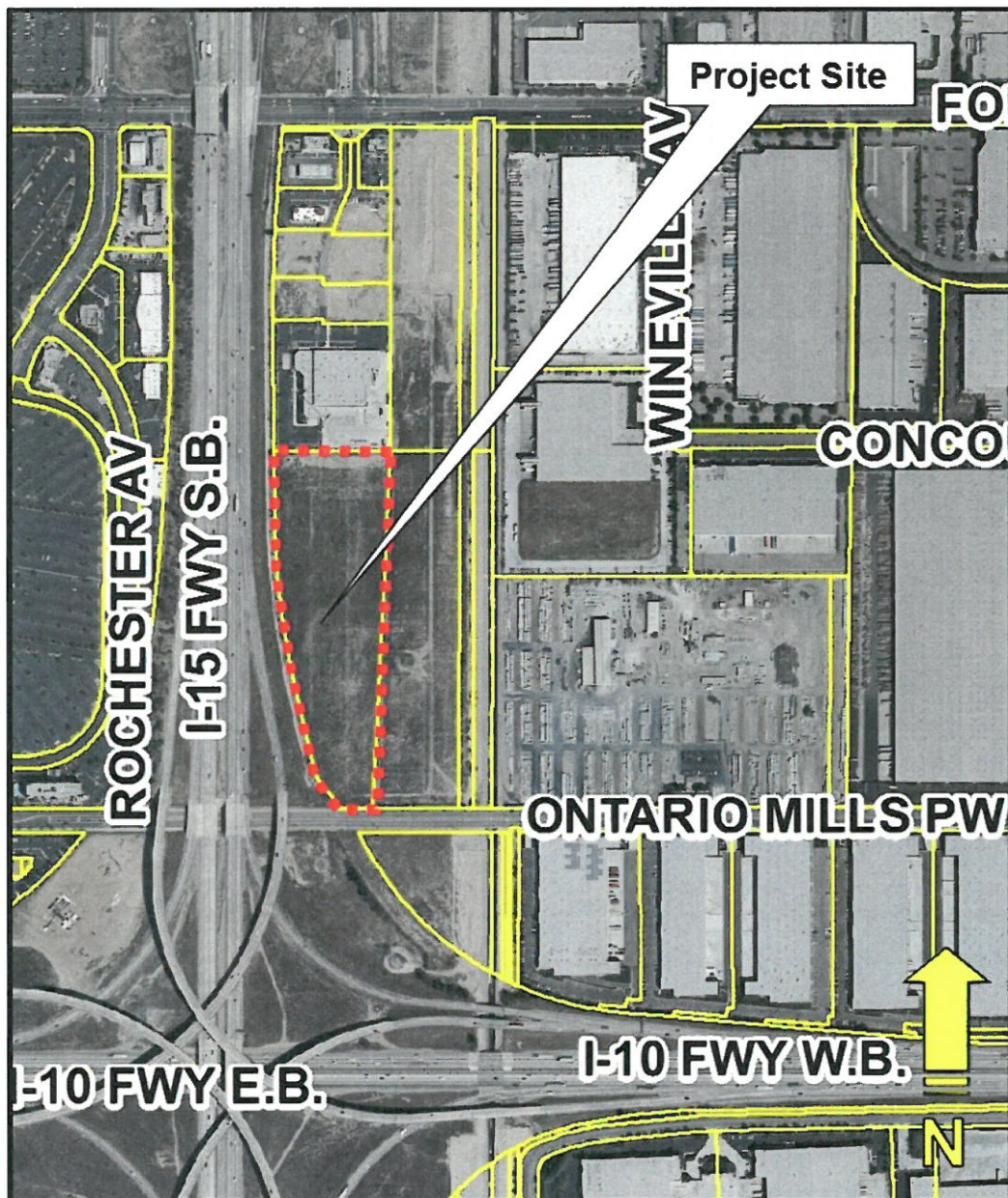
Project Sponsor: Orbis Real Estate Partners, 240 Newport Center, Ste. 219-12, Newport Beach, CA 92660

Project Location: The project site is located in southwestern San Bernardino County, within the City of Ontario. The City of Ontario is located approximately 40 miles from downtown Los Angeles, 20 miles from downtown San Bernardino, and 30 miles from Orange County. As illustrated on Figures 1 and 2, below, the project site is generally located on the north side of Ontario Mills Parkway, adjacent to the east of the I-15 Freeway.

Figure 1—REGIONAL LOCATION MAP



Figure 2—VICINITY MAP



General Plan Designation: IND – Industrial

Zoning: The Exchange Specific Plan – Industrial Park (IP)

Description of Project: A Tentative Parcel Map (File No. PMTT16-012 (TPM 19715)) to subdivide 10.59 acres of land into 4 lots, a Development Plan (File No. PDEV16-016) and an amendment to The Exchange Specific Plan (PSPA16-002) to construct four industrial buildings totaling approximately 225,000 square feet, located on the north side of Ontario Mills Parkway, adjacent to the east of the I-15 Freeway, within the Industrial Park land use district of The Exchange Specific Plan. The proposed approximate 225,000 square-foot industrial building includes office and warehouse uses (Exhibit A – Site Plan Proposed Building).

Project Setting: The 10.59 acre parcel is an interior vacant lot with frontages along the I-15 Freeway and Ontario Mills Parkway. The project site is surrounded by existing commercial buildings to the north, the I-15 Freeway and commercial buildings to the west, vacant flood control land to the south and an existing

SCE utility easement to the east. The site has an approximate 90-foot wide Etiwanda Creek Storm Drain Channel that is located along the northwest corner of the project site. Additionally, the site has a 15-foot wide public utility easements that are located along the northern property line.

Surrounding Land Uses:

	<u>Zoning</u>	<u>Current Land Use</u>
▪ North—	The Exchange Specific Plan	Commercial
▪ South—	Open Space-Recreation (OS-R)	Flood Control
▪ East—	Open Space-Recreation (OS-R)	SCE Utility Easement
▪ West—	I-15 Freeway	N/A - Freeway

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 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"/> Population / Housing | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation / Traffic |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

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 or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

Henry K. Noh, Senior Planner
Printed Name and Title

July 25, 2016

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.

CEQA Environmental Checklist Form

File No.: PDEV16-016, PMTT16-012 and PSPA16-002 – The Exchange Industrial

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
1) AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>
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 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

CEQA Environmental Checklist Form

File No.: PDEV16-016, PMTT16-012 and PSPA16-002 – The Exchange Industrial

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 federally protected wetlands as defined by Section 404 of the Clean Water Act (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 type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
5) CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code Section 21074?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6) GEOLOGY AND SOILS. Would the project:				

CEQA Environmental Checklist Form

File No.: PDEV16-016, PMTT16-012 and PSPA16-002 – The Exchange Industrial

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Expose people or structures to 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>
7) 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>
8) 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
e) For a project located within the safety zone of the airport land use compatibility plan for ONT or Chino Airports, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) 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"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9) HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any other water quality standards or waste discharge requirements or potential for discharge of storm water pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<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, in a manner which would result in substantial erosion or siltation on- or off-site or volume of storm water runoff to cause environmental harm or potential for significant increase in erosion of the project site or surrounding areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) 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 or potential for significant changes in the flow velocity or volume of storm water runoff to cause environmental harm?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff during construction and/or post-construction activity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality or potential for discharge of storm water to affect the beneficial uses of receiving water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Environmental Checklist Form

File No.: PDEV16-016, PMTT16-012 and PSPA16-002 – The Exchange Industrial

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10) LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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, airport land use compatibility plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11) 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"/>
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"/>
12) NOISE. Would the project result in:				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within the 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, 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"/>
13) POPULATION AND HOUSING. Would the project:				
a) Induce substantial 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"/>

CEQA Environmental Checklist Form

File No.: PDEV16-016, PMTT16-012 and PSPA16-002 – The Exchange Industrial

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14) 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 type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15) 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
16) TRANSPORTATION/TRAFFIC. Would the project:				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17) UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? In making this determination, the City shall consider whether the project is subject to the water supply assessment requirements of Water Code Section 10910, et seq. (SB 610), and the requirements of Government Code Section 664737 (SB 221).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18) MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

EXPLANATION OF ISSUES

1) **AESTHETICS.** Would the project:

a) **Have a substantial adverse effect on a scenic vista?**

Discussion of Effects: The Policy Plan (General Plan) does not identify scenic vistas within the City. However, the Policy Plan (Policy CD1-5) requires all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountain. The project site is not located on a major north-south as identified in the Functional Roadway Classification Plan (Figure M-2) of the Mobility Element within the Policy Plan. Therefore, no adverse impacts are anticipated in relation to the project.

Mitigation: None required.

b) **Substantially damage scenic resources, including, but not limited to, tress, rock outcroppings and historic buildings within a state scenic highway?**

Discussion of Effects: The City of Ontario is served by three freeways: I-10, I-15, and SR-60. I-10 and SR-60 traverse the northern and central portion of the City, respectively, in an east-west direction. I-15 traverses the northeastern portion of the City in a north-south direction. These segments of I-10, I-15, and SR-60 have not been officially designated as scenic highways by the California Department of Transportation. In addition, there are no historic buildings or any scenic resources identified on or in the vicinity of the project site. Therefore, it will not result in adverse environmental impacts.

Mitigation: None required.

c) **Substantially degrade the existing visual character or quality of the site and its surroundings?**

Discussion of Effects: The project would not degrade the existing visual character or quality of the site or its surroundings. The project site is located in an area that is characterized by industrial development and is surrounded by urban land uses.

The proposed project will substantially improve the visual quality of the area through development of the site with the proposed industrial building, landscaping and decorative screen walls, which will be consistent with the policies of the Community Design Element of the Policy Plan (General Plan) and zoning designations on the property, as well as with the industrial development in the surrounding area. Therefore, no adverse impacts are anticipated.

Mitigation: None required.

d) **Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?**

Discussion of Effects: New lighting will be introduced to the site with the development of the project. Pursuant to the requirements of the City’s Development Code, project on-site lighting will be shielded, diffused or indirect, to avoid glare to pedestrians or motorists. In addition, lighting fixtures will be selected and located to confine the area of illumination to within the project site and minimize light spillage.

Site lighting plans will be subject to review by the Planning Department and Police Department

prior to issuance of building permits (pursuant to the City's Building Security Ordinance). Therefore, no adverse impacts are anticipated.

Mitigation: None required.

- 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 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?**

Discussion of Effects: The four proposed industrial buildings totaling approximately 225,000 square feet on 10.59 acres of vacant land has been routinely maintained by mowing and weed abatement and does not contain any agricultural uses. Further, the site is identified as Developed Land on the map prepared by the California Resources Agency, pursuant to the Farmland Mapping and Monitoring Program. As a result, no adverse environmental impacts are anticipated.

Mitigation: None required.

- b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

Discussion of Effects: The project site is not zoned for agricultural use. The project site is zoned The Exchange Specific Plan (Industrial Park). The proposed project is consistent with the development standards and allowed land uses of the proposed zone. Furthermore, there is no Williamson Act contract in effect on the subject site. Therefore, no impacts to agricultural uses are anticipated, nor will there be any conflict with existing or Williamson Act contracts.

Mitigation: None required.

- 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))?**

Discussion of Effects: The project site is zoned The Exchange Specific Plan (Industrial Park). The proposed project is consistent with the Land Use Element (Figure LU-6) of the Policy Plan (General Plan) and the development standards and allowed land uses of the Exchange Specific Plan (Industrial Park) zone. Therefore, no adverse impacts are anticipated.

Mitigation: None required.

- d) **Result in the loss of forest land or conversion of forest land to non-forest use?**

Discussion of Effects: There is currently no land in the City of Ontario that qualifies as forest land as defined in Public Resources Code section 12220(g). Neither The Ontario Plan nor the City's Zoning Code provide designations for forest land. Consequently, the proposed project would not result in the loss or conversion of forest land.

Mitigation: None required.

- e) **Involve other changes in the existing environment, which, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use or conversion of forest land to non-forest use?**

Discussion of Effects: The project site is currently zoned The Exchange Specific Plan (Industrial Park) and is not designated as Farmland. The project site is currently vacant and there are no

agricultural uses occurring onsite. As a result, to the extent that the project would result in changes to the existing environment those changes would not result in loss of Farmland to non-agricultural uses.

Additionally, there is currently no land in the City of Ontario that qualifies as forest land as defined in Public Resources Code Section 12220(g). Neither The Ontario Plan nor the City's Development Code provide designations for forest land. Consequently, to the extent that the proposed project would result in changes to the existing environment, those changes would not impact forest land.

Mitigation Required: None required.

- 3) **AIR QUALITY.** Where available, the significance criteria established by the applicable air quality management 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?**

Discussion of Effects: The project will not conflict with or obstruct implementation of any air quality plan. As noted in The Ontario Plan FEIR (Section 5.3), pollutant levels in the Ontario area already exceed Federal and State standards. To reduce pollutant levels, the City of Ontario is actively participating in efforts to enhance air quality by implementing Control Measures in the Air Quality Management Plan for local jurisdictions within the South Coast Air Basin.

The proposed project is consistent with The Ontario Plan, for which the EIR was prepared and impacts evaluated. Furthermore, the project is consistent with the City's participation in the Air Quality Management Plan and, because of the project's limited size and scope, will not conflict with or obstruct implementation of the plan.

Mitigation: None required.

b) **Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

Discussion of Effects: Short term air quality impacts will result from construction related activities associated with construction activity, such as excavation and grading, machinery and equipment emissions, vehicle emissions from construction employees, etc. The daily emissions of nitrogen oxides and particulates from resulting grading and vehicular emissions may exceed threshold levels of the South Coast Air Quality Management District (SCAQMD).

Mitigation: The following fugitive dust mitigation measures shall be required:

- i) Use of dust control during clearing, grading and construction. Fugitive dust generated during cleaning, grading, earth moving or excavation shall be controlled by regular watering, paving of construction roads, or other dust-preventative measures. If freshwater resources are too precious to waste on dust control, availability of brackish or reclaimed water sources shall be investigated. Soil disturbance shall be terminated when high winds (25 mph or greater) make dust control extremely difficult.
- ii) Minimization of construction interference with regional non-project traffic movement. Impacts shall be reduced to below a level of significance by the following mitigation measures:
 - (1) Scheduling receipt of construction materials to non-peak travel periods.
 - (2) Routing construction traffic through areas of least impact sensitivity.
 - (3) Limiting lane closures and detours to off-peak travel periods.
 - (4) Providing rideshare incentives for contractor and subcontractor personnel.
- iii) After clearing, grading or earth moving:
 - (1) Seed and water until plant cover is established;
 - (2) Spread soil binders;
 - (3) Form and maintain a crust on the surface through repeated soaking that will prevent dust

pickup by wind; and

(4) Reduce “spill-over” effects by washing vehicles entering public roadways from dirt off road project areas, and washing/sweeping project access to public roadways on an adequate schedule.

iv) Emissions control from on-site equipment through a routine, mandatory program of low-emission tune-ups.

- c) **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 that exceed quantitative thresholds for ozone precursors)?**

Discussion of Effects: The project will not result in a cumulatively considerable net increase of any criteria pollutant for which the region is in non-attainment under an applicable federal or state ambient air quality because of the limited size and scope of the project. Although no impacts are anticipated, the project will still comply with the air quality standards of the TOP FEIR and the SCAQMD resulting in impacts that are less than significant [please refer to Sections 3(a) and 3(b)].

Mitigation: None required.

- d) **Expose sensitive receptors to substantial pollutant concentrations?**

Discussion of Effects: 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.

The project will not expose sensitive receptors to any increase in pollutant concentrations because there are no sensitive receptors located within close proximity of the project site. Further, there is limited potential for sensitive receptors to be located within close proximity of the site because the project site will be zoned The Exchange Specific Plan (Industrial Park) at the time of project approval. The types of uses that would potentially impact sensitive receptors would not be supported on the property pursuant to the Land Use Element (Figure LU-6) of the Policy Plan (General Plan) and zoning designations on the property. Therefore, no adverse impacts are anticipated.

Mitigation: None required.

- e) **Create objectionable odors affecting a substantial number of people?**

Discussion of Effects: The uses proposed on the subject site, as well as those permitted within the Exchange Specific Plan (Industrial Park) zoning district, do not create objectionable odors. Further, the project shall comply with the policies of the Ontario Municipal Code and the Policy Plan (General Plan). Therefore, no adverse impacts are anticipated.

Mitigation: None required.

- 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?**

Discussion of Effects: The project site is 10.59 acres in size and is currently undeveloped and has been routinely maintained by mowing and weed abatement. The project site is underlain with Delhi Fine Sand (Class III Soil). The project site is surrounded by development and is located within the Ontario Recovery Unit, but was determined by a Delhi Sands Flower-Loving Fly (DSF) Habitat Suitability Assessment (Michael Baker International, December 2015) that the project site does not

support suitable habitat for the DSF due to heavily mixed and contaminated soil. As a result, the study determined that the project site does not support clean Delhi Sand soils needed for suitable habitat for the DSF; that the DSF is absent from the site and that no further actions or additional focused surveys were recommended. As a result, the site is not considered habitat and no adverse impact to the DSF is anticipated.

Mitigation: None required.

- 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?**

Discussion of Effects: The project site does not contain any riparian habitat or other sensitive natural community identified by the Department of Fish & Game or Fish & Wildlife Service. Therefore, no adverse environmental impacts are anticipated.

Mitigation: None required.

- c) **Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

Discussion of Effects: No wetland habitat is present on site. Therefore, project implementation would have no impact on these resources.

Mitigation: None required.

- 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?**

Discussion of Effects: The project site is undeveloped and is surrounded by other industrial land uses to the north, south and west. As a result, there are no wildlife corridors connecting this site to other areas. Therefore, no adverse environmental impacts are anticipated.

Mitigation: None required.

- e) **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

Discussion of Effects: The City of Ontario does not have any ordinances protecting biological resources. Further, the site does not contain any mature trees necessitating the need for preservation. As a result, no adverse environmental impacts are anticipated.

Mitigation: None required.

- f) **Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan?**

Discussion of Effects: The project site is not part of an adopted HCP or NCCP, but is located within the Ontario Recovery Unit for the Delhi Sands Flower-Loving Fly (DSF). It was determined by a Delhi Sands Flower-Loving Fly Habitat Suitability Assessment (Michael Baker International, December 2015) that the project site does not support suitable habitat for the DSF due to heavily mixed and contaminated soil. As a result, the study determined that the project site does not support clean Delhi Sand soils needed for suitable habitat for the DSF; that the DSF is absent from the site and that no further actions or additional focused surveys were recommended. As a result, the site is not considered habitat and no adverse impact to the DSF or other approved habitat conservation plan is anticipated. As a result, no adverse environmental impacts are anticipated.

Mitigation: None required.

- 5) **CULTURAL RESOURCES.** Would the project:

a) **Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?**

Discussion of Effects:

The project site is vacant and does not contain any buildings, structures, or objects. Therefore, no adverse impacts are anticipated.

Mitigation: None required.

b) **Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?**

Discussion of Effects: The Ontario Plan FEIR (Section 5.5) indicates no archeological sites or resources have been recorded in the City with the Archeological Information Center at San Bernardino County Museum. However, only about 10 percent of the City of Ontario has been adequately surveyed for prehistoric or historic archaeology. While no adverse impacts to archeological resources are anticipated at this site due to its urbanized nature, standard conditions have been imposed on the project that in the event of unanticipated archeological discoveries, construction activities will not continue or will moved to other parts of the project site and a qualified archaeologist shall be contacted to determine significance of these resources. If the find is discovered to be historical or unique archaeological resources, as defined in Section 15064.5 of the CEQA Guidelines, avoidance or other appropriate measures shall be implemented.

Mitigation: None required.

c) **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Discussion of Effects: The City of Ontario is underlain by deposits of Quaternary and Upper-Pleistocene sediments deposited during the Pliocene and early Pleistocene time, Quaternary Older Alluvial sediments may contain significant, nonrenewable, paleontological resources and are, therefore, considered to have high sensitivity at depths of 10 feet or more below ground surface. In addition, the Ontario Plan FEIR (Section 5.5) indicates that one paleontological resource has been discovered in the City. However, the project proposes excavation depths to be less than 10 feet. While no adverse impacts are anticipated, standard conditions have been imposed on the project that in the event of unanticipated paleontological resources are identified during excavation, construction activities will not continue or will moved to other parts of the project site and a qualified paleontologist shall be contacted to determine significance of these resources. If the find is determined to be significant, avoidance or other appropriate measures shall be implemented.

Mitigation: None required.

d) **Disturb any human remains, including those interred outside of formal cemeteries?**

Discussion of Effects: The proposed project is in an area that has been previously disturbed by development. No known religious or sacred sites exist within the project area. Thus, human remains are not expected to be encountered during any construction activities. However, in the unlikely event that human remains are discovered, existing regulations, including the California Public Resources Code Section 5097.98, would afford protection for human remains discovered during development activities. Furthermore, standard conditions have been imposed on the project that in the event of unanticipated discoveries of human remains are identified during excavation, construction activities, the area shall not be disturbed until any required investigation is completed by the County Coroner and/or Native American consultation has been completed, if deemed applicable.

Mitigation: None required.

e) **Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code Section 21074?**

Discussion of Effects: The proposed project site is currently vacant and is surrounded by areas that have been previously disturbed by development. Although no known Tribal Cultural Resources

exist within the project area, the Gabrieleno Band of Mission Indians-Kizh Nation through the AB52 process have requested the presence of a tribal monitor to be on-site during grading activities.

The project shall be conditioned to require, prior to the issuance of a grading permit, that the project applicant shall contact the Gabrieleno Band of Mission Indians-Kizh Nation and provide the tribe with written notification of the project's ground disturbing activities and provide the tribe an opportunity to have a tribal monitor on-site during these activities. A copy of the written notification shall be provided to the Planning Department prior to the issuance of the first grading permit.

Mitigation: None required.

6) **GEOLOGY & SOILS.** Would the project:

a) **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:**

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.**

Discussion of Effects: There are no active faults known on the site and the project site is located outside the Fault Rapture Hazard Zone (formerly Alquist-Priolo Zone). The Ontario Plan FEIR (Section 5.7/Figure 5.7-2) identifies eight active or potentially active fault zones near the City. Given that the closest fault zone is located more than ten miles from the project site, fault rupture within the project area is not likely. All development will comply with the Uniform Building Code seismic design standards to reduce geologic hazard susceptibility. Therefore, no adverse impacts are anticipated.

Mitigation: None required.

ii) **Strong seismic ground shaking?**

Discussion of Effects: There are no active faults known on the site and the project site is located outside the Fault Rapture Hazard Zone (formerly Alquist-Priolo Zone). The Land Use Plan (Figure LU-6) of the Policy Plan (General Plan) FEIR (Section 5.7/Figure 5.7-2) identifies eight active or potentially active fault zones near the City. The closest fault zone is located more than ten miles from the project site. The proximity of the site to the active faults will result in ground shaking during moderate to severe seismic events. All construction will be in compliance with the California Building Code, the Ontario Municipal Code, The Ontario Plan and all other ordinances adopted by the City related to construction and safety. Therefore, no adverse impacts are anticipated.

Mitigation: None required.

iii) **Seismic-related ground failure, including liquefaction?**

Discussion of Effects: As identified in the TOP FEIR (Section 5.7), groundwater saturation of sediments is required for earthquake induced liquefaction. In general, groundwater depths shallower than 10 feet to the surface can cause the highest liquefaction susceptibility. Depth to ground water at the project site during the winter months is estimated to be between 250 to 450 feet below ground surface. Therefore, the liquefaction potential within the project area is minimal. Implementation of The Ontario Plan strategies, Uniform Building Code and Ontario Municipal code would reduce impacts to a less than significant level.

Mitigation: None required.

iv) **Landslides?**

Discussion of Effects: The project would not expose people or structures to potential adverse effects, including the risk of loss, injury, or death involving landslides because the relatively flat topography of the project site (less than 2 percent slope across the City) makes the chance of landslides remote. Implementation of The Ontario Plan strategies, Uniform Building Code and Ontario Municipal Code would reduce impacts to a less than significant level.

Mitigation: None required.

b) **Result in substantial soil erosion or the loss of topsoil?**

Discussion of Effects: The project will not result in significant soil erosion or loss of topsoil because of the previously disturbed and developed nature of the project site and the limited size and scope of the project. Grading increases the potential for erosion by removing protective vegetation, changing natural drainage patterns, and constructing slopes. However, compliance with the California Building Code and review of grading plans by the City Engineer will ensure no significant impacts will occur. In addition, the City requires an erosion/dust control plan for projects located within this area. Implementation of a NPDES program, the Environmental Resource Element of the Policy Plan (General Plan) strategies, Uniform Building Code and Ontario Municipal code would reduce impacts to a less than significant level.

Mitigation: The following mitigation measures shall be implemented:

- i) Prior to issuance of grading permits, the applicant shall submit an erosion control plan to reduce wind erosion impacts.
- ii) Fugitive dust generated during cleaning, grading, earth moving or excavation should be controlled by regular watering, paving of construction roads, or other dust-preventative measures.
- iii) After clearing, grading, or earth moving:
 - (1) Seed and water until plant cover is established;
 - (2) Spread soil binders;
 - (3) Form and maintain a crust on the surface through repeated soaking that will prevent dust pickup by wind; and
 - (4) Sweep streets if silt is carried to adjacent public thoroughfares.
- iv) Obtain authorization to discharge storm water under an NPDES construction storm water permit and pay appropriate fees.

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?**

Discussion of Effects: The project would not result in the location of development on a geologic unit or soil that is unstable, or that would become unstable because as previously discussed, the potential for liquefaction and landslides associated with the project is less than significant. The Ontario Plan FEIR (Section 5.7) indicates that subsidence is generally associated with large decreases or withdrawals of water from the aquifer. The project would not withdraw water from the existing aquifer. Further, implementation of The Ontario Plan strategies, Uniform Building Code and Ontario Municipal code would reduce impacts to a less than significant level.

Mitigation: None required.

d) **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

Discussion of Effects: The majority of Ontario, including the project site, is located on alluvial soil deposits. These types of soils are not considered to be expansive. Therefore, no adverse impacts are anticipated.

Mitigation: None required.

e) **Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

Discussion of Effects: The area is served by the local sewer system and the use of alternative systems is not necessary. There will be no impact to the sewage system.

Mitigation: None required.

7) **GREENHOUSE GAS EMISSIONS.** Would the project:

a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Discussion of Effects: The impact of buildout of The Ontario Plan on the environment due to the emission of greenhouse gases (“GHGs”) was analyzed in the Environmental Impact Report (“EIR”) for the Policy Plan (General Plan). According to the EIR, this impact would be significant and unavoidable. (Re-circulated Portions of the Ontario Plan Draft Environmental Impact Report, p. 2-118.) This EIR was certified by the City on January 27, 2010, at which time a statement of overriding considerations was also adopted for The Ontario Plan’s significant and unavoidable impacts, including that concerning the emission of greenhouse gases.

Pursuant to Public Resources Code section 21083.3, this impact need not be analyzed further, because (1) the proposed project would result in an impact that was previously analyzed in The Ontario Plan EIR, which was certified by the City; (2) the proposed project would not result in any greenhouse gas impacts that were not addressed in The Ontario Plan EIR; (3) the proposed project is consistent with The Ontario Plan.

The City of Ontario adopted a Climate Action Plan (CAP) and associated Greenhouse Gas Emissions CEQA Thresholds and Screening Tables on December 16, 2014. The CAP establishes a method for Projects within the City, which require a discretionary action, to determine the potential significance of GHG emissions associated with the discretionary approvals.

The City of Ontario has adopted a threshold of significance for GHG emissions. A screening threshold of 3,000 MTC02e per year for small land uses was established, and is used to determine whether a project requires additional analysis.

In determining this level of emissions, the City used the database of projects kept by the Governor’s Office of Planning and Research (OPR). The analysis of the 728 projects within the sample population combined commercial, residential, and mixed use projects. Emissions from each of these projects were calculated by SCAQMD to provide a consistent method of emissions calculations across the sample population, further reducing potential errors in the statistical analysis. In calculating the emissions from projects within the sample population, construction period GHG emissions were amortized over 30-years (the assumed average economic life of a development project).

- Energy efficiency of at least 5 percent greater than 2010 Title 24 requirements, and
- Water conservation measures that matches the California Green Building Code in effect as of January 2011.

As such, if a project would emit GHGs less than 3,000 MTC02e per year, the project is not considered a substantial GHG emitter, and the GHG impact is less than significant, requiring no additional analysis and no mitigation. On the other hand, if a project would emit GHGs in excess of 3,000 MTC02e per year, then the project could be considered a substantial GHG emitter, requiring additional analysis and potential mitigation.

The applicant utilized the City’s GHG Emission Reduction Screening Table and garnered a 100 point total for the proposed project, which incorporates mitigation and/or project design features to reduce GHG emissions. Since the project proposes 100 total points, the project is not required to provide quantification of project specific GHG emissions and has been determined to have a less than significant individual and cumulative impact regarding GHG emissions (See attached GHG Emissions Threshold Screening Table).

While Public Resources Code section 21083.3 requires that relevant mitigation measures from a General Plan EIR be imposed on a project that is invoking that section’s limited exemption from CEQA, these mitigation measures impose obligations on the City, not applicants, and hence are not directly relevant. However, the mitigation proposed below carries out, on a project-level, the intent of The Ontario Plan’s mitigation on this subject.

The City has reviewed the emission reduction measures and concepts in The Ontario Plan EIR's MM 6-2 and 6-3, and has determined that the following actions apply and shall be undertaken by the applicant in connection with the project:

Mitigation Required: The following mitigation measures shall be required:

- i) Evaluate existing landscaping and options to convert reflective and impervious surfaces to landscaping, and install or replace vegetation with drought-tolerant , low-maintenance native species or edible landscaping that can also provide shade and reduce heat-island effects;
 - ii) Require all new landscaping irrigation systems installed to be automated, high-efficient irrigation systems to reduce water use and require use of bubbler irrigation; low-angle, low-flow spray heads; or moisture sensors;
 - iii) Reduce heat gain from pavement and other similar hardscaping; and
 - iv) Pursuant to the City's CAP, the project will be required to implement the following design features:
 - (1) Energy efficiency of at least 5 percent greater than 2010 Title 24 requirements, and
 - (2) Water conservation measures that matches the California Green Building Code in effect as of January 2011.
- b) **Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

Discussion of Effects: The proposed project is consistent with The Ontario Plan Goal ER 4 of improving air quality by, among other things, implementation of Policy ER4-3, regarding the reduction of greenhouse gas emissions in accordance with regional, state and federal regulations. In addition, the proposed project is consistent with the policies outlined in Section 5.6.4 of the Environmental Impact Report for The Ontario Plan, which aims to reduce the City's contribution of greenhouse gas emissions at build-out by fifteen percent (15%), because the project is upholding the applicable City's adopted mitigation measures as represented in 6-1 through 6-6. Therefore, the proposed project does not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases.

Mitigation Required: None required.

8) **HAZARDS & 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?**

Discussion of Effects: The project is not anticipated to involve the transport, use or disposal of hazardous materials during either construction or project implementation. Therefore, no adverse impacts are anticipated. However, in the unlikely event of an accident, implementation of the strategies included in The Ontario Plan will decrease the potential for health and safety risks from hazardous materials to a less than significant impact.

Mitigation: None required.

- 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?**

Discussion of Effects: The proposed project does not 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, which use/store hazardous materials to the extent that they would pose a significant hazard to visitors/occupants to the subject site, in the event of an upset condition resulting in the release of a hazardous material.

Mitigation: None required

- c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances**

or waste within one-quarter mile of an existing or proposed school?

Discussion of Effects: The proposed project does not include the use, emissions or handling of hazardous or acutely hazardous materials, substances or waste. Therefore, no impacts are anticipated.

Mitigation: None required.

- 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?**

Discussion of Effects: The proposed project site is not listed on the hazardous materials site compiled pursuant to Government Code Section 65962.5. Therefore, the project would not create a hazard to the public or the environment and no impact is anticipated.

Mitigation: None required.

- e) **For a project located within the safety zone of the airport land use compatibility plan for ONT or Chino Airports, would the project result in a safety hazard for people residing or working in the project area?**

Discussion of Effects: The entire City is located within the Airport Influence Area (AIA) of ONT and the location of the Safety Impact Zones are reflected in Policy Map 2-2 of the ONT ALUCP and the project site is located outside the ONT Safety Zones. The Chino Airport influence area is confined to areas of the City south of Schaefer Avenue and west of Haven Avenue to the southern boundaries and the project site is located outside of the Chino Airport AIA. The proposed project is consistent with the policies and criteria of the ONT ALUCP, and, therefore, would not result in a safety hazard for people residing or working in the project area. Consequently, no impacts are anticipated.

Mitigation: None required.

- f) **For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

Discussion of Effects: The project site is not located within the vicinity of a private airstrip. Therefore, no impacts are anticipated.

Mitigation: None required.

- g) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Discussion of Effects: The City's Safety Element, as contained within The Ontario Plan, includes policies and procedures to be administered in the event of a disaster. The Ontario Plan seeks interdepartmental and inter-jurisdictional coordination and collaboration to be prepared for, respond to and recover from everyday and disaster emergencies. In addition, the project will comply with the requirements of the Ontario Fire Department and all City requirements for fire and other emergency access. Because the project is required to comply with all applicable City codes, any impacts would be reduced to a less than significant level.

Mitigation: None required.

- h) **Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

Discussion of Effects: The project site is not located in or near wildlands. Therefore, no impacts are anticipated.

Mitigation: None required.

- 9) **HYDROLOGY & WATER QUALITY.** Would the project:

- a) **Violate any other water quality standards or waste discharge requirements or potential for**

discharge of storm water pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?

Discussion of Effects: The project site is served by City water and sewer service and will not affect water quality standards or waste discharge requirements. Discharge of storm water pollutants from areas of materials storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing, waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work) areas could result in a temporary increase in the amount of suspended solids, trash and debris, oil and grease, organic compounds, pesticides, nutrients, heavy metals and bacteria pathogens in surface flows during a concurrent storm event, thus resulting in surface water quality impacts. The site is required to comply with the statewide National Pollutant Discharge Elimination System (NPDES) General Industrial Activities Stormwater Permit, the San Bernardino County Area-Wide Urban Runoff Permit (MS4 permit) and the City of Ontario's Municipal Code (Title 6, Chapter 6 (Stormwater Drainage System)). This would reduce any impacts to below a level of significance.

Mitigation: None required.

- b) **Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

Discussion of Effects: No increases in the current amount of water flow to the project site are anticipated, and the proposed project will not deplete groundwater supplies, nor will it interfere with recharge. The water use associated with the proposed use of the property will be negligible. The development of the site will require the grading of the site and excavation is expected to be less than 10 feet and would not affect the existing aquifer, estimated to be about 230 to 250 feet below the ground surface. No adverse impacts are anticipated.

Mitigation: None required.

- c) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site or volume of storm water runoff to cause environmental harm or potential for significant increases in erosion of the project site or surrounding areas?**

Discussion of Effects: It is not anticipated that the project would alter the drainage pattern of the site or area, in a manner that would result in erosion, siltation or flooding on-or-off site nor will the proposed project increase the erosion of the subject site or surrounding areas. The existing drainage pattern of the project site will not be altered and it will have no significant impact on downstream hydrology. Stormwater generated by the project will be discharged in compliance with the statewide NPDES General Construction Activities Stormwater Permit and San Bernardino County MS4 permit requirements. With the full implementation of a Storm Water Pollution Prevention Plan developed in compliance with the General Construction Activities Permit requirements, the Best Management Practices included in the SWPPP, and a stormwater monitoring program would reduce any impacts to below a level of significance. No streams or streambeds are present on the site. No changes in erosion off-site are anticipated.

Mitigation: None required.

- d) **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 that would result in flooding on- or off-site or potential for significant changes in the flow velocity or volume of storm water runoff to cause environmental harm?**

Discussion of Effects: The proposed project is not anticipated to increase the flow velocity or

volume of storm water runoff to cause environmental harm from the site and will not create a burden on existing infrastructure. Furthermore, with the implementation of an approved Water Quality Management Plan developed for the site, in compliance with the San Bernardino County MS4 Permit requirements, stormwater runoff volume shall be reduced to below a level of significance.

Mitigation: None required.

- e) **Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff (a&b) during construction and/or post-construction activity?**

Discussion of Effects: It is not anticipated that the project would create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or create or contribute stormwater runoff pollutants during construction and/or post-construction activity. Pursuant to the requirements of The Ontario Plan, the City's Development Code, and the San Bernardino County MS4 Permit's "Water Quality Management Plan" (WQMP), individual developments must provide site drainage and WQMP plans according to guidelines established by the City's Engineering Department. If master drainage facilities are not in place at the time of project development, then standard engineering practices for controlling post-development runoff may be required, which could include the construction of on-site storm water detention and/or retention/infiltration facilities. Therefore, no impacts are anticipated.

Mitigation: None required.

- f) **Otherwise substantially degrade water quality or potential for discharge of storm water to affect the beneficial uses of receiving water?**

Discussion of Effects: Activities associated with the construction period, could result in a temporary increase in the amount of suspended solids in surface flows during a concurrent storm event, thus resulting in surface water quality impacts. The site is required to comply with the statewide NPDES General Construction Permit and the City of Ontario's Municipal Code (Title 6, Chapter 6 (Stormwater Drainage System)) to minimize water pollution. Thus it is anticipated that there is no potential for discharges of stormwater during construction that will affect the beneficial uses of the receiving waters. However, with the General Construction Permit requirement and implementation of the policies in The Ontario Plan, any impacts associated with the project would be less than significant.

Mitigation: None required.

- g) **Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

Discussion of Effects: The project site is not located within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. Therefore, no impacts are anticipated.

Mitigation: None required.

- h) **Place within a 100-year flood hazard area, structures that would impede or redirect flood flows?**

Discussion of Effects: As identified in the Safety Element (Exhibit S-2) of the Policy Plan (General Plan), the site lies outside of the 100-year flood hazard area. Therefore, no adverse impacts are anticipated.

Mitigation: None required.

- i) **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?**

Discussion of Effects: As identified in the Safety Element (Exhibit S-2) of The Ontario Plan, the site lies outside of the 100-year flood hazard area. No levees or dams are located near the project site. Therefore, no adverse impacts are anticipated.

Mitigation: None required.

j) **Expose people or structures to inundation by seiche, tsunami or mudflow?**

Discussion of Effects: There are no lakes or substantial reservoirs near the project site; therefore, impacts from seiche are not anticipated. The City of Ontario has relatively flat topography, less than two percent across the City, and the chance of mudflow is remote. Therefore, no impacts are anticipated.

Mitigation: None required.

10) **LAND USE & PLANNING**. Would the project:

a) **Physically divide an established community?**

Discussion of Effects: The project site is located in an area that is currently developed with urban land uses. This project will be of similar design and size to surrounding development. The project will become a part of the larger industrial community. No adverse impacts are anticipated.

Mitigation: None required.

b) **Conflict with applicable land use plan, policy or regulation of agencies with jurisdiction over the project (including, but not limited to general plan, airport land use compatibility plan, specific plan, or development code) adopted for the purpose of avoiding or mitigation an environmental effect?**

Discussion of Effects: The proposed project is consistent with The Ontario Plan and does not interfere with any policies for environmental protection. As such, no impacts are anticipated.

Mitigation: None required.

c) **Conflict with any applicable habitat conservation plan or natural community conservation plan?**

Discussion of Effects: The project site is not part of an adopted HCP or NCCP, but is located within the Ontario Recovery Unit for the Delhi Sands Flower-Loving Fly (DSF). It was determined by a Delhi Sands Flower-Loving Fly Habitat Suitability Assessment (Michael Baker International, December 2015) that the project site does not support suitable habitat for the DSF due to heavily mixed and contaminated soil. As a result, the study determined that the project site does not support clean Delhi Sand soils needed for suitable habitat for the DSF; that the DSF is absent from the site and that no further actions or additional focused surveys were recommended. As a result, the site is not considered habitat and no adverse impact to the DSF or other approved habitat conservation plan is anticipated. As a result, no adverse environmental impacts or conflicts are anticipated.

Mitigation: None required.

11) **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?**

Discussion of Effects: The project site is located within a mostly developed area surrounded by urban land uses. There are no known mineral resources in the area. Therefore, no impacts are anticipated.

Mitigation: None required.

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?**

Discussion of Effects: There are no known mineral resources in the area. No impacts are anticipated.

Mitigation: None required.

12) **NOISE**. Would the project result in:

- a) **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?**

Discussion of Effects: The project will not expose people to or generate noise levels in excess of standards as established in The Ontario Plan FEIR (Section 5.12). No additional analysis will be required at the time of site development review.

Mitigation: None required.

- b) **Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

Discussion of Effects: The uses associated with this project normally do not induce groundborne vibrations. As such, no impacts are anticipated.

Mitigation: None required.

- c) **A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

Discussion of Effects: The project will not be a significant noise generator and will not cause a substantial permanent increase in ambient noise levels because of the limited size and scope of the project. Moreover, the proposed use will be required to operate within the noise levels permitted for industrial development, pursuant to City of Ontario Development Code. Therefore, no increases in noise levels within the vicinity of the project are anticipated.

Mitigation: None required.

- d) **A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

Discussion of Effects: Temporary construction activities will minimally impact ambient noise levels. All construction machinery will be maintained according to industry standards to help minimize the impacts. Normal activities associated with the project are unlikely to increase ambient noise levels.

Mitigation: None required.

- e) **For a project located within the 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?**

Discussion of Effects: The entire City is located within the Airport Influence Area (AIA) of ONT and the location of the Noise Impact Zones are reflected in Policy Map 2-3 of the ONT ALUCP. The project site is located within the 60 – 65 dB Noise Impact Zone and industrial lands uses are a compatible use within the zone. The Chino Airport influence area is confined to areas of the City south of Schaefer Avenue and west of Haven Avenue to the southern boundaries and the project site is located outside of the Chino Airport AIA. The proposed project is consistent with the policies and criteria of the ONT ALUCP, and, therefore, would not result in exposing people residing or working in the area to excessive airport noise levels. Consequently, no impacts are anticipated.

Mitigation: None required.

- f) **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

Discussion of Effects: The project site is not located within the vicinity of a private airstrip. Therefore, no impacts are anticipated.

Mitigation: None required.

13) **POPULATION & HOUSING.** Would the project:

- a) **Induce substantial 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)?**

Discussion of Effects: The project is located in a developed area and will not induce population growth. Therefore, no impacts are anticipated

Mitigation: None required.

- b) **Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

Discussion of Effects: The project site is currently undeveloped. Therefore, no impacts are anticipated.

Mitigation: None required.

- c) **Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

Discussion of Effects: The project site is currently undeveloped. Therefore, no impacts are anticipated.

Mitigation: None required.

14) **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?**

Discussion of Effects: The site is in a developed area currently served by the Ontario Fire Department. The project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. No impacts are anticipated.

Mitigation: None required.

- ii) **Police protection?**

Discussion of Effects: The site is in a developed area, currently served by the Ontario Police Department. The project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. No impacts are anticipated.

Mitigation: None required.

- iii) **Schools?**

Discussion of Effects: The project will be required to pay school fees as prescribed by state law prior to the issuance of building permits. No impacts are anticipated.

Mitigation: None required.

- iv) **Parks?**

Discussion of Effects: The site is in a developed area, currently served by the City of Ontario. The project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. No impacts are anticipated.

Mitigation: None required.

- v) **Other public facilities?**

Discussion of Effects: The site is in a developed area, currently served by the City of Ontario. The project will not require the construction of any new facilities or alteration of any existing

facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. No impacts are anticipated.

Mitigation: None required.

15) **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?**

Discussion of Effects: This project is not proposing any significant new housing or large employment generator that would cause an increase in the use of neighborhood parks or other recreational facilities. No impacts are anticipated.

Mitigation: None required.

- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities that have an adverse physical effect on the environment?**

Discussion of Effects: This project is not proposing any new significant housing or large employment generator that would require the construction of neighborhood parks or other recreational facilities. No impacts are anticipated.

Mitigation: None required.

16) **TRANSPORTATION/TRAFFIC.** Would the project:

- a) **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?**

Discussion of Effects: The project is in an area that is mostly developed with all street improvements existing. The number of vehicle trips per day is not expected to be increased significantly. Therefore, the project will not create a substantial increase in the number of vehicle trips, traffic volume or congestion at intersections. Less than significant impacts are anticipated.

Mitigation: None required.

- b) **Conflict with an applicable congestion management program, including, but not limited to, level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

Discussion of Effects: The project is in an area that is mostly developed with all street improvements existing. The project will not conflict with an applicable congestion management program or negatively impact the level of service standards on adjacent arterials, as the amount of trips to be generated are minimal in comparison to existing capacity in the congestion management program. Less than significant impacts are anticipated.

Mitigation: None required.

- c) **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?**

Discussion of Effects: The project will not create a substantial safety risk or interfere with air traffic patterns at Ontario International Airport as the proposed project is located outside of areas with FAA-imposed height restrictions. No impacts are anticipated.

Mitigation: None required.

- d) **Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

Discussion of Effects: The project is in an area that is mostly developed. All street improvements are complete and no alterations are proposed for adjacent intersections or arterials. The project will, therefore, not create a substantial increase in hazards due to a design feature. No impacts are

anticipated.

Mitigation: None required.

e) **Result in inadequate emergency access?**

Discussion of Effects: The project will be designed to provide access for all emergency vehicles and will therefore not create an inadequate emergency access. No impacts are anticipated.

Mitigation: None required.

f) **Result in inadequate parking capacity?**

Discussion of Effects: The project is required to meet parking standards established by the Ontario Development Code and will therefore not create an inadequate parking capacity. No impacts are anticipated.

Mitigation: None required.

g) **Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

Discussion of Effects: The project does not conflict with any transportation policies, plans or programs. Therefore, no impacts are anticipated.

Mitigation: None required.

17) **UTILITIES AND SERVICE SYSTEMS**. Would the project:

a) **Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

Discussion of Effects: The proposed project is served by the Cucamonga Valley Water District sewer system. The project is required to meet the requirements of the Cucamonga Valley Water District regarding wastewater. No impacts are anticipated.

Mitigation: None required.

b) **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?**

Discussion of Effects: The proposed project is served by the Cucamonga Valley Water District and this project will not cause wastewater to exceed capacity. The project will therefore not require the construction of new wastewater treatment facilities, or the expansion of existing facilities. No impacts are anticipated.

Mitigation: None required.

c) **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?**

Discussion of Effects: The proposed project is served by the City of Ontario. The project is required to meet the requirements of the Ontario Engineering Department regarding storm drain facilities. No impacts are anticipated.

Mitigation: None required.

d) **Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? In making this determination, the City shall consider whether the project is subject to the water supply assessment requirements of Water Code Section 10910, et seq. (SB 610), and the requirements of Government Code Section 664737 (SB 221).**

Discussion of Effects: The project is served by the Cucamonga Valley Water District water system. There is currently a sufficient water supply available to the Cucamonga Valley Water District to serve this project. No impacts are anticipated.

Mitigation: None required.

- e) **Result in a determination by the wastewater treatment provider that 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?**

Discussion of Effects: The proposed project is served by the Cucamonga Valley Water District sewer system and this project will not cause wastewater to exceed capacity. No impacts are anticipated.

Mitigation: None required.

- f) **Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

Discussion of Effects: City of Ontario serves the proposed project. Currently, the City of Ontario contracts with a waste disposal company that transports trash to a landfill with sufficient capacity to handle the City's solid waste disposal needs. No impacts are anticipated.

Mitigation: None required.

- g) **Comply with federal, state, and local statutes and regulations related to solid waste?**

Discussion of Effects: This project complies with federal, state, and local statutes and regulations regarding solid waste. Therefore, no impacts are anticipated.

Mitigation: None required.

18) **MANDATORY FINDINGS OF SIGNIFICANCE**

Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat or 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, 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?

Discussion of Effects: The proposed project does not have the potential to reduce wildlife habitat and threaten a wildlife species. The project site is located within the Ontario Recovery Unit for the Delhi Sands Flower-Loving Fly (DSF). It was determined by a Delhi Sands Flower-Loving Fly Habitat Suitability Assessment (Michael Baker International, December 2015) that the project site does not support suitable habitat for the DSF due to heavily mixed and contaminated soil. As a result, the study determined that the project site does not support clean Delhi Sand soils needed for suitable habitat for the DSF; that the DSF is absent from the site and that no further actions or additional focused surveys were recommended. As a result, the site is not considered habitat and no adverse impact to the DSF or other approved habitat conservation plan is anticipated. As a result, no adverse impacts are anticipated.

Mitigation: None required.

- a) **Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?**

Discussion of Effects: The project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

Mitigation: None required.

- 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.)**

Discussion of Effects: The project does not have impacts that are cumulatively considerable.

Mitigation: None required.

- c) **Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?**

Discussion of Effects: The project does not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

Mitigation: None required.

EARLIER ANALYZES

(Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063(c)(3)(D)):

- 1) Earlier analyzes used. Identify earlier analyzes used and state where they are available for review.
 - a) The Ontario Plan Final EIR
 - b) The Ontario Plan
 - c) City of Ontario Development Code
 - d) Ontario International Airport Land Use Compatibility Plan
 - e) Ontario International Airport Land Use Compatibility Plan Negative Declaration (SCH 2011011081)
 - f) Delhi Sands Flower-Loving Fly Habitat Suitability Assessment (Michael Baker International, December 2015)
 - g) GHG Emissions Threshold and Screening Table.

All documents listed above are on file with the City of Ontario Planning Department, 303 East "B" Street, Ontario, California 91764, (909) 395-2036.

- 2) 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.

Comments III.A and C were addressed in The Ontario Plan FEIR and considered a significant adverse effect that could not be mitigated. A statement of overriding considerations was adopted for The Ontario Plan FEIR.

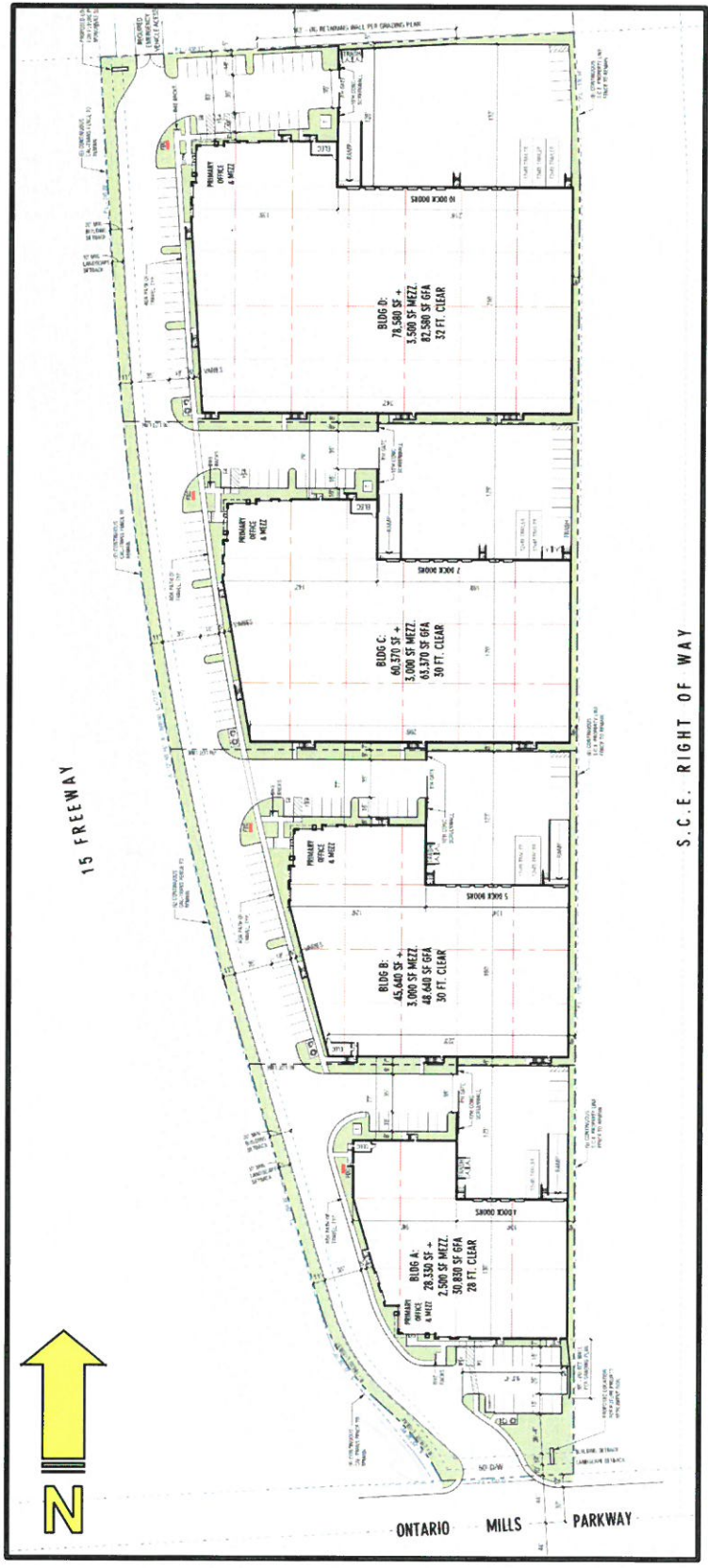
MITIGATION MEASURES

(For effects that are "Less than Significant with Mitigation 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):

- 1) **Air Quality**—The following fugitive dust mitigation measures shall be required:
 - a) Use of dust control during clearing, grading and construction. Fugitive dust generated during cleaning, grading, earth moving or excavation shall be controlled by regular watering, paving of construction roads, or other dust-preventative measures. If freshwater resources are too precious to waste on dust control, availability of brackish or reclaimed water sources shall be investigated. Soil disturbance shall be terminated when high winds (25 mph or greater) make dust control extremely difficult.
 - b) Minimization of construction interference with regional non-project traffic movement. Impacts shall be reduced to below a level of significance by the following mitigation measures:
 - i) Scheduling receipt of construction materials to non-peak travel periods.
 - ii) Routing construction traffic through areas of least impact sensitivity.
 - iii) Limiting lane closures and detours to off-peak travel periods.

- iv) Providing rideshare incentives for contractor and subcontractor personnel.
 - c) After clearing, grading or earth moving:
 - i) Seed and water until plant cover is established;
 - ii) Spread soil binders;
 - iii) Form and maintain a crust on the surface through repeated soaking that will prevent dust pickup by wind; and
 - iv) Reduce “spill-over” effects by washing vehicles entering public roadways from dirt off road project areas, and washing/sweeping project access to public roadways on an adequate schedule.
 - d) Emissions control from on-site equipment through a routine, mandatory program of low-emission tune-ups.
- 2) **Geology and Soils**—The following mitigation measures shall be implemented:
- a) Prior to issuance of grading permits, the applicant shall submit an erosion control plan to reduce wind erosion impacts.
 - b) Fugitive dust generated during cleaning, grading, earth moving or excavation shall be controlled by regular watering, paving of construction roads, or other dust-preventative measures.
 - c) After clearing, grading, or earth moving:
 - i) Seed and water until plant cover is established;
 - ii) Spread soil binders;
 - iii) Form and maintain a crust on the surface through repeated soaking that will prevent dust pickup by wind; and
- 3) Sweep streets if silt is carried to adjacent public thoroughfares.
- a) Obtain authorization to discharge storm water under an NPDES construction storm water permit and pay appropriate fees.
- 4) **Greenhouse Gas Emissions**—The following mitigation measures shall be implemented:
- a) The City has reviewed the emission reduction measures and concepts in The Ontario Plan EIR’s MM 6-2 and 6-3, and has determined that the following actions apply and shall be undertaken by the applicant in connection with the project:
 - i) Evaluate existing landscaping and options to convert reflective and impervious surfaces to landscaping, and install or replace vegetation with drought-tolerant , low-maintenance native species or edible landscaping that can also provide shade and reduce heat-island effects;
 - ii) Require all new landscaping irrigation systems installed to be automated, high-efficient irrigation systems to reduce water use and require use of bubbler irrigation; low-angle, low-flow spray heads; or moisture sensors;
 - iii) Reduce heat gain from pavement and other similar hardscaping;
 - iv) Pursuant to the City’s CAP, the project will be required to implement the following design features:
 - (1) Energy efficiency of at least 5 percent greater than 2010 Title 24 requirements, and
 - (2) Water conservation measures that matches the California Green Building Code in effect as of January 2011.

Exhibit A – Site Plan Proposed Buildings



MITIGATION MONITORING AND REPORTING PROGRAM

Project File No.: PDEV16-016, PMTT16-012 and PSPA16-002 – The Exchange Industrial

Project Sponsor: Orbis Real Estate Partners, 240 Newport Center, Ste. 219-12, Newport Beach, CA 92660

Lead Agency/Contact Person: Henry K. Noh, Senior Planner, City of Ontario, Planning Department, 303 East B Street, Ontario, California 91764, (909) 395-2036

<i>Mitigation Measures/Implementing Action</i>	<i>Responsible for Monitoring</i>	<i>Monitoring Frequency</i>	<i>Timing of Verification</i>	<i>Method of Verification</i>	<i>Verified (Initial/Date)</i>	<i>Sanctions for Non-Compliance</i>
1) AIR QUALITY						
<p>a) Use of dust control during clearing, grading and construction. Fugitive dust generated during cleaning, grading, earth moving or excavation shall be controlled by regular watering, paving of construction roads, or other dust-preventative measures. If freshwater resources are too precious to waste on dust control, availability of brackish or reclaimed water sources shall be investigated. Soil disturbance shall be terminated when high winds (25 mph or greater) make dust control extremely difficult.</p>	Building Dept & Planning Dept	Throughout construction	As necessary	On-site inspection		Stop work order; or withhold grading permit; or withhold building permit
<p>b) Minimization of construction interference with regional non-project traffic movement. Impacts shall be reduced to below a level of significance by the following mitigation measures:</p> <ul style="list-style-type: none"> i) Scheduling receipt of construction materials to non-peak travel periods. ii) Routing construction traffic through areas of least impact sensitivity. iii) Limiting lane closures and detours to off-peak travel periods. iv) Providing rideshare incentives for contractor and subcontractor personnel. 	Building Dept & Planning Dept	Throughout construction	As necessary	On-site inspection		Stop work order; or withhold grading permit; or withhold building permit
<p>c) After clearing, grading or earth moving:</p> <ul style="list-style-type: none"> i) Seed and water until plant cover is established. ii) Spread soil binders. iii) Form and maintain a crust on the surface through repeated soaking that will prevent dust pickup by wind. iv) Reduce "spill-over" effects by washing vehicles entering public roadways from dirt off road project areas, and washing/sweeping project access to public roadways on an adequate schedule. 	Building Dept & Planning Dept	Throughout construction	As necessary	On-site inspection		Stop work order; or withhold grading permit; or withhold building permit
<p>d) Emissions control from on-site equipment through a routine, mandatory program of low-emission tune-ups.</p>	Building Dept & Planning Dept	Throughout construction	As necessary	On-site inspection		Stop work order; or withhold grading permit; or withhold building permit

Mitigation Measures/Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified (Initial/Date)	Sanctions for Non-Compliance
2) GEOLOGY & SOILS						
a) The applicant shall submit an erosion control plan to reduce wind erosion impacts.	Building, Planning & Engineering Dept	Grading Plan issuance	Prior to issuance of grading permits	Plan check		Withhold grading permit
b) Fugitive dust generated during cleaning, grading, earth moving or excavation shall be controlled by regular watering, paving of construction roads, or other dust-preventative measures.	Building Dept	Throughout construction	As necessary	On-site inspection		Stop work order; or withhold grading permit; or withhold building permit
c) After clearing, grading, or earth moving: i) Seed and water until plant cover is established. ii) Spread soil binders. iii) Form and maintain a crust on the surface through repeated soaking that will prevent dust pickup by wind. iv) Sweep streets if silt is carried to adjacent public thoroughfares	Building Dept & Planning Dept	Throughout construction	As necessary	On-site inspection		Stop work order; or withhold grading permit; or withhold building permit
d) Obtain authorization to discharge storm water under an NPDES construction storm water permit and pay appropriate fees.	Engineering Dept	Grading Plan issuance	Prior to issuance of grading permits	Plan check		Withhold grading permit
3) GREENHOUSE GAS EMISSIONS						
a) The City has reviewed the emission reduction measures and concepts in The Ontario Plan EIR's MM 6-2 and 6-3, and has determined that the following actions apply and shall be undertaken by the applicant in connection with the project: i) Evaluate existing landscaping and options to convert reflective and impervious surfaces to landscaping, and install or replace vegetation with drought-tolerant, low-maintenance native species or edible landscaping that can also provide shade and reduce heat-island effects. ii) Require all new landscaping irrigation systems installed to be automated, high-efficient irrigation systems to reduce water use and require use of bubbler irrigation; low-angle, low-flow spray heads; or moisture sensors. iii) Reduce heat gain from pavement and other similar hardscaping;	Building Dept & Planning Dept	Throughout construction	As necessary	Plan check/On-site inspection		Stop work order; or withhold building permit

CEQA Environmental Checklist Form
 File No(s): PDEV16-016, PMTT16-012 and PSPA16-002 – The Exchange Industrial

Mitigation Measures/Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified (Initial/Date)	Sanctions for Non-Compliance
iv) Pursuant to the City's CAP, the project will be required to implement the following design features: (1) Energy efficiency of at least 5 percent greater than 2010 Title 24 requirements, and (2) Water conservation measures that matches the California Green Building Code in effect as of January 2011.						

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO RECOMMENDING THAT THE CITY COUNCIL APPROVE A MITIGATED NEGATIVE DECLARATION, FOR WHICH AN INITIAL STUDY WAS PREPARED, ALL IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AS AMENDED, AND ADOPTING A RELATED MITIGATION MONITORING AND REPORTING PROGRAM FOR FILE NOS. PSPA16-002, PMTT16-012 AND PDEV16-016.

WHEREAS, prior to the adoption of this Resolution, the Planning Director of the City of Ontario prepared an Initial Study, and approved for circulation, a Mitigated Negative Declaration for File Nos. PSPA16-002, PMTT16-012 and PDEV16-016 (hereinafter referred to as "Initial Study/Mitigated Negative Declaration"), all in accordance with the requirements of the California Environmental Quality Act of 1970, together with state and local guidelines implementing said Act, all as amended to date (collectively referred to as "CEQA"); and

WHEREAS, File Nos. PSPA16-002, PMTT16-012 and PDEV16-016 analyzed under the Initial Study/Mitigated Negative Declaration, consists of an amendment to The Exchange Specific Plan (File No. PSPA16-002) to establish the Industrial Park (IP) land use development standards, regulations and design guidelines, a Tentative Parcel Map (File No. PMTT16-012 (TPM 19715)) to subdivide 10.59 acres of land into 4 lots, and a Development Plan (File No. PDEV16-016) to construct four industrial buildings totaling approximately 225,000 square feet, located on the north side of Ontario Mills Parkway, east of the I-15 Freeway, in the City of Ontario, California (hereinafter referred to as the "Project"); and

WHEREAS, the project site is located within the Ontario Recovery Unit for the Delhi Sands Flower-Loving Fly (DSF). It was determined by a Delhi Sands Flower-Loving Fly Habitat Suitability Assessment (Michael Baker International, December 2015) that the project site does not support suitable habitat for the DSF due to heavily mixed and contaminated soil. As a result, the study determined that the project site does not support clean Delhi Sand soils needed for suitable habitat for the DSF; that the DSF is absent from the site and that no further actions or additional focused surveys were recommended. As a result, the site is not considered habitat and no adverse impact to the DSF is anticipated; and

WHEREAS, the Initial Study/Mitigated Negative Declaration concluded that implementation of the Project could result in a number of significant effects on the environment and identified mitigation measures that would reduce each of those significant effects to a less-than-significant level; and

WHEREAS, in connection with the approval of a project involving the preparation of an initial study/mitigated negative declaration that identifies one or more significant

environmental effects, CEQA requires the approving authority of the lead agency to incorporate feasible mitigation measures that would reduce those significant environment effects to a less-than-significant level; and

WHEREAS, whenever a lead agency approves a project requiring the implementation of measures to mitigate or avoid significant effects on the environment, CEQA also requires a lead agency to adopt a Mitigation Monitoring and Reporting Program to ensure compliance with the mitigation measures during project implementation, and such a Mitigation Monitoring and Reporting Program has been prepared for the Project for consideration by the approving authority of the City of Ontario as lead agency for the Project (the "Mitigation Monitoring and Reporting Program"); and

WHEREAS, on August 15, 2016, the Development Advisory Board of the City of Ontario conducted a hearing and issued Decision No. DAB16-034 recommending the Planning Commission approve the Application; and

WHEREAS, the City of Ontario is the lead agency on the Project, and the Planning Commission is the recommending body for the proposed approval to construct and otherwise undertake the Project; and

WHEREAS, the Planning Commission has reviewed and considered the Initial Study/Mitigated Negative Declaration and related Mitigation Monitoring and Reporting Program for the Project, and intends to take actions on the Project in compliance with CEQA and state and local guidelines implementing CEQA; and

WHEREAS, the Initial Study/Mitigated Negative Declaration and related Mitigation Monitoring and Reporting Program for the Project are on file in the Planning Department, located at 303 East B Street, Ontario, CA 91764, are available for inspection by any interested person at that location and are, by this reference, incorporated into this Resolution as if fully set forth herein.

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED, AND RESOLVED by the Planning Commission of the City of Ontario, as follows:

SECTION 1: As the recommending body for the Project, the Planning Commission has reviewed and considered the information contained in the Initial Study/Mitigated Negative Declaration and the administrative record for the Project, including all written and oral evidence provided during the comment period. Based upon the facts and information contained in the Initial Study/Mitigated Negative Declaration and the administrative record, including all written and oral evidence presented to the Planning Commission, the Planning Commission finds as follows:

(1) The Planning Commission has independently reviewed and analyzed the Initial Study/Mitigated Negative Declaration and other information in the record, and has

considered the information contained therein, prior to acting upon or approving the Project;

(2) The Initial Study/Mitigated Negative Declaration prepared for the Project has been completed in compliance with CEQA and is consistent with State and local guidelines implementing CEQA; and

(3) The Initial Study/Mitigated Negative Declaration represents the independent judgment and analysis of the City of Ontario, as lead agency for the Project. The City Council designates the Planning Department, located at 303 East B Street, Ontario, CA 91764, as the custodian of documents and records of proceedings on which this decision is based.

SECTION 2: The Planning Commission does hereby find that based upon the entire record of proceedings before it, and all information received, that there is no substantial evidence that the Project will have a significant effect on the environment and does hereby recommends that the City Council adopt the Mitigated Negative Declaration and related Mitigation Monitoring and Reporting Program prepared for the Project.

SECTION 3: 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 action of the Planning Commission. 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 4: The Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, and all other documents and materials that constitute the record of proceedings on which these findings have been based, are on file 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.

The Secretary Pro Tempore for the Planning Commission of the City of Ontario shall certify as to the adoption of this Resolution.

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 23rd day of August 2016, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Jim Willoughby
Planning Commission Chairman

ATTEST:

Scott Murphy
Planning Director/Secretary of Planning
Commission

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO)
CITY OF ONTARIO)

I, Marci Callejo, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC16-[insert #] was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on August 23, 2016, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Marci Callejo
Secretary Pro Tempore

***Exhibit A:
Mitigation Monitoring and Reporting Program***

(Exhibit A follows this page)

MITIGATION MONITORING AND REPORTING PROGRAM

Project File No.: PDEV16-016, PMTT16-012 and PSPA16-002 – The Exchange Industrial

Project Sponsor: Orbis Real Estate Partners, 240 Newport Center, Ste. 219-12, Newport Beach, CA 92660

Lead Agency/Contact Person: Henry K. Noh, Senior Planner, City of Ontario, Planning Department, 303 East B Street, Ontario, California 91764, (909) 395-2036

<i>Mitigation Measures/Implementing Action</i>	<i>Responsible for Monitoring</i>	<i>Monitoring Frequency</i>	<i>Timing of Verification</i>	<i>Method of Verification</i>	<i>Verified (Initial/Date)</i>	<i>Sanctions for Non-Compliance</i>
1) AIR QUALITY						
<p>a) Use of dust control during clearing, grading and construction. Fugitive dust generated during cleaning, grading, earth moving or excavation shall be controlled by regular watering, paving of construction roads, or other dust-preventative measures. If freshwater resources are too precious to waste on dust control, availability of brackish or reclaimed water sources shall be investigated. Soil disturbance shall be terminated when high winds (25 mph or greater) make dust control extremely difficult.</p>	Building Dept & Planning Dept	Throughout construction	As necessary	On-site inspection		Stop work order; or withhold grading permit; or withhold building permit
<p>b) Minimization of construction interference with regional non-project traffic movement. Impacts shall be reduced to below a level of significance by the following mitigation measures:</p> <ul style="list-style-type: none"> i) Scheduling receipt of construction materials to non-peak travel periods. ii) Routing construction traffic through areas of least impact sensitivity. iii) Limiting lane closures and detours to off-peak travel periods. iv) Providing rideshare incentives for contractor and subcontractor personnel. 	Building Dept & Planning Dept	Throughout construction	As necessary	On-site inspection		Stop work order; or withhold grading permit; or withhold building permit
<p>c) After clearing, grading or earth moving:</p> <ul style="list-style-type: none"> i) Seed and water until plant cover is established. ii) Spread soil binders. iii) Form and maintain a crust on the surface through repeated soaking that will prevent dust pickup by wind. iv) Reduce "spill-over" effects by washing vehicles entering public roadways from dirt off road project areas, and washing/sweeping project access to public roadways on an adequate schedule. 	Building Dept & Planning Dept	Throughout construction	As necessary	On-site inspection		Stop work order; or withhold grading permit; or withhold building permit
<p>d) Emissions control from on-site equipment through a routine, mandatory program of low-emission tune-ups.</p>	Building Dept & Planning Dept	Throughout construction	As necessary	On-site inspection		Stop work order; or withhold grading permit; or withhold building permit

Mitigation Measures/Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified (Initial/Date)	Sanctions for Non-Compliance
2) GEOLOGY & SOILS						
a) The applicant shall submit an erosion control plan to reduce wind erosion impacts.	Building, Planning & Engineering Dept	Grading Plan issuance	Prior to issuance of grading permits	Plan check		Withhold grading permit
b) Fugitive dust generated during cleaning, grading, earth moving or excavation shall be controlled by regular watering, paving of construction roads, or other dust-preventative measures.	Building Dept	Throughout construction	As necessary	On-site inspection		Stop work order; or withhold grading permit; or withhold building permit
c) After clearing, grading, or earth moving: i) Seed and water until plant cover is established. ii) Spread soil binders. iii) Form and maintain a crust on the surface through repeated soaking that will prevent dust pickup by wind. iv) Sweep streets if silt is carried to adjacent public thoroughfares	Building Dept & Planning Dept	Throughout construction	As necessary	On-site inspection		Stop work order; or withhold grading permit; or withhold building permit
d) Obtain authorization to discharge storm water under an NPDES construction storm water permit and pay appropriate fees.	Engineering Dept	Grading Plan issuance	Prior to issuance of grading permits	Plan check		Withhold grading permit
3) GREENHOUSE GAS EMISSIONS						
a) The City has reviewed the emission reduction measures and concepts in The Ontario Plan EIR's MM 6-2 and 6-3, and has determined that the following actions apply and shall be undertaken by the applicant in connection with the project: i) Evaluate existing landscaping and options to convert reflective and impervious surfaces to landscaping, and install or replace vegetation with drought-tolerant, low-maintenance native species or edible landscaping that can also provide shade and reduce heat-island effects. ii) Require all new landscaping irrigation systems installed to be automated, high-efficient irrigation systems to reduce water use and require use of bubbler irrigation; low-angle, low-flow spray heads; or moisture sensors. iii) Reduce heat gain from pavement and other similar hardscaping;	Building Dept & Planning Dept	Throughout construction	As necessary	Plan check/On-site inspection		Stop work order; or withhold building permit

CEQA Environmental Checklist Form
 File No(s): PDEV16-016, PMTT16-012 and PSPA16-002 – The Exchange Industrial

<i>Mitigation Measures/Implementing Action</i>	<i>Responsible for Monitoring</i>	<i>Monitoring Frequency</i>	<i>Timing of Verification</i>	<i>Method of Verification</i>	<i>Verified (Initial/Date)</i>	<i>Sanctions for Non-Compliance</i>
iv) Pursuant to the City's CAP, the project will be required to implement the following design features: (1) Energy efficiency of at least 5 percent greater than 2010 Title 24 requirements, and (2) Water conservation measures that matches the California Green Building Code in effect as of January 2011.						

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVAL OF FILE NO. PSPA16-002, AN AMENDMENT TO THE EXCHANGE SPECIFIC PLAN TO ESTABLISH THE INDUSTRIAL PARK (IP) LAND USE DEVELOPMENT STANDARDS, REGULATIONS AND DESIGN GUIDELINES FOR 10.59 ACRES OF LAND, LOCATED ON THE NORTH SIDE OF ONTARIO MILLS PARKWAY, EAST OF THE I-15 FREEWAY, WITHIN THE INDUSTRIAL PARK LAND USE DISTRICT OF THE EXCHANGE SPECIFIC PLAN. (RELATED FILE NOS. PMTT16-012 AND PDEV16-016), AND MAKING FINDINGS IN SUPPORT THEREOF—APN: 0238-012-19.

WHEREAS, Orbis Real Estate Partners ("Applicant") has filed an Application for the approval of a Specific Plan Amendment, File No. PSPA16-002, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 10.59 acres of land generally located north of Ontario Mills Parkway and east of the I-15 Freeway, within Industrial Park (IP) land use designation of The Exchange Specific Plan and is presently vacant; and

WHEREAS, the property to the north of the Project site is within the Freeway Commercial land use district of the Exchange Specific Plan and is developed with commercial uses. The properties to the east and south are utilized for utility purposes (SCE Easement and Flood Control) and are within the Open Space-Recreation (OS-R) zoning district. The I-15 Freeway is located to the west of the project site; and

WHEREAS, the project site is located within the Ontario Recovery Unit for the Delhi Sands Flower-Loving Fly (DSF). It was determined by a Delhi Sands Flower-Loving Fly Habitat Suitability Assessment (Michael Baker International, December 2015) that the project site does not support suitable habitat for the DSF due to heavily mixed and contaminated soil. As a result, the study determined that the project site does not support clean Delhi Sand soils needed for suitable habitat for the DSF; that the DSF is absent from the site and that no further actions or additional focused surveys were recommended. As a result, the site is not considered habitat and no adverse impact to the DSF is anticipated; and

WHEREAS, the Specific Plan Amendment was submitted in conjunction with a Tentative Parcel Map (File No. PMTT16-012) and Development Plan (File No. PDEV16-016), which are necessary to facilitate the proposed Project; and

WHEREAS, the Exchange Specific Plan Amendment is required to establish the Industrial Park (IP) land use development standards, regulations and design guidelines, which are necessary to facilitate the proposed Project; and

WHEREAS, 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.

WHEREAS, the proposed Specific Plan Amendment is a Major Land Use Action as defined by Table 2-1:Major Land Use Actions of the ONT Airport Land Use Compatibility Plan (ALUCP) requiring Project Notification to the ONT-IAC Technical Advisory Group (TAG); and

WHEREAS, the Project Notification was routed to ONT-IAC TAG on June 20, 2016 for concurrence with the City of Ontario's Consistency Determination for the proposed project; and

WHEREAS, ONT-IAC TAG members responded within 20 days (July 8, 2016) stating their concurrence with the City of Ontario's Consistency Determination for the proposed Specific Plan Amendment; and

WHEREAS, 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; and

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

WHEREAS, on August 15, 2016, the Development Advisory Board of the City of Ontario conducted a hearing and issued Decision No. DAB16-035 recommending the Planning Commission approve the Application; and

WHEREAS, on August 23, 2016, the Planning Commission of the City of Ontario conducted a hearing to consider the MND, the initial study, and the Project, and concluded said hearing on that date; and

WHEREAS, as the first action on the Project, on August 23, 2016, the Planning Commission recommended that the City Council approve a resolution adopting a Mitigated Negative Declaration ("MND") and Mitigation Monitoring and Reporting Program, prepared pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of significance; and

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

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED, AND RESOLVED by the Planning Commission of the City of Ontario, as follows:

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

a. The MND, initial study, and administrative record have been completed in compliance with CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines; and

b. The MND and initial study contain a complete and accurate reporting of the environmental impacts associated with the Project and reflects the independent judgment of the Planning Commission; and

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

d. All environmental impacts of the Project are either insignificant or can be mitigated to a level of insignificance pursuant to the mitigation measures outlined in the MND, the Mitigation Monitoring and Reporting Program, and the initial study.

SECTION 2. Based upon the substantial evidence presented to the Planning Commission during the above-referenced hearing and upon the specific findings set forth in Section 1 above, the Planning Commission hereby concludes as follows:

a. The proposed Specific Plan, or amendment thereto, 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 Amendment to the Exchange Specific Plan will establish the design guidelines, development standards and regulations for the Industrial Park (IP) planning area within the Exchange Specific Plan and will be in conformance with The Ontario Plan (TOP) Policy Plan Land Use Plan and will comply with the Policy Plan goals and policies applicable to the Specific Plan.

b. The proposed Specific Plan, or amendment thereto, would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City. The proposed amendment to the Exchange Specific Plan will not be detrimental to

the public interest, health, safety, convenience, or general welfare of the City because it will establish design guidelines, development standards and regulations for the Industrial Park planning area of the Exchange Specific Plan that will facilitate the development of four industrial buildings that will be consistent with The Ontario Plan (TOP) Policy Plan Land Use Plan and will comply with the Policy Plan goals and policies.

c. In the case of an application affecting specific property(ies), the proposed Specific Plan, or amendment thereto, will not adversely affect the harmonious relationship with adjacent properties and land uses. The project site is located in an area that is developed with urban land uses. The Exchange Specific Plan Amendment will establish design guidelines, development standards and regulations for the Industrial Park planning area that will be complimentary to the existing surrounding development.

d. In the case of an application affecting specific property(ies), the subject site is physically suitable, including, but not limited to, parcel size, shape, access, and availability of utilities, for the request and anticipated development. The proposed Amendment to the Exchange Specific Plan will establish the Industrial Park design guidelines, development standards and regulations to facilitate the development of four industrial buildings that will be consistent with TOP Policy Plan. The proposed project will be developed with adequate lot size, access and utilities to serve the project.

SECTION 3. Based upon the findings and conclusions set forth in Sections 1 and 2 above, the Planning Commission hereby RECOMMENDS CITY COUNCIL APPROVAL of the herein described Application subject to each and every condition set forth in the Department Conditions of Approval, attached hereto and incorporated herein by this reference.

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

SECTION 5. 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.

SECTION 6. The Secretary shall certify to the adoption of the Resolution.

The Secretary Pro Tempore for the Planning Commission of the City of Ontario shall certify as to the adoption of this Resolution.

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 23rd day of August 2016, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Jim Willoughby
Planning Commission Chairman

ATTEST:

Scott Murphy
Planning Director/Secretary of Planning
Commission

Planning Commission Resolution
File No. PSPA16-002
August 23, 2016
Page 6

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO)
CITY OF ONTARIO)

I, Marci Callejo, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC16-[insert #] was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on August 23, 2016, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Marci Callejo
Secretary Pro Tempore



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

***Planning Department;
Land Development Section
Conditions of Approval***

Prepared: August 5, 2016

File No: PSPA16-002

Related Files:

Project Description: An amendment to The Exchange Specific Plan (File No. PSPA16-002) to establish the Industrial Park (IP) land use development standards, regulations and design guidelines, a Tentative Parcel Map (File No. PMTT16-012 (TPM 19715)) to subdivide 10.59 acres of land into 4 lots, and a Development Plan (File No. PDEV16-016) to construct four industrial buildings totaling approximately 225,000 square feet, located on the north side of Ontario Mills Parkway, east of the I-15 Freeway, within the Industrial Park land use district of The Exchange Specific Plan. (APNs: 0238-012-19); **submitted by Orbis Real Estate Partners.**

Prepared By: Henry K. Noh, Senior Planner
Phone: 909.395.2429 (direct)
Email: hnoh@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. 2010-021 on March 16, 2010. 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 Specific Plan Amendment. The following shall be submitted to the Planning Department within 30 days following City Council approval of the Specific Plan/Specific Plan Amendment:

- (a) Fifteen copies of the final Specific Plan document;
- (b) One complete, unbound copy of the final Specific Plan document;
- (c) One CD containing a complete Microsoft Word copy of the final Specific Plan document, including all required revisions;
- (d) Five CDs, each containing a complete PDF copy of the final Specific Plan document, including all required revisions; and
- (e) One CD containing a complete electronic website version of the final Specific Plan document, including all required revisions.

2.2 Environmental Review.

(a) 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. On the basis of the initial study, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of insignificance, a **Mitigated Negative Declaration** was prepared pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines. Furthermore, to ensure that the mitigation measures are implemented, a **Mitigation Monitoring and Reporting Program** has been prepared for the Project pursuant to CEQA Guidelines Section 15097, which specifies responsible agencies/departments, monitoring frequency, timing and method of verification and possible sanctions for non-compliance with mitigation measures. All mitigation measures listed in the **Mitigation Monitoring and Reporting Program** 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.

2.3 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.

2.4 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.

W/PDEV16-014



CITY OF ONTARIO MEMORANDUM

TO: Otto Kroutil, Development Director
 Scott Murphy, Planning Director (Copy of memo only)
 Cathy Wahlstrom, Principal Planner (Copy of memo only)
 Charity Hernandez, Economic Development
 Kevin Shear, Building Official
 Khoi Do, Assistant City Engineer
 Carolyn Bell, Landscape Planning Division
 Sheldon Yu, Municipal Utility Company
 Doug Sorel, Police Department
 Art Andres, Deputy Fire Chief/Fire Marshal
 Tom Danna, T. E., Traffic/Transportation Manager
 Lorena Mejia, Associate Planner, Airport Planning
 Steve Wilson, Engineering/NPDES
 Bob Gluck, Code Enforcement Director
 Jimmy Chang , IT Department
 David Simpson , Development/IT (Copy of memo only)

FROM: Henry Noh,

DATE: July 07, 2016

SUBJECT: FILE #: PSPA16-002

Finance Acct#: SA161

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, July 21, 2016**.

PROJECT DESCRIPTION: An Amendment to the Exchange Specific Plan to incorporate the development regulations, standards design guidelines and update exhibits and language to reflect proposed changes for the Industrial Park District, for 10.59 acres of land, located on north side Ontario Mills Parkway, adjacent to the east of the I-15 Freeway (APN: 0238-012-19). Related Files:PDEV16-016 and PMTT16-012.

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.

7/26/16

Landscape Planning Carolyn Bell Sr. Landscape Planner

Department _____ Signature _____ Title _____ Date _____



CITY OF ONTARIO MEMORANDUM

TO: Otto Kroutil, Development Director
 Scott Murphy, Planning Director
 Cathy Wahlstrom, Principal Planner (Copy of memo only)
 Charity Hernandez, Economic Development
 Kevin Shear, Building Official
 Raymond Lee, Assistant City Engineer
 Carolyn Bell, Landscape Planning Division
 Sheldon Yu, Municipal Utility Company
 Doug Sorel, Police Department
 Art Andres, Deputy Fire Chief/Fire Marshal
 Tom Danna, T. E., Traffic/Transportation Manager
 Lorena Mejia, Associate Planner, Airport Planning (Copy of memo only)
 Steve Wilson, Engineering/NPDES
 Bob Gluck, Code Enforcement Director

FROM: Henry Noh,

DATE: April 20, 2016

SUBJECT: FILE #: PSPA16-002 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 **Wednesday, May 4, 2016**.

- 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: An Amendment to the Exchange Specific Plan to incorporate the development regulations, standards design guidelines and update exhibits and language to reflect proposed changes for the Industrial Park District, for 10.59 acres of land, located on north side Ontario Mills Parkway, adjacent to the east of the I-15 Freeway (APN: 0238-012-19). Related Files: PDEV16-016 and PMTT16-012.

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

Department: Building Signature: _____ Title: _____ Date: _____

CITY OF ONTARIO

MEMORANDUM

TO: PLANNING DEPARTMENT, Henry Noh
FROM: BUILDING DEPARTMENT, Kevin Shear
DATE: April 21, 2016
SUBJECT: PSPA16-002

1. The plan **does** adequately address the departmental concerns at this time.
No comments.

KS:lm

AIRPORT LAND USE COMPATIBILITY PLANNING CONSISTENCY DETERMINATION REPORT



Project File No.: PSPA16-002, PMTT16-012 & PDEV16-016
 Address: NEC Ontario Mills Pkwy & I-15 Fwy
 APN: 0238-012-019
 Existing Land Use: Vacant
 Proposed Land Use: SP Amendment, Development Plan and Tract map to construct 4 industrial buildings totaling 225,000 SF
 Site Acreage: 10.59 acres Proposed Structure Height: 45 ft
 ONT-IAC Project Review: Yes for Specific Plan Amendment
 Airport Influence Area: ONT

Reviewed By: Lorena Mejia
 Contact Info: 909-395-2276
 Project Planner: Henry Noh
 Date: 6/2/16
 CD No.: 2016-022
 PALU No.: 16-003

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>130 - 230 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 provided and the following items shall be addressed:

see attached

Airport Planner Signature: _____

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT

CD No.: 2016-022

PALU No.: 16-003

PROJECT CONDITIONS

1. Page 7 - Include new subsection - Relationship to Airport Land Use Compatibility Planning

The Exchange SP is located within the Airport Influence Areas (AIA) of Ontario International Airport and is required to be consistent with the Airport Land Use Compatibility Plan.

2. Page 36, Section 4.1.6 Maximum Building Height - Shall be amended to read as follows:

Forty feet (40') except that towers and other architectural features may be increased by fifteen (15') to a maximum of fifty-five feet (55'). The City of Ontario has adopted an ordinance setting forth specific regulations for buildings 45 feet in height or greater. These regulations shall also apply within The Exchange. Buildings heights shall be consistent with ONT Airport Land Use Compatibility Plan. Building height shall be measured from the finished pad elevation.

3. Page 63, Section 5.1.7 Maximum Building Height - Include the following statement:

Buildings heights shall be consistent with ONT Airport Land Use Compatibility Plan.



PLANNING COMMISSION STAFF REPORT

August 23, 2016

SUBJECT: A Tentative Parcel Map (**File No. PMTT16-012 (TPM 19715)**) to subdivide 10.59 acres of land into 4 lots and a Development Plan (**File No. PDEV16-016**) to construct four industrial buildings totaling approximately 225,000 square feet, located on the north side of Ontario Mills Parkway, east of the I-15 Freeway, within the Industrial Park land use district of The Exchange Specific Plan. (Related File Nos. PSPA16-002). (APNs: 0238-012-19); **submitted by Orbis Real Estate Partners.**

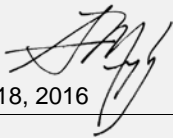
PROPERTY OWNER: Frome Developments Omega, LLC

RECOMMENDED ACTION: That the Planning Commission adopt a Mitigated Negative Declaration and approve File Nos. PMTT16-012 and PDEV16-016, pursuant to the facts and reasons contained in the staff report and attached resolution(s), and subject to the conditions of approval contained in the attached departmental reports.

PROJECT SETTING: The project site is comprised of 10.59 acres of land located north of Ontario Mills Parkway and east of the I-15 Freeway within Industrial Park (IP) land use designation of The Exchange Specific Plan, and is depicted in **Figure 1: Project Location**, to the left. The project site is currently vacant and gently slopes from north to south. The property to the north of the project site is developed with commercial uses and is located within the Freeway Commercial land use designation of The Exchange Specific Plan. The properties to the east and south are utilized for utility purposes (SCE Easement and Flood Control) and are within the Open Space-Recreation (OS-R) zoning district. The I-15 Freeway is located to the west of the project site.



Figure 1: Project Location

Case Planner:	Henry K. Noh	Hearing Body	Date	Decision	Action
Planning Director Approval:		DAB	8/15/16	Approve	Recommend
Submittal Date:	April 18, 2016	ZA			
Hearing Deadline:	N/A	PC	8/23/16		Final
		CC			

PROJECT ANALYSIS:

[1] Background — In 2003, The Exchange Specific Plan was adopted in conjunction with a Development Plan that facilitated the construction of an approximate 116,000 square foot multi-tenant commercial shopping center. The original Exchange Specific Plan features two land use designations of Freeway Commercial (FC) and Industrial Park (IP), but only included development standards, regulations and design guidelines for the Freeway Commercial portion and deferred the Industrial Park portion to a later date. On April 18, 2016, Orbis Real Estate Partners (the “Applicant”) submitted a Specific Plan Amendment (File No. PSPA16-002), a Tentative Parcel Map (File No. PMTT16-012) and a Development Plan (File No. PDEV16-016) application, which are required to facilitate the development of the proposed project. Below is a description of the applications the applicant is requesting approval of:

- The Exchange Specific Plan Amendment (File No. PSPA16-002) will establish the Industrial Park land use development standards, regulations and design guidelines;
- A Tentative Parcel Map (File No. PMTT16-012 (TPM 19715)) to subdivide 10.59 acres of land into 4 lots ranging from 2.06 acres to 3.46 acres in size (**Exhibit A: Tentative Parcel Map 19715**); and
- A Development Plan (File No. PDEV16-016) to facilitate the construction of four industrial buildings totaling approximately 225,000 square feet ranging from 30,830 square feet to 82,080 square feet in size (**Exhibit B: Site Plan**).

[2] Site Design/Building Layout — The project site is proposed to be subdivided into four parcels ranging from 2.06 acres to 3.46 acres in size. All parcels exceed the minimum lot size requirement of 10,000 square foot (0.23 acre) for the Industrial Park (IP) land use designation of The Exchange Specific Plan. All four buildings are located along the eastern portion of the project and with the main building entrances oriented west toward the I-15 Freeway, with the exception of Building “A”, which fronts onto Ontario Mills Parkway. Ingress and egress onto the site will be provided from a proposed 35-foot drive aisle off Ontario Mills Parkway that runs along the western edge of the project site. Additionally, a gated emergency access point is proposed at the northern end of the drive aisle that will access to the existing commercial center to the north. Building “A” is setback approximately 125-feet from Ontario Mills Parkway, which includes a 56-foot landscaped area. Each building is designed in an L-shaped configuration with a 10-foot high screen wall and a view-obstructing gate to screen the tractor-trailer loading areas from public view (**See Exhibit B: Site Plan**). The yard areas, which are designed for tractor-trailer truck maneuvering, loading activities, and outdoor staging, are located along the north side for each building. The Project statistics are as follows:

Building No.	Lot Area (in acres)	Building Area (in SF)	Lot Coverage	Floor Area Ratio
A	2.06	30,830	31.6%	0.34
B	2.28	48,640	48.9%	0.49
C	2.79	63,370	52.1%	0.52
D	3.46	82,080	54.4%	0.54
TOTAL	10.59	224,920	46.75%	0.47

[3] Site Access/Circulation — Ingress and egress onto the site will be provided from a proposed 35-foot drive aisle off Ontario Mills Parkway that runs along the western edge of the project site. Additionally, a gated emergency access point is proposed at the northern end of the drive aisle that will access to the existing commercial center to the north. Each building will have direct access from the main drive aisle by means of separate drive aisles to each building. The building drive aisles will provide access to the office and visitor parking areas of each building. In addition, trucks will utilize the same driveway to access the tractor-trailer yard areas that are located behind a screen wall for each building.

[4] Parking — The Project is in compliance with off-street parking pursuant to the “Warehouse and Distribution” parking standards specified in the Development Code. Each building is proposing an office space that is less than 10 percent of the overall building gross floor area, therefore no additional parking for office use is required. The off-street parking calculations for the Project are as follows:

Type of Use	Building Area	Parking Ratio	Spaces Required	Spaces Provided
Building A - Warehouse / Distribution	30,830 SF	One space per 1,000 SF (0.001/SF) for portion of GFA <20,000 SF, plus 0.5 space per 1,000 SF (0.0005/SF) for GFA > 20,000 SF;	25	43
Building B - Warehouse / Distribution	48,640 SF	One space per 1,000 SF (0.001/SF) for portion of GFA <20,000 SF, plus 0.5 space per 1,000 SF (0.0005/SF) for GFA > 20,000 SF;	34	43
Building C - Warehouse / Distribution	63,370 SF	One space per 1,000 SF (0.001/SF) for portion of GFA <20,000 SF, plus 0.5 space per 1,000 SF (0.0005/SF) for GFA > 20,000 SF;	42	43
Building D - Warehouse / Distribution	82,080 SF	One space per 1,000 SF (0.001/SF) for portion of GFA <20,000 SF, plus 0.5 space per 1,000 SF (0.0005/SF) for GFA > 20,000 SF;	51	43
TOTAL	224,920 SF		152	157

[5] Architecture — The proposed buildings are concrete tilt-up construction. The buildings have the same architectural design with enhanced elements and treatments located at office entries along the I-15 Freeway and Ontario Mills Parkway elevations. Architectural elements for the buildings include smooth-painted concrete in gray and white tones, with horizontal and vertical reveals, windows with clear aluminum mullions and blue glazing, 4-foot deep metal Alucobond canopies at the main office entries, steel shade trellises above the upper windows at the main office entries and 18” recessed ground floor windows (**See Figure 2: Typical Main Entrance**).

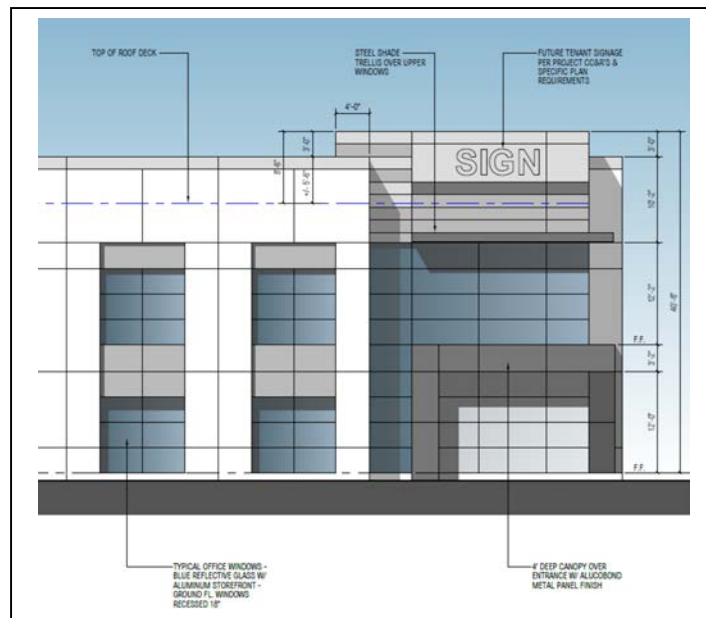


Figure 2: Typical Main Entrance

The mechanical equipment will be roof-mounted and obscured from public view by the parapet walls. Staff believes that the proposed project illustrates the type of high-quality architecture promoted by The Exchange Specific Plan (**Exhibit C: Elevations**). This is exemplified through the use of:

- Articulation in the building footprint, incorporating a deep combination of recessed and popped-out wall areas;
- Metal canopies and trellises, which serves to provide articulation and visual interest that accentuate the building's entries;
- Variations in building massing;
- A mix of exterior materials, finishes and fixtures; and

- Incorporation of base and cornice treatments defined by changes in color and horizontal/vertical reveals.

[6] Landscaping — The Project provides substantial landscaping along the I-15 Freeway and the Ontario Mills Parkway frontages, at each office element, throughout the guest parking areas, and in front of the screened loading and tractor-trailer yard areas. Each parcel meets the 10% minimum landscape requirement per The Exchange Specific Plan with the total project landscape coverage provided at 12.13%. The landscape plan incorporates a variety of street trees along Ontario Mills Parkway and the I-15 Freeway - London plane trees and multi-trunk California sycamores are proposed along Ontario Mills Parkway and Fremont cottonwood tree are proposed along the I-15 Freeway frontage. The project site incorporates a combination of accent and shade trees, shrubs ground cover, vines and grasses that are low water usage and drought tolerant.

[7] Utilities (drainage, sewer) — Public utilities (water and sewer) are available through the Cucamonga Valley Water District 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) and best management practices (BMPs). The proposed development will not substantially alter the existing drainage pattern. The onsite drainage will be conveyed by local gutters and pipes to an underground Continuous Deflective Separation (CDS) systems for each parcel. The on-site underground storm and water infiltration system will be located within the drive aisle areas for each parcel.

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

[1] City Council Priorities

Primary Goal: Regain Local Control of the Ontario International Airport

Supporting Goals:

- Invest in the Growth and Evolution of the City's Economy
- Operate in a Businesslike Manner
- Focus Resources in Ontario's Commercial and Residential Neighborhoods

[2] Vision.

Distinctive Development:

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

[3] Governance.

Decision Making:

- Goal G1: Sustained decision-making that consistently moves Ontario towards its Vision by using The Ontario Plan as a framework for assessing choices.
 - G1-2 Long-term Benefit. We require decisions to demonstrate and document how they add value to the community and support the Ontario Vision

[4] Policy Plan (General Plan)

Community Economics Element:

- Goal CE2: A City of distinctive neighborhoods, districts, and corridors, where people choose to be.
 - CE2-1 Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community.
 - CE2-2 Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional and sustainable places that will compete well with their competition within the region.
 - CE2-4 Protection of Investment. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.
 - CE2-5 Private Maintenance. We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.

Safety Element:

- Goal S1: Minimized risk of injury, loss of life, property damage and economic and social disruption caused by earthquake-induced and other geologic hazards.
 - S1-1 Implementation of Regulations and Standards. We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.

Community Design Element:

- Goal CD2: A high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct.
 - CD2-1 Quality Architecture. We encourage all development projects to convey visual interest and character through:
 - Building volume, massing, and height to provide appropriate scale and proportion;
 - A true architectural style which is carried out in plan, section and elevation through all aspects of the building and site design and appropriate for its setting; and
 - Exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style.
 - CD2-7 Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials and construction techniques.
 - CD2-8 Safe Design. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintenance of visibility and accessibility, and use of lighting.
 - CD2-9 Landscape Design. We encourage durable landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.
 - CD2-10 Surface Parking Areas. We require parking areas visible to or used by the public to be landscaped in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field.

➤ CD2-11 Entry Statements. We encourage the inclusion of amenities, signage and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.

➤ CD2-12 Site and Building Signage. We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.

➤ CD2-13 Entitlement Process. We work collaboratively with all stakeholders to ensure a high degree of certainty in the efficient review and timely processing of all development plans and permits.

➤ CD3-2 Connectivity Between Streets, Sidewalks, Walkways and Plazas. We require landscaping and paving be used to optimize visual connectivity between streets, sidewalks, walkways and plazas for pedestrians.

➤ CD3-3 Building Entrances. We require all building entrances to be accessible and visible from adjacent streets, sidewalks or public open spaces.

➤ CD3-5 Paving. We require sidewalks and road surfaces to be of a type and quality that contributes to the appearance and utility of streets and public spaces.

➤ CD3-6 Landscaping. We utilize landscaping to enhance the aesthetics, functionality and sustainability of streetscapes, outdoor spaces and buildings.

▪ Goal CD5: A sustained level of maintenance and improvement of properties, buildings and infrastructure that protects the property values and encourages additional public and private investments.

➤ CD5-1 Maintenance of Buildings and Property. We require all public and privately owned buildings and property (including trails and easements) to be properly and consistently maintained.

➤ CD5-2 Maintenance of Infrastructure. We require the continual maintenance of infrastructure.

HOUSING ELEMENT COMPLIANCE: The project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan, as the project site is not one of the properties in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix.

AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) COMPLIANCE: The project site is located within the Airport Influence Area of Ontario International Airport (ONT), and has been found to be consistent with the policies and criteria set forth within the ALUCP for ONT.

ENVIRONMENTAL REVIEW: 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. On the basis of the initial study, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of insignificance, a Mitigated Negative Declaration was prepared pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines. Furthermore, to ensure that the mitigation measures are implemented, a Mitigation Monitoring and Reporting Program has been prepared for the Project pursuant to CEQA Guidelines Section 15097, which specifies responsible agencies/departments, monitoring frequency, timing and method of verification and possible sanctions for non-compliance with mitigation measures. The environmental documentation for this project is available for review at the Planning Department public counter.

CONDITIONS OF APPROVAL: See attached department reports.

TECHNICAL APPENDIX:

Surrounding Zoning and Land Use:

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
<i>Site</i>	Vacant	Industrial	The Exchange Specific Plan	Industrial Park
<i>North</i>	Commercial	General Commercial	The Exchange Specific Plan	Freeway Commercial
<i>South</i>	Flood Control	Open Space – Non-Recreation	OS-R: Open Space-Recreation	N/A
<i>East</i>	SCE Easement	Open Space – Non-Recreation	OS-R: Open Space-Recreation	N/A
<i>West</i>	I-15 Freeway	N/A	N/A	N/A

General Site & Building Statistics

<i>Item</i>	<i>Proposed</i>	<i>Min./Max. Standard</i>	<i>Meets Y/N</i>
<i>Project Area:</i>	10.59 acres	N/A	N/A
<i>Lot/Parcel Size:</i>	89,714 SF (Min.)	10,000 SF (Min.)	Y
<i>Building Area:</i>	224,920 SF	N/A	N/A
<i>Floor Area Ratio:</i>	0.47	0.55 (Max.)	Y
<i>Building Height:</i>	41'8"	45' (Max.)	Y

Off-Street Parking:

<i>Type of Use</i>	<i>Building Area</i>	<i>Parking Ratio</i>	<i>Spaces Required</i>	<i>Spaces Provided</i>
Building A - Warehouse / Distribution	30,830 SF	One space per 1,000 SF (0.001/SF) for portion of GFA <20,000 SF, plus 0.5 space per 1,000 SF (0.0005/SF) for GFA > 20,000 SF;	25	43
Building B - Warehouse / Distribution	48,640 SF	One space per 1,000 SF (0.001/SF) for portion of GFA <20,000 SF, plus 0.5 space per 1,000 SF (0.0005/SF) for GFA > 20,000 SF;	34	43
Building C - Warehouse / Distribution	63,370 SF	One space per 1,000 SF (0.001/SF) for portion of GFA <20,000 SF, plus 0.5 space per 1,000 SF (0.0005/SF) for GFA > 20,000 SF;	42	43
Building D - Warehouse / Distribution	82,080 SF	One space per 1,000 SF (0.001/SF) for portion of GFA <20,000 SF, plus 0.5 space per 1,000 SF (0.0005/SF) for GFA > 20,000 SF;	51	43
TOTAL	224,920 SF		152	157

Exhibit A: Tentative Parcel Map 19715

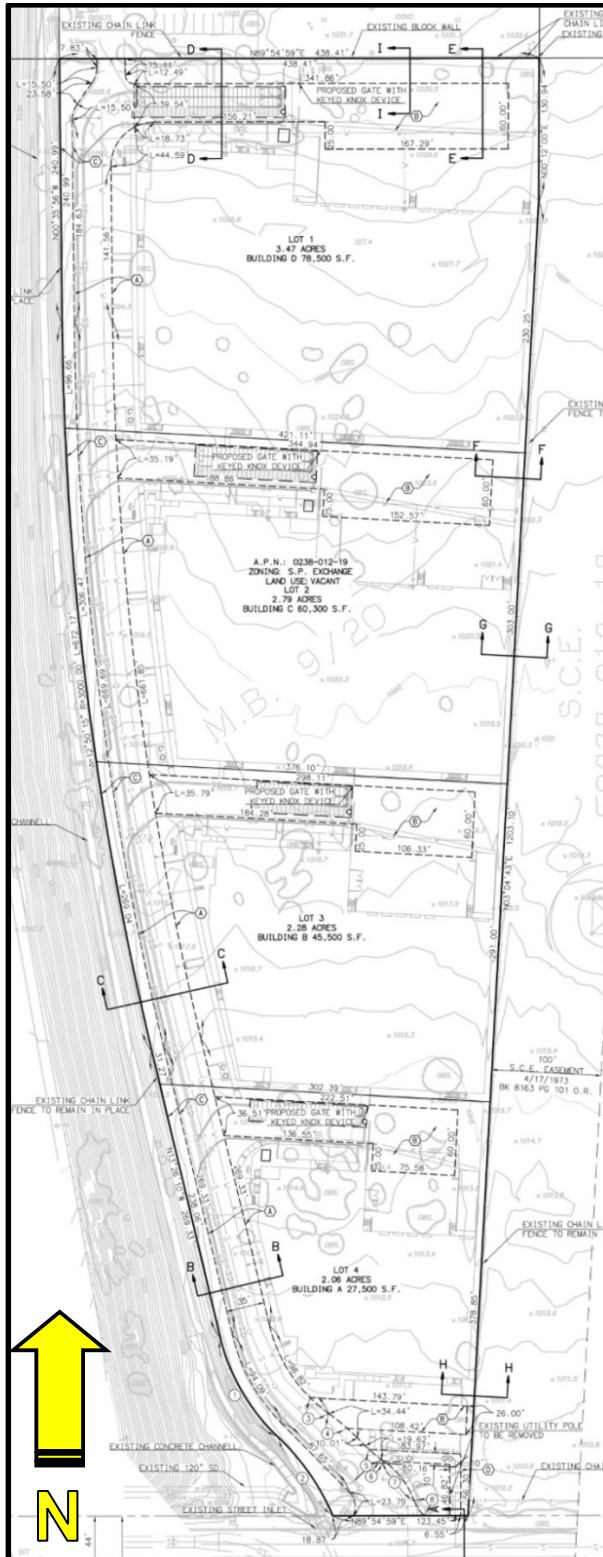


Exhibit B: Site Plan



Exhibit C: Elevations – Building A

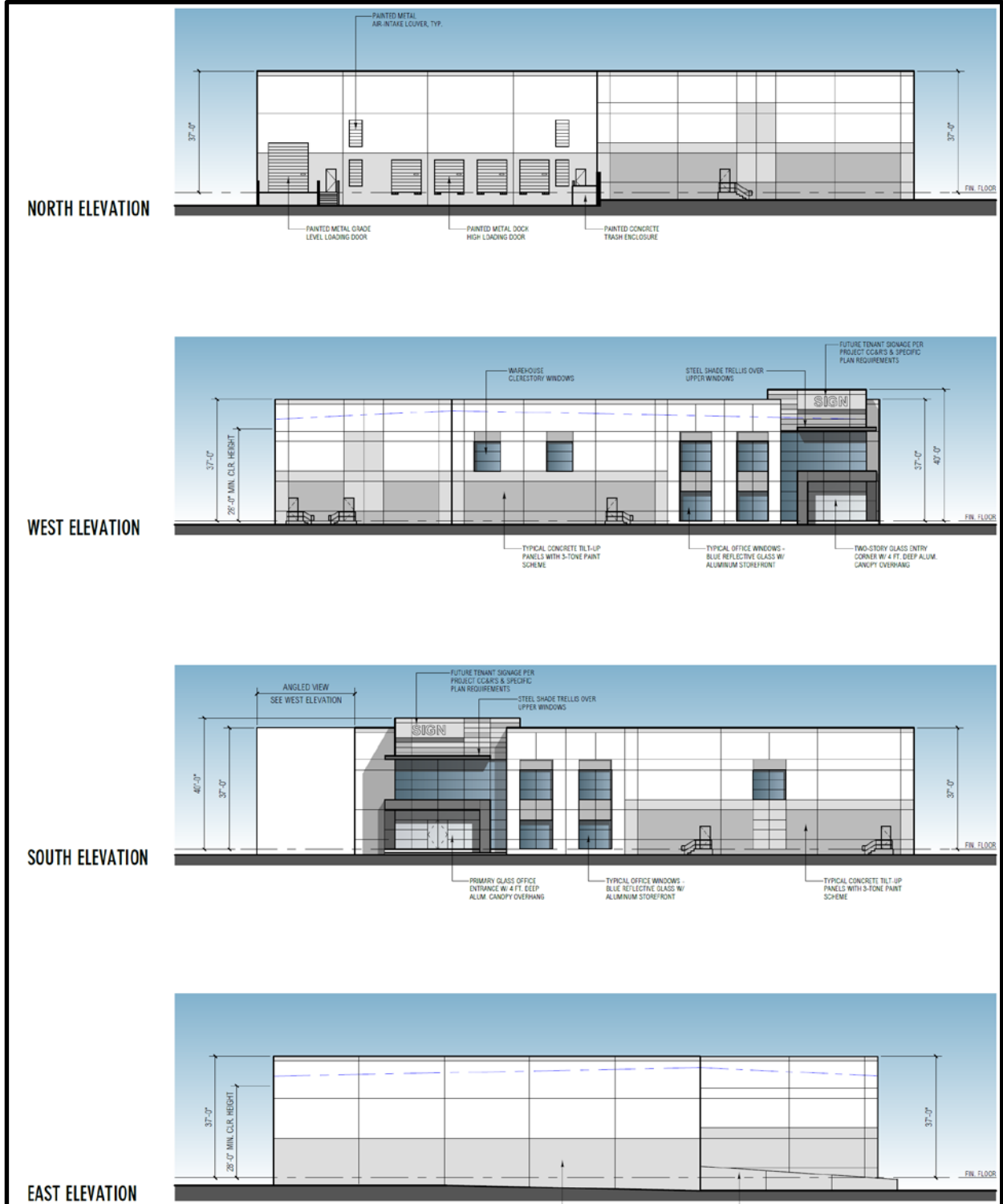


Exhibit C: Elevations – Building B

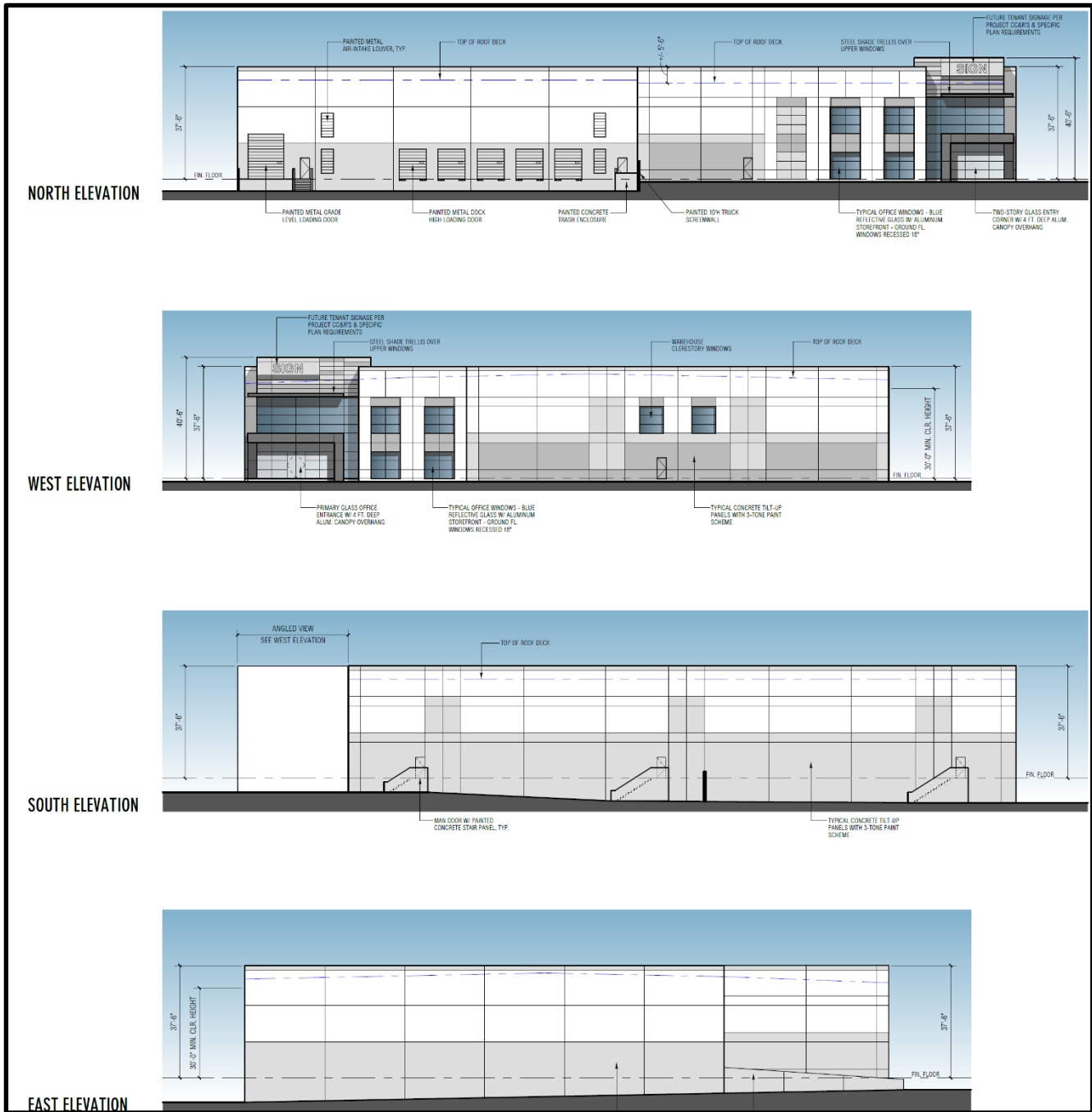


Exhibit C: Elevations – Building C



Exhibit C: Elevations – Building D

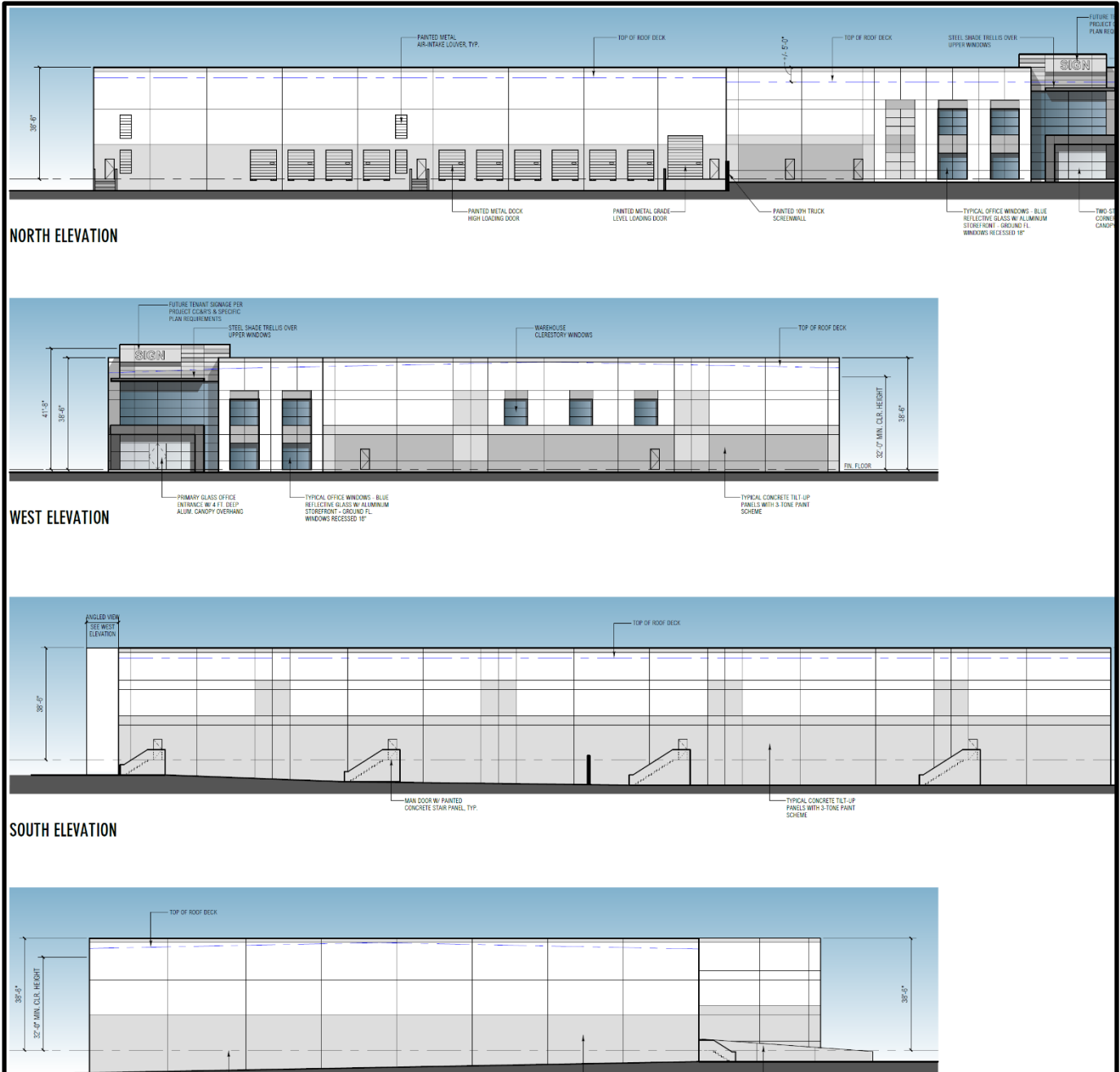
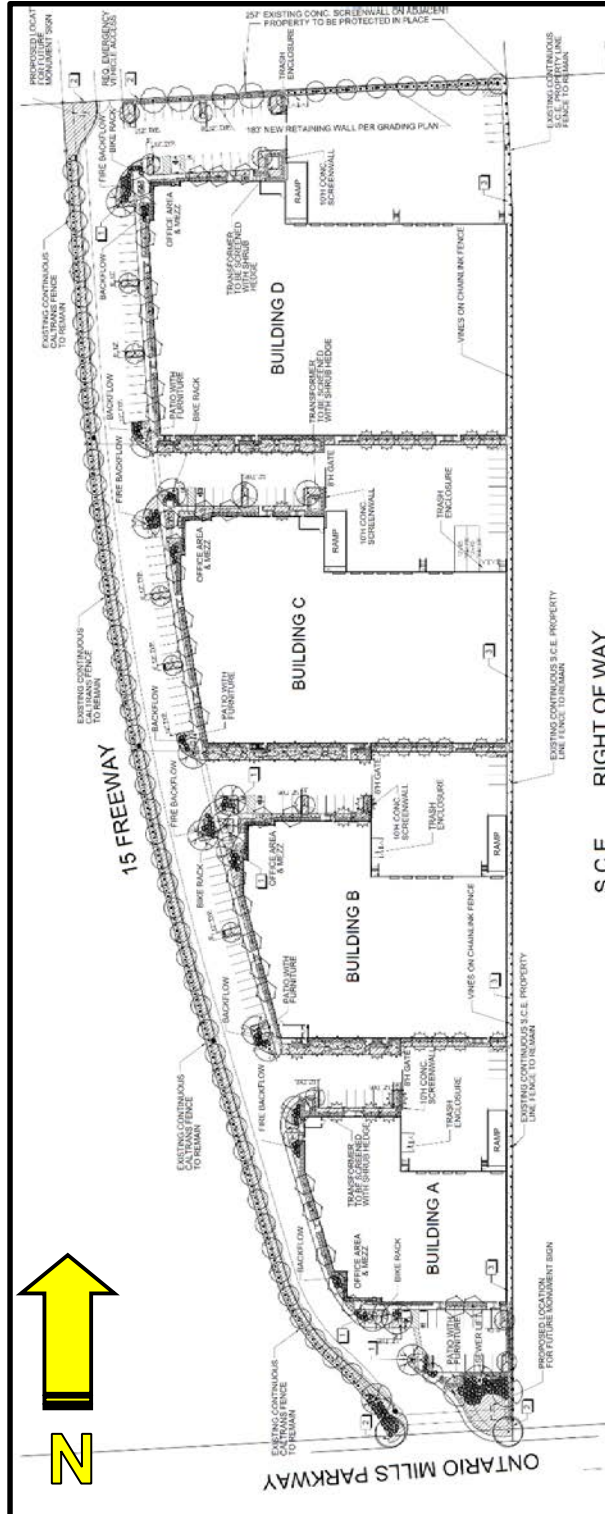


Exhibit D: Conceptual Landscape Plan



RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PMTT16-012, A TENTATIVE PARCEL MAP (TPM 19715) TO SUBDIVIDE 10.59 ACRES OF LAND INTO 4 LOTS TO FACILITATE THE CONSTRUCTION OF FOUR INDUSTRIAL BUILDINGS TOTALING APPROXIMATELY 225,000 SQUARE FEET, LOCATED ON THE NORTH SIDE OF ONTARIO MILLS PARKWAY, EAST OF THE I-15 FREEWAY, WITHIN THE INDUSTRIAL PARK LAND USE DISTRICT OF THE EXCHANGE SPECIFIC PLAN. (RELATED FILE NOS. PDEV16-016 AND PSPA16-002), AND MAKING FINDINGS IN SUPPORT THEREOF—APN: 0238-012-19.

WHEREAS, Orbis Real Estate Partners ("Applicant") has filed an Application for the approval of a Tentative Parcel Map, File No. PMTT16-012, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 10.59 acres of land generally located north of Ontario Mills Parkway and east of the I-15 Freeway, within Industrial Park (IP) land use designation of The Exchange Specific Plan and is presently vacant; and

WHEREAS, the property to the north of the Project site is within the Freeway Commercial land use district of the Exchange Specific Plan and is developed with commercial uses. The properties to the east and south are utilized for utility purposes (SCE Easement and Flood Control) and are within the Open Space-Recreation (OS-R) zoning district. The I-15 Freeway is located to the west of the project site; and

WHEREAS, the project site is located within the Ontario Recovery Unit for the Delhi Sands Flower-Loving Fly (DSF). It was determined by a Delhi Sands Flower-Loving Fly Habitat Suitability Assessment (Michael Baker International, December 2015) that the project site does not support suitable habitat for the DSF due to heavily mixed and contaminated soil. As a result, the study determined that the project site does not support clean Delhi Sand soils needed for suitable habitat for the DSF; that the DSF is absent from the site and that no further actions or additional focused surveys were recommended. As a result, the site is not considered habitat and no adverse impact to the DSF is anticipated; and

WHEREAS, the Tentative Parcel Map was submitted in conjunction with a Specific Plan Amendment (File No. PSPA16-002) and Development Plan (File No. PDEV16-016), which are necessary to facilitate the proposed Project; and

WHEREAS, 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; and

WHEREAS, 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; and

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

WHEREAS, on August 15, 2016, the Development Advisory Board of the City of Ontario conducted a hearing and issued Decision No. DAB16-036 recommending the Planning Commission approve the Application; and

WHEREAS, on August 23, 2016, the Planning Commission of the City of Ontario conducted a hearing to consider the MND, the initial study, and the Project, and concluded said hearing on that date; and

WHEREAS, as the first action on the Project, on August 23, 2016, the Planning Commission approved a resolution adopting a Mitigated Negative Declaration ("MND") and Mitigation Monitoring and Reporting Program, prepared pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of significance; and

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

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED, AND RESOLVED by the Planning Commission of the City of Ontario, as follows:

SECTION 1. As the decision-making body for the Project, the Planning Commission has reviewed and considered the information contained in the MND, the initial study, and the administrative record for the Project, including all written and oral evidence provided during the comment period. Based upon the facts and information contained in the MND, the initial study, and the administrative record, including all written and oral evidence presented to the Planning Commission, the Planning Commission finds as follows:

a. The MND, initial study, and administrative record have been completed in compliance with CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines; and

b. The MND and initial study contain a complete and accurate reporting of the environmental impacts associated with the Project and reflects the independent judgment of the Planning Commission; and

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

d. All environmental impacts of the Project are either insignificant or can be mitigated to a level of insignificance pursuant to the mitigation measures outlined in the MND, the Mitigation Monitoring and Reporting Program, and the initial study.

SECTION 2. Based upon the substantial evidence presented to the Planning Commission during the above-referenced hearing and upon the specific findings set forth in Section 1 above, the Planning Commission hereby concludes as follows:

a. The proposed 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 map has been designed consistent with the requirements of the City of Ontario Development Code and the Industrial Park land use designation of the Exchange Specific Plan, including standards relative to the particular land use proposed (Industrial Park), such as minimum lot size, maximum Floor Area Ratio (FAR), minimum landscape coverage, 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.

b. The design or improvement of 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, and applicable specific plans and planned unit developments. The project site is physically suitable for the type of development proposed. The design and improvement of the subdivision is consistent with the Industrial land use designation of The Ontario Plan Policy Plan (General Plan). The Tentative Parcel Map meets all minimum size requirements specified within the Industrial Park (IP) land use designation of the Exchange Specific Plan.

c. The site is physically suitable for the type of development proposed. The site meets The Exchange Specific Plan development standards such as, required minimum lot size of 10,000 square feet (project provides a minimum lot size of 89,714 square feet), the maximum floor area ratio of 0.55 FAR (project proposes a total FAR of 0.47), the project provides adequate access, parking and on-site maneuverability for tractor-trailer activity associated with the intended proposed industrial warehouse use for each parcel.

d. The site is physically suitable for the proposed density of development. The site meets The Exchange Specific Plan development standards such as, the maximum floor area ratio of 0.55 FAR (project proposes a total FAR of 0.48), the maximum building height of 45 feet (project proposes a maximum building height of 41'-8"), the project provides adequate access, parking and on-site maneuverability for tractor-trailer activity associated with the intended proposed industrial warehouse use for each parcel.

e. The design of the subdivision or type of improvements are not likely to cause serious public health problems. The design of the subdivision or the proposed improvement are not likely to cause serious public health problems. The proposed right-of-way improvements that include curb, gutter, sidewalk, landscaping and lighting will contribute towards improving the overall safety conditions of the site.

f. The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially injure fish or wildlife or their habitat. An initial study was prepared for this project and found that the project site is located within the Ontario Recovery Unit for the Delhi Sands Flower-Loving Fly (DSF). It was determined by a Delhi Sands Flower-Loving Fly Habitat Suitability Assessment (Michael Baker International, December 2015) that the project site does not support suitable habitat for the DSF due to heavily mixed and contaminated soil. As a result, the study determined that the project site does not support clean Delhi Sand soils needed for suitable habitat for the DSF; that the DSF is absent from the site and that no further actions or additional focused surveys were recommended. As a result, the site is not considered habitat and no adverse impact to the DSF is anticipated.

g. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. The design of the subdivision will not conflict with any easement acquired by the public at large, then of record, for access through or use of the property within the proposed subdivision.

SECTION 3. Based upon the findings and conclusions set forth in Sections 1 and 2 above, the Planning Commission hereby APPROVES the herein described Application, subject to each and every condition set forth in the Department reports, attached hereto and incorporated herein by this reference.

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

of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 5. 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.

SECTION 6. The Secretary shall certify to the adoption of the Resolution.

The Secretary Pro Tempore for the Planning Commission of the City of Ontario shall certify as to the adoption of this Resolution.

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 23rd day of August 2016, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Jim Willoughby
Planning Commission Chairman

ATTEST:

Scott Murphy
Planning Director/Secretary of Planning
Commission

Planning Commission Resolution
File No. PMTT16-012
August 23, 2016
Page 6

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO)
CITY OF ONTARIO)

I, Marci Callejo, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC16-[insert #] was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on August 23, 2016, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Marci Callejo
Secretary Pro Tempore



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

Planning Department; Land Development Section Conditions of Approval

Prepared: August 5, 2016
File No: PSPA16-002, PMTT16-012 and PDEV16-016

Related Files:

Project Description: An amendment to The Exchange Specific Plan (File No. PSPA16-002) to establish the Industrial Park (IP) land use development standards, regulations and design guidelines, a Tentative Parcel Map (File No. PMTT16-012 (TPM 19715)) to subdivide 10.59 acres of land into 4 lots, and a Development Plan (File No. PDEV16-016) to construct four industrial buildings totaling approximately 225,000 square feet, located on the north side of Ontario Mills Parkway, east of the I-15 Freeway, within the Industrial Park land use district of The Exchange Specific Plan. (APNs: 0238-012-19); **submitted by Orbis Real Estate Partners.**

Prepared By: Henry K. Noh, Senior Planner 
Phone: 909.395.2429 (direct)
Email: hnoh@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. 2010-021 on March 16, 2010. 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 Specific Plan Amendment. The following shall be submitted to the Planning Department within 30 days following City Council approval of the Specific Plan/Specific Plan Amendment:

- (a) Fifteen copies of the final Specific Plan document;
- (b) One complete, unbound copy of the final Specific Plan document;
- (c) One CD containing a complete Microsoft Word copy of the final Specific Plan document, including all required revisions;
- (d) Five CDs, each containing a complete PDF copy of the final Specific Plan document, including all required revisions; and
- (e) One CD containing a complete electronic website version of the final Specific Plan document, including all required revisions.

2.2 Time Limits.

(a) Tentative Parcel approval shall become null and void 2 years following the effective date of application approval, unless the final parcel/tract map has been recorded, or a time extension has been approved by the Planning Commission pursuant to Development Code Section 2.02.025 (Time Limits and Extensions). This Permit does not supersede any individual time limits specified herein for performance of specific conditions or improvements.

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

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

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

2.4 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.

2.5 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 Section.

(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 Section.

(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 Section, prior to the commencement of the changes.

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

2.7 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 Exchange Specific Plan.

(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).

2.8 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) and The Exchange Specific Plan.

(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 The Exchange Specific Plan and the 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

2.9 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) All exterior lighting (wall mounted and pole lighting) shall be complimentary to the building architecture. Wall packs and plain box lights are not permitted. The base of the light standards shall have a sack finish and be painted to match the building colors. The Building Plan Check submittal shall include a cut sheet of the wall and light standards indicating the name of the manufacturer, the model number, color, etc.

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

2.10 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.

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

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

2.13 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).

2.14 Covenants, Conditions and Restrictions (CC&Rs)/Mutual Access and Maintenance Agreements.

(a) CC&Rs shall be prepared for the Project and shall be recorded prior to the issuance of a building permit.

(b) The CC&Rs shall be in a form and contain provisions satisfactory to the City. The articles of incorporation for the property owners association and the CC&Rs shall be reviewed and approved by the City.

(c) CC&Rs shall ensure reciprocal parking and access between parcels.

(d) CC&Rs shall ensure reciprocal parking and access between parcels, and common maintenance of:

(i) Landscaping and irrigation systems within common areas;

(ii) Landscaping and irrigation systems within parkways adjacent to the project site, including that portion of any public highway right-of-way between the property line or right-of-way boundary line and the curb line and also the area enclosed within the curb lines of a median divider (Ontario Municipal Code Section 7-3.03), pursuant to Ontario Municipal Code Section 5-22-02;

(iii) Shared parking facilities and access drives; and

(iv) Utility and drainage easements.

(e) CC&Rs shall include authorization for the City's local law enforcement officers to enforce City and State traffic and penal codes within the project area.

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

(g) A specific methodology/procedure shall be established within the CC&Rs for enforcement of its provisions by the City of Ontario, if adequate maintenance of the development does not occur, such as, but not limited to, provisions that would grant the City the right of access to correct maintenance issues and assess the property owners association for all costs incurred.

2.15 Environmental Review.

(a) 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. On the basis of the initial study, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of insignificance, a **Mitigated Negative Declaration** was prepared pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines. Furthermore, to ensure that the mitigation measures are implemented, a **Mitigation Monitoring and Reporting Program** has been prepared for the Project pursuant to CEQA Guidelines Section 15097, which specifies responsible agencies/departments, monitoring frequency, timing and method of verification and possible sanctions for non-compliance with mitigation measures. All mitigation measures listed in the **Mitigation Monitoring and Reporting Program** 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 Ontario Climate Action Plan (CAP) requires new development to be 25% more efficient. The applicant has elected to utilize the Screening Tables provided in the CAP instead of preparing separate emissions calculations. By electing to utilize the Screening Tables the applicant shall be required to garner a minimum 100 points to be consistent with the reduction quantities outlined in the CAP. The applicant shall identify on the construction plans the items identified in the attached industrial Screening Tables.

(b) Prior to the issuance of a grading permit, the project applicant shall contact the Gabrieleno Band of Mission Indians-Kizh Nation and provide the tribe with written notification of the project's ground disturbing activities and provide the tribe an opportunity to have a tribal monitor on-site during these activities. A copy of the written notification shall be provided to the Planning Department prior to the issuance of the first grading permit.

CEQA THRESHOLDS AND SCREENING TABLES

Table 2: Screening Table for Implementation of GHG Reduction Measures for Commercial/Industrial Development

Feature	Description	Assigned Point Values	Project Points
Reduction Measure PS E3: Commercial/Industrial Energy Efficiency Development			
Building Envelope			
Insulation	2008 baseline (walls R-13; roof/attic R-30)	0 points	
	Modestly Enhanced Insulation (walls R-13, roof/attic R-38))	15 points	
	Enhanced Insulation (rigid wall insulation R-13, roof/attic R-38)	18 points	
	Greatly Enhanced Insulation (spray foam insulated walls R-15 or higher, roof/attic R-38 or higher) <i>(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)</i>	20 points	
Windows	2008 Baseline Windows (0.57 U-factor, 0.4 solar heat gain coefficient (SHGC))	0 points	
	Modestly Enhanced Window Insulation (0.4 U-factor, 0.32 SHGC)	7 points	
	Enhanced Window Insulation (0.32 U-factor, 0.25 SHGC)	8 points	
	Greatly Enhanced Window Insulation (0.28 or less U-factor, 0.22 or less SHGC) <i>(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)</i>	12 points	
Cool Roof	Modest Cool Roof (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance)	12 points	
	Enhanced Cool Roof (CRRC Rated 0.2 aged solar reflectance, 0.75 thermal emittance)	14 points	
	Greatly Enhanced Cool Roof (CRRC Rated 0.35 aged solar reflectance, 0.75 thermal emittance)	16 points	
Air Infiltration	Minimizing leaks in the building envelope is as important as the insulation properties of the building. Insulation does not work effectively if there is excess air leakage.		
	Air barrier applied to exterior walls, caulking, and visual inspection such as the HERS Verified Quality Insulation Installation (QII or equivalent)	12 points	
	Blower Door HERS Verified Envelope Leakage or equivalent <i>(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)</i>	10 points	
Thermal Storage of Building	Thermal storage is a design characteristic that helps keep a constant temperature in the building. Common thermal storage devices include strategically placed water filled columns, water storage tanks, and thick masonry walls.		

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
	Modest Thermal Mass (10% of floor or 10% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	4 points	
	Enhanced Thermal Mass (20% of floor or 20% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	6 points	
	Enhanced Thermal Mass (80% of floor or 80% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	24 points	
Indoor Space Efficiencies			
Heating/ Cooling Distribution System	Minimum Duct Insulation (R-4.2 required)	0 points	
	Modest Duct insulation (R-6)	8 points	
	Enhanced Duct Insulation (R-8)	10 points	
	Distribution loss reduction with inspection (HERS Verified Duct Leakage or equivalent) <i>(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)</i>	14 points	
Space Heating/ Cooling Equipment	2008 Minimum HVAC Efficiency (EER 13/60% AFUE or 7.7 HSPF)	0 points	
	Improved Efficiency HVAC (EER 14/65% AFUE or 8 HSPF)	7 points	
	High Efficiency HVAC (EER 15/72% AFUE or 8.5 HSPF)	8 points	
	Very High Efficiency HVAC (EER 16/80% AFUE or 9 HSPF) <i>(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)</i>	12 points	
Commercial Heat Recovery Systems	Heat recovery strategies employed with commercial laundry, cooking equipment, and other commercial heat sources for reuse in HVAC air intake or other appropriate heat recovery technology. Point values for these types of systems will be determined based upon design and engineering data documenting the energy savings.	TBD	
Water Heaters	2008 Minimum Efficiency (0.57 Energy Factor)	0 points	
	Improved Efficiency Water Heater (0.675 Energy Factor)	14 points	
	High Efficiency Water Heater (0.72 Energy Factor)	16 points	
	Very High Efficiency Water Heater (0.92 Energy Factor)	19 points	
	Solar Pre-heat System (0.2 Net Solar Fraction)	4 points	
	Enhanced Solar Pre-heat System (0.35 Net Solar Fraction)	8 points	
Daylighting	Daylighting is the ability of each room within the building to provide outside light during the day reducing the need for artificial lighting during daylight hours.		

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
	All peripheral rooms within building have at least one window or skylight	1 points	
	All rooms within building have daylight (through use of windows, solar tubes, skylights, etc.)	5 points	
	All rooms daylighted	7 points	
Artificial Lighting	2008 Minimum (required)	0 points	
	Efficient Lights (25% of in-unit fixtures considered high efficacy. High efficacy is defined as 40 lumens/watt for 15 watt or less fixtures; 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40watt)	9 points	
	High Efficiency Lights (50% of in-unit fixtures are high efficacy)	12 points	
	Very High Efficiency Lights (100% of in-unit fixtures are high efficacy)	14 points	
Appliances	Energy Star Commercial Refrigerator (new)	4 points	
	Energy Star Commercial Dish Washer (new)	4 points	
	Energy Star Commercial Cloths Washing	4 points	
Miscellaneous Commercial/Industrial Building Efficiencies			
Building Placement	North/South alignment of building or other building placement such that the orientation of the buildings optimizes conditions for natural heating, cooling, and lighting.	6 point	
Shading	At least 90% of south-facing glazing will be shaded by vegetation or overhangs at noon on June 21st.	6 Points	
Other	This allows innovation by the applicant to provide design features that increases the energy efficiency of the project not provided in the table. Note that engineering data will be required documenting the energy efficiency of innovative designs and point values given based upon the proven efficiency beyond Title 24 Energy Efficiency Standards.	TBD	
Existing Commercial building Retrofits	The applicant may wish to provide energy efficiency retrofit projects to existing commercial buildings to further the point value of their project. Retrofitting existing commercial buildings within the City is a key reduction measure that is needed to reach the reduction goal. The potential for an applicant to take advantage of this program will be decided on a case by case basis and must have the approval of the Ontario Planning Department. The decision to allow applicants the ability to participate in this program will be evaluated based upon, but not limited to the following:	TBD	

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
	<p>Will the energy efficiency retrofit project benefit low income or disadvantaged communities?</p> <p>Does the energy efficiency retrofit project fit within the overall assumptions in the reduction measure associated with commercial building energy efficiency retrofits?</p> <p>Does the energy efficiency retrofit project provide co-benefits important to the City?</p> <p>Point value will be determined based upon engineering and design criteria of the energy efficiency retrofit project.</p>		
Reduction Measure PS E4: Commercial/Industrial Renewable Energy			
Photovoltaic	<p>Solar Photovoltaic panels installed on commercial buildings or in collective arrangements within a commercial development such that the total power provided augments:</p> <p>Solar Ready Roofs (sturdy roof and electric hookups)</p> <p>10 percent of the power needs of the project</p> <p>20 percent of the power needs of the project</p> <p>30 percent of the power needs of the project</p> <p>40 percent of the power needs of the project</p> <p>50 percent of the power needs of the project</p> <p>60 percent of the power needs of the project</p> <p>70 percent of the power needs of the project</p> <p>80 percent of the power needs of the project</p> <p>90 percent of the power needs of the project</p> <p>100 percent of the power needs of the project</p>	<p>2 points</p> <p>8 points</p> <p>14 points</p> <p>20 points</p> <p>26 points</p> <p>32 points</p> <p>38 points</p> <p>44 points</p> <p>50 points</p> <p>56 points</p> <p>60 points</p>	
Wind turbines	<p>Some areas of the City lend themselves to wind turbine applications. Analysis of the areas capability to support wind turbines should be evaluated prior to choosing this feature.</p> <p>Wind turbines as part of the commercial development such that the total power provided augments:</p> <p>10 percent of the power needs of the project</p> <p>20 percent of the power needs of the project</p> <p>30 percent of the power needs of the project</p> <p>40 percent of the power needs of the project</p> <p>50 percent of the power needs of the project</p> <p>60 percent of the power needs of the project</p> <p>70 percent of the power needs of the project</p>	<p>8 points</p> <p>14 points</p> <p>20 points</p> <p>26 points</p> <p>32 points</p> <p>38 points</p> <p>44 points</p>	

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
	80 percent of the power needs of the project	50 points	
	90 percent of the power needs of the project	56 points	
	100 percent of the power needs of the project	60 points	
Off-site renewable energy project	The applicant may submit a proposal to supply an off-site renewable energy project such as renewable energy retrofits of existing commercial/industrial that will help implement reduction measures associated with existing buildings. These off-site renewable energy retrofit project proposals will be determined on a case by case basis accompanied by a detailed plan documenting the quantity of renewable energy the proposal will generate. Point values will be based upon the energy generated by the proposal.	TBD	
Other Renewable Energy Generation	The applicant may have innovative designs or unique site circumstances (such as geothermal) that allow the project to generate electricity from renewable energy not provided in the table. The ability to supply other renewable energy and the point values allowed will be decided based upon engineering data documenting the ability to generate electricity.	TBD	
Reduction Measure PS W2: Commercial/Industrial Water Conservation			
Irrigation and Landscaping			
Water Efficient Landscaping	Eliminate conventional turf from landscaping Only moderate water using plants Only low water using plants Only California Native landscape that requires no or only supplemental irrigation	0 points 3 points 4 points 8 points	
Trees	Increase tree planting in parking areas 50% beyond City Code requirements	TBD	
Water Efficient irrigation systems	Low precipitation spray heads < .75"/hr or drip irrigation Weather based irrigation control systems combined with drip irrigation (demonstrate 20 reduced water use)	1 point 5 points	
Recycled Water	Recycled water connection (purple pipe) to irrigation system on site	5 points	
Storm water Reuse Systems	Innovative on-site stormwater collection, filtration and reuse systems are being developed that provide supplemental irrigation water and provide vector control. These systems can greatly reduce the irrigation needs of a project. Point values for these types of systems will be determined based upon design and engineering data documenting the water savings.	TBD	

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
Potable Water			
Showers	Water Efficient Showerheads (2.0 gpm)	3 points	
Toilets	Water Efficient Toilets/Urinals (1.5gpm) Waterless Urinals (note that commercial buildings having both waterless urinals and high efficiency toilets will have a combined point value of 6 points)	3 points 4 points	
Faucets	Water Efficient faucets (1.28gpm)	3 points	
Commercial Dishwashers	Water Efficient dishwashers (20% water savings)	4 points	
Commercial Laundry Washers	Water Efficient laundry (15% water savings) High Efficiency laundry Equipment that captures and reuses rinse water (30% water savings)	3 points 6 points	
Commercial Water Operations Program	Establish an operational program to reduce water loss from pools, water features, etc., by covering pools, adjusting fountain operational hours, and using water treatment to reduce draw down and replacement of water. Point values for these types of plans will be determined based upon design and engineering data documenting the water savings.	TBD	
Reduction Measure PS T1: Land Use Based Trips and VMT Reduction			
Mixed Use	Mixes of land uses that complement one another in a way that reduces the need for vehicle trips can greatly reduce GHG emissions. The point value of mixed use projects will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled	TBD	
Local Retail Near Residential (Commercial only Projects)	Having residential developments within walking and biking distance of local retail helps to reduce vehicle trips and/or vehicle miles traveled. The point value of residential projects in close proximity to local retail will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled	TBD	
Reduction Measure PS T2: Bicycle Master Plan			
Bicycle Infrastructure	Ontario's Bicycle Master Plan is extensive and describes the construction on 11.5 miles of Class I bike paths and 23 miles of Class II and Class III bikeways to build upon the current 8 miles of bikeways.	TBD	
	Provide bicycle paths within project boundaries.	TBD	
	Provide bicycle path linkages between project site and other land uses.	2 points	
	Provide bicycle path linkages between project site and transit.	5 points	

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
Reduction Measure PS T3: Electric Vehicle Infrastructure			
Electric Vehicles	Provide public charging station for use by an electric vehicle. <i>(ten points for each charging station within the facility)</i>	10 points	
Reduction Measure PS T4: Employee Based Trip &VMT Reduction Policy			
Compressed Work Week	Reduce the number of days per week that employees need to be on site will reduce the number of vehicle trips associated with commercial/industrial development. Compressed work week such that full time employees are on site: 5 days per week 4 days per week on site 3 days per week on site	TBD	
Car/Vanpools	Car/vanpool program Car/vanpool program with preferred parking Car/vanpool with guaranteed ride home program Subsidized employee incentive car/vanpool program Combination of all the above	TBD	
Employee Bicycle/ Pedestrian Programs	Complete sidewalk to residential within ¼ mile Complete bike path to residential within 3 miles Bike lockers and secure racks Showers and changing facilities Subsidized employee walk/bike program (Note combine all applicable points for total value)	TBD	
Shuttle/Transit Programs	Local transit within ¼ mile Light rail transit within ½ mile Shuttle service to light rail transit station Guaranteed ride home program Subsidized Transit passes Note combine all applicable points for total value	TBD	
CRT	Employer based Commute Trip Reduction (CRT). CRTs apply to commercial, offices, or industrial projects that include a reduction of vehicle trip or VMT goal using a variety of employee commutes trip reduction methods. The point value will be determined based upon a TIA that demonstrates the trip/VMT reductions. Suggested point ranges: Incentive based CRT Programs (1-8 points) Mandatory CRT programs (5-20 points)	TBD	
Other Trip Reductions	Other trip or VMT reduction measures not listed above with TIA and/or other traffic data supporting the trip and/or VMT for the project.	TBD	
Total Points from Commercial/Industrial Project:			100



**ENGINEERING DEPARTMENT
CONDITIONS OF APPROVAL**

(Engineering Services Division [Land Development and Environmental], Traffic/Transportation Division,
Ontario Municipal Utilities Company and Management Services Department conditions incorporated herein)

<input checked="" type="checkbox"/> DEVELOPMENT PLAN <input type="checkbox"/> OTHER	<input checked="" type="checkbox"/> PARCEL MAP <input type="checkbox"/> TRACT MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES
PROJECT FILE NO. PM-19715 RELATED FILE NO(S). PDEV16-016 / PMTT16-012	
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__	

CITY PROJECT ENGINEER & PHONE NO: Bryan Lirley, P.E., (909) 395-2137 *BL*

CITY PROJECT PLANNER & PHONE NO: Henry Noh, (909) 395-2429

DAB MEETING DATE: August 15, 2016

PROJECT NAME / DESCRIPTION: PM-19715, a Tentative Parcel Map to subdivide 10.59 acres of land into four (4) parcels within the Industrial Park District of The Exchange Specific Plan

LOCATION: North side of Ontario Mills Parkway, east of I-15 Freeway

APPLICANT: Orbis Real Estate Partners

REVIEWED BY: *Dean Williams* 8/3/16
 Dean Williams Date
 Associate Engineer

APPROVED BY: *Khoi Do* 8/3/16
 Khoi Do, 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. 2010-021) AND THE PROJECT SPECIFIC CONDITIONS OF APPROVAL SPECIFIED IN HEREIN. ONLY APPLICABLE CONDITIONS OF APPROVAL ARE CHECKED. THE APPLICANT SHALL BE RESPONSIBLE FOR THE COMPLETION OF ALL APPLICABLE CONDITIONS OF APPROVAL PRIOR TO PARCEL MAP APPROVAL, ISSUANCE OF PERMITS AND/OR OCCUPANCY CLEARANCE, AS SPECIFIED IN THIS REPORT.

1. PRIOR TO PARCEL MAP APPROVAL, APPLICANT SHALL:

Check When Complete

- 1.01 Dedicate to the City of Ontario, the right-of-way, 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): Easement for emergency access in accordance with the approved Tentative Map No. 19715**

- 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, 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 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) _____
- 1.08 File a Consent and Waiver to Annexation agreement, together with an annexation processing fee, to annex the subject property to a Street Lighting Maintenance Assessment District (SLMD). The agreement and fee shall be submitted a minimum of three (3) months prior to, and the annexation shall be completed, prior to final subdivision map approval or issuance of building permits, whichever occurs first. An annual special assessment shall be levied in the SLMD and will be collected along with annual property taxes. The special assessment will provide funding for costs associated with the annual operation and maintenance of the street lighting facilities and appurtenances that serve the property. Contact Management Services at (909) 395-2124 regarding this requirement.
- 1.09 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.

- 1.10 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).
- 1.11 Other conditions: _____
- Owner/Developer shall provide private easement for cross lot drainage, fiber optic, recycled water and reciprocal access across all parcels in favor of all parcels.
 - Owner/Developer shall provide Drainage Acceptance Agreement to accept run-off from APN 0238-012-32 to the north.

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. 19715 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 Submit a soils/geology report.
- 2.08 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) – If any work encroaches within Caltrans Right-of-Way**
- 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: _____

- 2.09 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 _____.
- 2.10 Dedicate to the City of Ontario the following easement(s): _____

- 2.11 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).
- 2.12 Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein. 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.
- 2.13 **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.**
- 2.14 Other conditions: _____



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

- 2.15 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	Ontario Mills Parkway	Street 2	Street 3	Street 4
Curb and Gutter	<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	<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 type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
ADA Access Ramp	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Parkway	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)	<input 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 type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New <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 type="checkbox"/> Lateral	<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 type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
Recycled Water (see Sec. 2.E)	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
Traffic Signal System (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Traffic Signing and Striping (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Street Light (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New <input type="checkbox"/> Relocation	<input 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 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
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. 2.15, above: _____
 * - **Sidewalk shall be installed along the project frontage and westerly to Rochester Avenue (approximately 700 feet). Improvements will require Caltrans review and approval.**



- 2.16 Construct a 0.15' asphalt concrete (AC) grind and overlay on the following street(s): _____
- 2.17 Reconstruct the full pavement structural section based on existing pavement condition and approved street section design. Minimum limits of reconstruction shall be along property frontage, from street centerline to curb/gutter. 'Pothole' verification of existing pavement section required prior to acceptance/approval of street improvement plan.
- 2.18 **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.**
- 2.19 Other conditions: _____

C. SEWER

- 2.20 A _____ inch sewer main is available for connection by this project in _____ (Ref: Sewer plan bar code: _____)
- 2.21 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.22 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.
- 2.23 **Other conditions: Requires construction of new off-site sewer main, approximately 2,600 LF, to be reviewed and approved by CVWD.**

D. WATER

- 2.24 A _____ inch water main is available for connection by this project in _____ (Ref: Water plan bar code: _____)
- 2.25 Design and construct a water main extension. A water main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.26 Submit documentation that shows expected peak demand water flows for modeling the impact of the subject project to the existing water system. The project site is within a deficient public water 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 impacts to the deficient public water system, including, but not limited to upgrading of the existing water main(s) and/or construction of a new main(s).
- 2.27 Design and construct appropriate cross-connection protection for new potable water and fire service connections. Appropriate protection shall be based upon the degree of hazard per Title 17 of the California Code of Regulations. The minimum requirement is the installation of a backflow prevention device per current City standards. All existing potable water and fire services that do not meet the current minimum level of protection shall be upgraded (retrofitted) with the appropriate backflow protection assembly per current City standards.
- 2.28 Request a water flow test to be conducted, to determine if a water main upgrade is necessary to achieve required fire flow for the project. The application is available on the City website (www.ci.ontario.ca.us) or Applicant can contact the City of Ontario Fire Department at (909) 395-2029 to coordinate scheduling of this test. Applicant shall design and construct a water main upgrade if the



water flow test concludes that an upgrade is warranted.

- 2.29 **Other conditions: Requires construction of new off-site domestic water line, approximately 700 LF, to be reviewed and approved by CVWD.**

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. Applicant shall be responsible for construction of a connection to the recycled water main for approved uses, when the main becomes available. The cost for connection to the main shall be borne solely by 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) 395-2687 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 **Other conditions:** _____

1. **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 designed in accordance with City's Traffic and Transportation Design Guidelines.**
2. **Ontario Mills Parkway shall be signed "No Stopping Anytime".**
3. **Driveways shall be constructed in accordance with Standard Drawing No. 1204.**
4. **All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309. Prepare a sight distance exhibit from the driveway looking west on Ontario Mills Parkway.**



G. DRAINAGE / HYDROLOGY

- 2.37 **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.**
- 2.38 Design and construct a storm water detention facility on the project site. An adequate drainage facility to accept additional runoff from the site does not currently exist downstream of the project. Post-development flows from the site shall not exceed 80% of pre-development flows, in accordance with the approved hydrology study and improvement plans.
- 2.39 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.
- 2.40 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.
- 2.41 **Pay Storm Drain Development Impact Fee, approximately \$235,700, Fee shall be paid to the Building Department. Final fee shall be determined based on the approved site plan.**
- 2.42 **Other conditions: The onsite storm drain system for this development shall be private and privately maintained.**

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

- 2.43 401 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.
- 2.44 **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>.**
- 2.45 Other conditions: _____

J. SPECIAL DISTRICTS



- 2.46 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.
- 2.47 File a Consent and Waiver to Annexation agreement, together with an annexation processing fee, to annex the subject property to a Street Lighting Maintenance Assessment District (SLMD). The agreement and fee shall be submitted three (3) months prior to, and the annexation shall be completed prior to, final subdivision map approval or issuance of building permits, whichever occurs first. An annual special assessment shall be levied in the SLMD and will be collected along with annual property taxes. The special assessment will provide funding for costs associated with the annual operation and maintenance of the street lighting facilities and appurtenances that serve the property. Contact the Management Services Department at (909) 395-2124, regarding this requirement.
- 2.48 Other conditions: _____

K. FIBER OPTIC

- 2.49 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 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 project frontage of Ontario Mills Parkway and within the primary north/south drive entrance, see Fiber Optic Exhibit herein.
- 2.50 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

- 2.51 Trash bins and enclosures shall be located outside the gate of each property. Please also reference the City's Solid Waste Manual location at:
<http://www.ontarioca.gov/municipal-utilities-company/solid-waste>



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 benchmark 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 of all approved studies/reports (i.e. hydrology, traffic, WQMP, etc.).**



EXHIBIT 'A'

**ENGINEERING DEPARTMENT
First Plan Check Submittal Checklist**

Project Number: PDEV 16-016 , and Parcel Map No. 19715

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 Traffic Signal improvement plan
15. **Two (2) copies of Water Quality Management Plan (WQMP)**
16. **One (1) copy of Hydrology/Drainage study**
17. **One (1) copy of Soils/Geology report**
18. **Payment for Final Map/Parcel Map processing fee**
19. **Three (3) copies of Final Map/Parcel Map**
20. **One (1) copy of approved Tentative Map**
21. **One (1) copy of Preliminary Title Report (current within 30 days)**
22. **One (1) copy of Traverse Closure Calculations**
23. **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.**

Project File No. PM-19715
Project Engineer: Bryan Lirley, P.E.
Date: 08/03/16



24. Two (2) copies of Engineering Report and an electronic file (PDF format on a compact disc) for recycled water use
25. Other: Three (3) sets of Fiber Optic improvement plan

Install Ontario Fiber Optic Hand Hole HH-3 (30x48x36). Newbasis Part # PCA-304836-90244 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' Min. Clearance From Existing /Proposed Utilities.

Construct 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. Install located/tracer wires min. 10AWG within conduit bank and fiber warming tape 12-inch above the uppermost duct.

Construct and Install Fiber Optic Conduit at a Minimum Depth of 36". Trenching Shall be Per City Standard for Commercial Buildings. (1) 2" HDPE SDR-11 (Smoothwall) roll pipe (Orange) duct. Install located/tracer wires min. 10AWG within conduit bank and fiber warming tape 12-inch above the uppermost duct.

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 1/4 inch galvanized chicken wire between the hand holes and the gravel its placed on.

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.

Conduit bank requires (1) 10AWG high strength (min. break load 600#) copper-clad steel w/ 30mil HDPE orange insulation for locate/tracer wire.

Conduit should terminate no less than 3 inches above the finished floor in the telecommunications room against the wall

Comments by Anna Vacca 05/09/2016

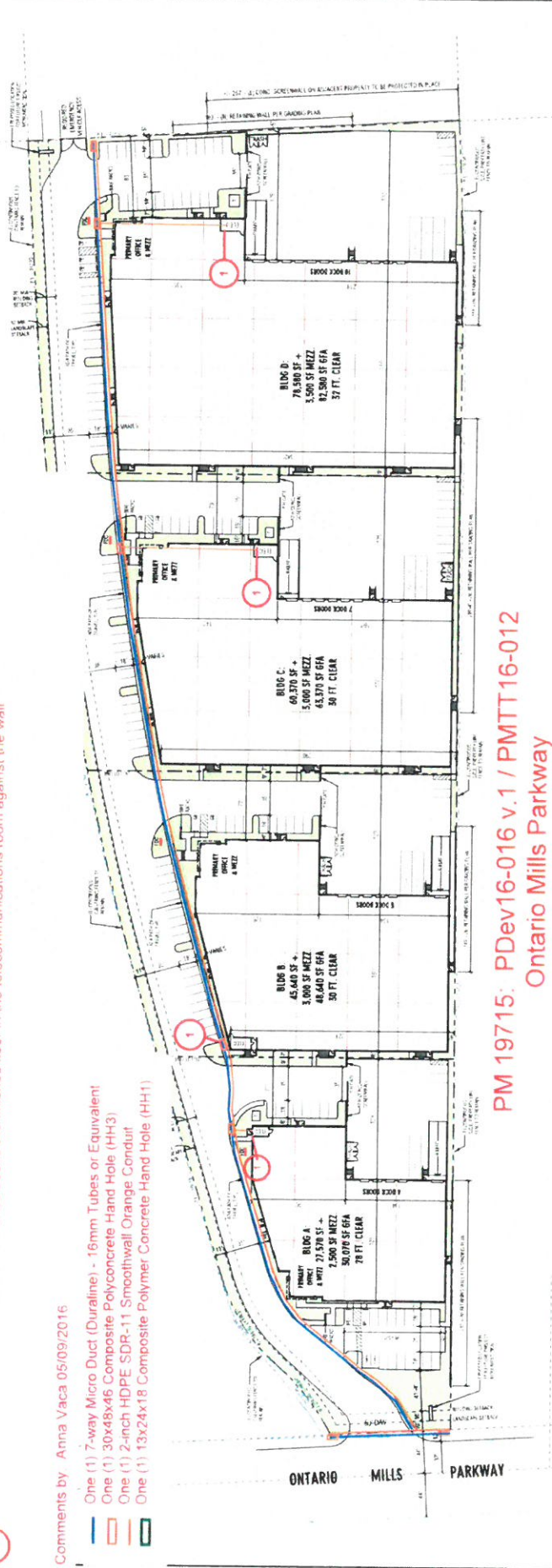
- One (1) 7-way Micro Duct (Duraline) - 16mm Tubes or Equivalent
- One (1) 30x48x46 Composite Polyconcrete Hand Hole (HH3)
- One (1) 2-inch HDPE SDR-11 Smoothwall Orange Conduit
- One (1) 13x24x18 Composite Polymer Concrete Hand Hole (HH1)



SUMMARY PROJECT DATA:

SITE AREA:	74,461,426 SF / 10,59 AC
GROSS FOOTPRINT AREA:	212,160 SF
GROSS MEZZ. AREA:	12,000 SF
GROSS FLOOR AREA:	224,160 SF
COVERAGE:	45.99 %
F.A.R.:	45.98 %
OVERALL LANDSCAPE AREA:	43,730 SF
OVERALL LANDSCAPE COVERAGE:	11.64 %
TOTAL AUTO PARKING PROVIDED:	157 STALLS

SUMMARY PROJECT INFO:
 EMPLOYMENT - INDUSTRIAL
 THE EXCHANGE
 INDUSTRIAL PARK
 NO CHANGES ARE PROPOSED



PM 19715: PDev16-016 v.1 / PMTT16-012
 Ontario Mills Parkway

Engineer: Brian Lirley



ORBIS INTERCHANGE
 ONTARIO, CALIFORNIA
 PRELIMINARY SITE PLAN

DATE:	05/09/2016
SCALE:	AS SHOWN
PROJECT:	PM 19715: PDev16-016 v.1 / PMTT16-012
CLIENT:	ORBIS REAL ESTATE PARTNERS
DESIGNER:	BRIAN LIRLEY
CHECKER:	BRIAN LIRLEY
APPROVER:	BRIAN LIRLEY

A1-1

W/PDEV16-014



CITY OF ONTARIO MEMORANDUM

TO: Otto Kroutil, Development Director
 Scott Murphy, Planning Director (Copy of memo only)
 Cathy Wahlstrom, Principal Planner (Copy of memo only)
 Charity Hernandez, Economic Development
 Kevin Shear, Building Official
 Khoi Do, Assistant City Engineer
 Carolyn Bell, Landscape Planning Division
 Sheldon Yu, Municipal Utility Company
 Doug Sorel, Police Department
 Art Andres, Deputy Fire Chief/Fire Marshal
 Tom Danna, T. E., Traffic/Transportation Manager
 Lorena Mejia, Associate Planner, Airport Planning
 Steve Wilson, Engineering/NPDES
 Bob Gluck, Code Enforcement Director
 Jimmy Chang , IT Department
 David Simpson , Development/IT (Copy of memo only)

FROM: Henry Noh,

DATE: July 07, 2016

SUBJECT: FILE #: PSPA16-002

Finance Acct#: SA161

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, July 21, 2016**.

PROJECT DESCRIPTION: An Amendment to the Exchange Specific Plan to incorporate the development regulations, standards design guidelines and update exhibits and language to reflect proposed changes for the Industrial Park District, for 10.59 acres of land, located on north side Ontario Mills Parkway, adjacent to the east of the I-15 Freeway (APN: 0238-012-19). Related Files:PDEV16-016 and PMTT16-012.

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.

7/26/16

Landscape Planning Carolyn Bell Sr. Landscape Planner

Department _____ Signature _____ Title _____ Date _____

W/PDEV16-016 PLANS-



CITY OF ONTARIO MEMORANDUM

TO: Otto Kroutil, Development Director
 Scott Murphy, Planning Director (Copy of memo only)
 Cathy Wahlstrom, Principal Planner (Copy of memo only)
 Charity Hernandez, Economic Development
 Kevin Shear, Building Official
 Khoi Do, Assistant City Engineer
 Carolyn Bell, Landscape Planning Division
 Sheldon Yu, Municipal Utility Company
 Doug Sorel, Police Department
 Art Andres, Deputy Fire Chief/Fire Marshal
 Tom Danna, T. E., Traffic/Transportation Manager
 Lorena Mejia, Associate Planner, Airport Planning
 Steve Wilson, Engineering/NPDES
 Bob Gluck, Code Enforcement Director
 Jimmy Chang, IT Department
 David Simpson, Development/IT (Copy of memo only)

FROM: Henry Noh,

DATE: July 07, 2016

SUBJECT: FILE #: PMTT16-012

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, July 21, 2016**.

PROJECT DESCRIPTION: A Tentative Parcel Map (PM 19715) to subdivide 10.59 acres of land into 4 lots, located on the north side of Ontario Mills Parkway, adjacent to the east side of Interstate 15 Freeway, within the Industrial Park land use district of the Exchange Specific Plan (APN: 0238-012-019). Related Files: PSPA16-002 and PMTT16-012.

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.

7/26/16

Landscape Planning Carolyn Bell Sr. Landscape Planner
 Department Signature Title Date



CITY OF ONTARIO

MEMORANDUM

TO: Otto Kroutil, Development Director
Scott Murphy, Planning Director (Copy of memo only)
Cathy Wahlstrom, Principal Planner (Copy of memo only)
Charity Hernandez, Economic Development
Kevin Shear, Building Official
Khoi Do, Assistant City Engineer
Carolyn Bell, Landscape Planning Division
Sheldon Yu, Municipal Utility Company
Doug Sorel, Police Department
Art Andres, Deputy Fire Chief/Fire Marshal
Tom Danna, T. E., Traffic/Transportation Manager
Lorena Mejia, Associate Planner, Airport Planning
Steve Wilson, Engineering/NPDES
Bob Gluck, Code Enforcement Director
Jimmy Chang , IT Department
David Simpson , Development/IT (Copy of memo only)

FROM: Henry Noh,

DATE: July 07, 2016

SUBJECT: FILE #: PDEV16-016

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, July 21, 2016**.

PROJECT DESCRIPTION: A Development Plan to construct 4 industrial buildings totaling 225,000 square feet on 10.59 acres of land, located on the north side of Ontario Mills Parkway, adjacent to the east of the I-15 Freeway, within the Industrial Park District of the Exchange Specific Plan (APN: 0238-012-19).
Related Files: PSPA16-002 and PMTT16-016.

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 Carolyn Bell Sr. Landscape Planner
Department Signature Title Date 7/26/16

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

CONDITIONS OF APPROVAL

Sign Off

Carolyn Bell
 Carolyn Bell, Sr. Landscape Planner

7/22/16
 Date

Reviewer's Name:
Carolyn Bell, Sr. Landscape Planner

Phone:
(909) 395-2237

D.A.B. File No.:
 PDEV16-016 Rev 1

Case Planner:
 Henry Noh

Project Name and Location:
 The Exchange Specific Plan
 North Ontario Mills Pwy, East of I-15 Fwy

Applicant/Representative:
 Chris Savage, RGA
 15231 Alton Pkwy, Ste. 100
 Irvine, CA 92618

A Preliminary Landscape Plan dated (7/6/16) 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.

CORRECTIONS REQUIRED

Civil Plans

1. Add to Civil plans erosion control jute matting on 3:1 slopes and RECP on 2:1 slopes with a 2 year durability.
2. Civil plans: Dimension all planters to have a minimum 5' wide inside dimension with 6" curbs and 12" wide curbs where parking spaces are adjacent to planters. Correct Sections D-D, F-F, H-H and I-I. Add guard rails for drop offs greater than 18". Add 5' min dimension where only a max dimension is noted.
3. Move fire loop lines out of tree island planters north of all buildings.
4. Move DCDA north 5' to allow space for trees at building fronts. Can combine FDC to DCDA?

Landscape Plans

5. Replace poor performing plants: Populus – aggressive roots; consider Eucalyptus torquata or Pinus ularia for a wind break.
6. Change trees that are shown with canopy over the building to a narrower tree. Building is 37' tall. Consider Callistemon citrinus, Eucalyptus torquata, Tristania laurina, Podocarpus henkelii, etc. as appropriate to fit in narrow spaces.
7. Show utility lines on plans. Move tree shown on sewer line between building A and Ontario Mills Pky.
8. Show vegetated swale along PL. Change gravel on east side to appropriate landscape such as Muhlenbergia, or Leymus. Add narrow trees in spaces between buildings on east side.
9. Space large trees 25-30' apart instead of 20'.
10. Note for galvanized tree stakes in high wind areas.

CITY OF ONTARIO

MEMORANDUM

TO: PLANNING DEPARTMENT, Henry Noh
FROM: BUILDING DEPARTMENT, Kevin Shear
DATE: April 20, 2016
SUBJECT: PDEV16-016

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

Conditions of Approval

1. Addresses will be as follows:
 - a. Lot 1: 5001 Ontario Mills Parkway
 - b. Lot 2: 5003 Ontario Mills Parkway
 - c. Lot 3: 5005 Ontario Mills Parkway
 - d. Lot 4: 5007 Ontario Mills Parkway

KS:lm

CITY OF ONTARIO

MEMORANDUM

TO: PLANNING DEPARTMENT, Henry Noh
FROM: BUILDING DEPARTMENT, Kevin Shear
DATE: April 21, 2016
SUBJECT: PSPA16-002

1. The plan **does** adequately address the departmental concerns at this time.
No comments.

KS:lm



CITY OF ONTARIO

MEMORANDUM

TO: Otto Kroutil, Development Director
Scott Murphy, Planning Director
Cathy Wahlstrom, Principal Planner (Copy of memo only)
Charity Hernandez, Economic Development
Kevin Shear, Building Official
Raymond Lee, Assistant City Engineer
Carolyn Bell, Landscape Planning Division
Sheldon Yu, Municipal Utility Company
Doug Sorel, Police Department
Art Andres, Deputy Fire Chief/Fire Marshal
Tom Danna, T. E., Traffic/Transportation Manager
Lorena Mejia, Associate Planner, Airport Planning (Copy of memo only)
Steve Wilson, Engineering/NPDES
Bob Gluck, Code Enforcement Director

FROM: Henry Noh,

DATE: April 20, 2016

SUBJECT: FILE #: PSPA16-002

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 **Wednesday, May 4, 2016**.

- 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: An Amendment to the Exchange Specific Plan to incorporate the development regulations, standards design guidelines and update exhibits and language to reflect proposed changes for the Industrial Park District, for 10.59 acres of land, located on north side Ontario Mills Parkway, adjacent to the east of the I-15 Freeway (APN: 0238-012-19). Related Files: PDEV16-016 and PMTT16-012.

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

Department

Building

Signature

Title

Date

CITY OF ONTARIO

MEMORANDUM

TO: PLANNING DEPARTMENT, Henry Noh
FROM: BUILDING DEPARTMENT, Kevin Shear
DATE: April 21, 2016
SUBJECT: PMTT16-012

1. The plan **does** adequately address the departmental concerns at this time.
No comments.

KS:lm



CITY OF ONTARIO

MEMORANDUM

TO: Otto Kroutil, Development Director
Scott Murphy, Planning Director
Cathy Wahlstrom, Principal Planner (Copy of memo only)
Charity Hernandez, Economic Development
Kevin Shear, Building Official
Raymond Lee, Assistant City Engineer
Carolyn Bell, Landscape Planning Division
Sheldon Yu, Municipal Utility Company
Doug Sorel, Police Department
Art Andres, Deputy Fire Chief/Fire Marshal
Tom Danna, T. E., Traffic/Transportation Manager
Lorena Mejia, Associate Planner, Airport Planning (Copy of memo only)
Steve Wilson, Engineering/NPDES
Bob Gluck, Code Enforcement Director

FROM: Henry Noh,

DATE: April 20, 2016

SUBJECT: FILE #: PMTT16-012 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 **Wednesday, May 4, 2016**.

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

PROJECT DESCRIPTION: A Tentative Parcel Map (TMP 19715) to subdivide 10.59 into 4 Parcels within the Industrial Park District of the Exchange Specific Plan, located on the north side of Ontario Mills Parkway adjacent to the east of the I-15 Freeway (APN: 0238-012-019). Related Files: PSPA16-002 and PMTT16-012.

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

Department Building Signature _____ Title _____ Date _____

AIRPORT LAND USE COMPATIBILITY PLANNING CONSISTENCY DETERMINATION REPORT



Project File No.: PSPA16-002, PMTT16-012 & PDEV16-016
 Address: NEC Ontario Mills Pkwy & I-15 Fwy
 APN: 0238-012-019
 Existing Land Use: Vacant
 Proposed Land Use: SP Amendment, Development Plan and Tract map to construct 4 industrial buildings totaling 225,000 SF
 Site Acreage: 10.59 acres Proposed Structure Height: 45 ft
 ONT-IAC Project Review: Yes for Specific Plan Amendment
 Airport Influence Area: ONT

Reviewed By: Lorena Mejia
 Contact Info: 909-395-2276
 Project Planner: Henry Noh
 Date: 6/2/16
 CD No.: 2016-022
 PALU No.: 16-003

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: 130 - 230 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 provided and the following items shall be addressed:

see attached

Airport Planner Signature: 

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT

CD No.: 2016-022

PALU No.: 16-003

PROJECT CONDITIONS

1. Page 7 - Include new subsection - Relationship to Airport Land Use Compatibility Planning

The Exchange SP is located within the Airport Influence Areas (AIA) of Ontario International Airport and is required to be consistent with the Airport Land Use Compatibility Plan.

2. Page 36, Section 4.1.6 Maximum Building Height - Shall be amended to read as follows:

Forty feet (40') except that towers and other architectural features may be increased by fifteen (15') to a maximum of fifty-five feet (55'). The City of Ontario has adopted an ordinance setting forth specific regulations for buildings 45 feet in height or greater. These regulations shall also apply within The Exchange. Buildings heights shall be consistent with ONT Airport Land Use Compatibility Plan. Building height shall be measured from the finished pad elevation.

3. Page 63, Section 5.1.7 Maximum Building Height - Include the following statement:

Buildings heights shall be consistent with ONT Airport Land Use Compatibility Plan.



CITY OF ONTARIO

MEMORANDUM

TO: HENRY NOH, PLANNING DEPARTMENT

FROM: DOUGLAS SOREL, POLICE DEPARTMENT

DATE: MAY 10, 2016

SUBJECT: PDEV16-016 – A DEVELOPMENT PLAN TO CONSTRUCT FOUR INDUSTRIAL BUILDINGS ON THE NORTH SIDE OF ONTARIO MILLS PARKWAY AND EAST OF THE 15 FREEWAY

The “Standard Conditions of Approval” contained in Resolution No. 2010-021 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 (including the pedestrian walkways on the east side of each building), driveways, doorways and other areas used by the public shall be provided and shall operate on photosensor. Photometrics shall be provided 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 building as stated in the Standard Conditions. The numbers shall be at least 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 call Douglas Sorel at (909) 395-2873 regarding any questions or concerns.



CITY OF ONTARIO

MEMORANDUM

TO: Henry Noh, Senior Planner
Planning Department

FROM: Adam A. Panos, Fire Protection Analyst
Fire Department

DATE: August 8, 2016

SUBJECT: PDEV16-016 / A Development Plan to construct 4 industrial buildings totaling approximately 225,000 square feet on 10.59 acres of land within the Industrial Park District of the Exchange Specific Plan, located on the north side of Ontario Mills Parkway adjacent to the east of the I-15 Freeway (APN: 0238-012-19) Related Files PSPA16-002 and PMTT16-016.

-
- The plan **does** adequately address Fire Department requirements at this time.
- No comments.
 - Standard Conditions of Approval apply, as stated below.
- The plan **does NOT** adequately address Fire Department requirements.
- The comments contained in the attached report must be met prior to scheduling for Development Advisory Board.

SITE AND BUILDING FEATURES:

- A. 2013 CBC Type of Construction: III B Concrete tilt-up
- B. Type of Roof Materials: Wood non rated
- C. Ground Floor Area(s):

Building A:	30,070 sq. ft. GFA
Building B:	48,640 sq. ft. GFA
Building C:	63,370 sq. ft. GFA
Building D:	82,580 sq. ft. GFA
- D. Number of Stories: 1 story
- E. Total Square Footage: 224,160 sq. ft.

F. 2013 CBC Occupancy Classification(s): B, F-1, S-1

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 (20) 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.

3.0 WATER SUPPLY

- 3.1 The required fire flow per Fire Department standards, based on the 2013 California Fire Code, Appendix B, is 3000 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 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

- 4.1 On-site private fire hydrants are required per Standard #D-005, and identified in accordance with Standard #D-002. Installation and locations(s) are subject to the approval of the Fire Department. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.
- 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 13. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- 4.4 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.
- 4.5 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.

- 4.6 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.
- 4.7 A fixed fire extinguishing system is required for the protection of hood, duct, plenum and cooking surfaces. This system must comply with National Fire Protection Association (NFPA) Standards 17A and 96. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- 4.8 Hose valves with two and one half inch (2 ½") connections will be required on the roof, in locations acceptable to the Fire Department. These hose valves shall be take their water supply from the automatic fire sprinkler systems, and shall be included in the design submitted for these systems. Identification shall be provided for all hose valves per Standard #D-004.
- 4.9 Due to inaccessible rail spur areas, two and one half inch 2-1/2" fire hose connections shall be provided in these areas. These hose valves shall be take their water supply from the automatic fire sprinkler systems, and shall be included in the design submitted for these systems. Identification shall be provided for all hose valves per Standard #D-004.

5.0 BUILDING CONSTRUCTION FEATURES

- 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
- 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Address numbers shall contrast with their background. See Section 9-1.3280 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 9-1.3280 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.
- 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.

- 5.8 The building shall be provided with a Public Safety 800 MHZ radio amplification system per the Ontario Municipal Code Section 4-11.09 (n) and the CFC. The design and installation shall be approved by the Fire Department.

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 Secondary emergency access roads, temporary or permanent, shall be constructed prior to combustible construction occurring at the site.

<END.>

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDEV16-016, A DEVELOPMENT PLAN TO CONSTRUCT FOUR INDUSTRIAL BUILDINGS TOTALING APPROXIMATELY 225,000 SQUARE FEET, LOCATED ON THE NORTH SIDE OF ONTARIO MILLS PARKWAY, EAST OF THE I-15 FREEWAY, WITHIN THE INDUSTRIAL PARK LAND USE DISTRICT OF THE EXCHANGE SPECIFIC PLAN. (RELATED FILE NOS. PMTT16-012 AND PSPA16-002), AND MAKING FINDINGS IN SUPPORT THEREOF—APN: 0238-012-19.

WHEREAS, Orbis Real Estate Partners ("Applicant") has filed an Application for the approval of a Development Plan, File No. PDEV16-016, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 10.59 acres of land generally located north of Ontario Mills Parkway and east of the I-15 Freeway, within Industrial Park (IP) land use designation of The Exchange Specific Plan, and is presently vacant; and

WHEREAS, the property to the north of the Project site is within the Freeway Commercial land use district of the Exchange Specific Plan and is developed with commercial uses. The properties to the east and south are utilized for utility purposes (SCE Easement and Flood Control) and are within the Open Space-Recreation (OS-R) zoning district. The I-15 Freeway is located to the west of the project site; and

WHEREAS, the project site is located within the Ontario Recovery Unit for the Delhi Sands Flower-Loving Fly (DSF). It was determined by a Delhi Sands Flower-Loving Fly Habitat Suitability Assessment (Michael Baker International, December 2015) that the project site does not support suitable habitat for the DSF due to heavily mixed and contaminated soil. As a result, the study determined that the project site does not support clean Delhi Sand soils needed for suitable habitat for the DSF; that the DSF is absent from the site and that no further actions or additional focused surveys were recommended. As a result, the site is not considered habitat and no adverse impact to the DSF is anticipated; and

WHEREAS, the Development Plan was submitted in conjunction with a Specific Plan Amendment (File No. PSPA16-002) and Tentative Parcel Map (File No. PMTT16-012), which are necessary to facilitate the proposed Project; and

WHEREAS, 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; and

WHEREAS, 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; and

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

WHEREAS, on August 15, 2016, the Development Advisory Board of the City of Ontario conducted a hearing and issued Decision No. DAB16-037 recommending the Planning Commission approve the Application; and

WHEREAS, on August 23, 2016, the Planning Commission of the City of Ontario conducted a hearing to consider the MND, the initial study, and the Project, and concluded said hearing on that date; and

WHEREAS, as the first action on the Project, on August 23, 2016, the Planning Commission approved a resolution adopting a Mitigated Negative Declaration ("MND") and Mitigation Monitoring and Reporting Program, prepared pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of significance; and

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

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED, AND RESOLVED by the Planning Commission of the City of Ontario, as follows:

SECTION 1. As the decision-making body for the Project, the Planning Commission has reviewed and considered the information contained in the MND, the initial study, and the administrative record for the Project, including all written and oral evidence provided during the comment period. Based upon the facts and information contained in the MND, the initial study, and the administrative record, including all written and oral evidence presented to the Planning Commission, the Planning Commission finds as follows:

a. The MND, initial study, and administrative record have been completed in compliance with CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines; and

b. The MND and initial study contain a complete and accurate reporting of the environmental impacts associated with the Project and reflects the independent judgment of the Planning Commission; and

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

d. All environmental impacts of the Project are either insignificant or can be mitigated to a level of insignificance pursuant to the mitigation measures outlined in the MND, the Mitigation Monitoring and Reporting Program, and the initial study.

SECTION 2. Based upon the substantial evidence presented to the Planning Commission during the above-referenced hearing and upon the specific findings set forth in Section 1 above, the Planning Commission hereby concludes as follows:

a. The Project 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 Industrial Park land use designation of the Exchange Specific Plan, including standards relative to the particular land use proposed (Industrial Park), 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

b. The Project 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 proposed location of the Project, and the proposed conditions under which it will be constructed and maintained, is consistent with the Policy Plan component of The Ontario Plan, the City's Development Plan and the Industrial Park land use designation of the Exchange Specific Plan, and, therefore, will not be detrimental to the public health, safety, and general welfare; and

c. The Project will not have a significant adverse impact on the environment. The environmental impacts of the Project were reviewed in conjunction with a MND prepared for the project, which will mitigate identified environmental impacts to an acceptable level. Additionally, the initial study that was prepared for this project found that the project site is located within the Ontario Recovery Unit for the Delhi Sands Flower-Loving Fly (DSF). It was determined by a Delhi Sands Flower-Loving Fly Habitat Suitability Assessment (Michael Baker International, December 2015) that the project site does not support suitable habitat for the DSF due to heavily mixed and contaminated soil. As a result, the study determined that the project site does not support clean Delhi Sand soils needed for suitable habitat for the DSF; that the DSF is absent from the site and that no further actions or additional focused surveys were recommended. As a result, the site is not considered habitat and no adverse impact to the DSF is anticipated.; and

d. The Project is consistent with the development standards set forth in the Development Code and the Industrial Park land use designation of the Exchange Specific Plan. The proposed project has been reviewed for consistency with the development standards contained in the City of Ontario Development Code and the Industrial Park land use designation of the Exchange Specific Plan, which are applicable to the Project, including those related to the particular land use being proposed, such as minimum lot size of 10,000 square feet (project provides a minimum lot size of 89,714 square feet), the maximum floor area ratio of 0.55 FAR (project proposes a total FAR of 0.47), the maximum building height of 45 feet (project proposes a maximum building height of 41'-8"), building intensity, building and parking setbacks, amount of off-street parking and loading spaces, parking lot dimensions, design and landscaping, bicycle parking, on-site landscaping, and fences and walls. As a result of such review, staff has found the project, when implemented in conjunction with the conditions of approval, to be consistent with the applicable Development Code and the Exchange Specific Plan requirements; and

e. The Project is consistent with the design guidelines set forth in the Development Code and the Industrial Park land use designation of the Exchange Specific Plan. The proposed project has been reviewed for consistency with the design guidelines contained in the City of Ontario Development Code and the Industrial Park land use designation of the Exchange Specific Plan, which are applicable to the Project, including those guidelines relative to minimum lot size of 10,000 square feet (project provides a minimum lot size of 89,714 square feet), the maximum floor area ratio of 0.55 FAR (project proposes a total FAR of 0.47), the maximum building height of 45 feet (project proposes a maximum building height of 41'-8"), walls and fencing; lighting; streetscapes and walkways; parks and plazas; paving, plants and furnishings; on-site landscaping; and building design. As a result of such review, staff has found the project, when implemented in conjunction with the conditions of approval, to be consistent with the applicable Development Code and the Exchange Specific Plan design guidelines.

SECTION 3. Based upon the findings and conclusions set forth in Sections 1 and 2 above, the Planning Commission hereby APPROVES the herein described Application, subject to each and every condition set forth in the Department reports, attached hereto and incorporated herein by this reference.

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

SECTION 5. 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.

SECTION 6. The Secretary shall certify to the adoption of the Resolution.

The Secretary Pro Tempore for the Planning Commission of the City of Ontario shall certify as to the adoption of this Resolution.

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 23rd day of August 2016, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Jim Willoughby
Planning Commission Chairman

ATTEST:

Scott Murphy
Planning Director/Secretary of Planning
Commission

Planning Commission Resolution
File No. PDEV16-016
August 23, 2016
Page 6

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO)
CITY OF ONTARIO)

I, Marci Callejo, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC16-[insert #] was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on August 23, 2016, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Marci Callejo
Secretary Pro Tempore



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

Planning Department; Land Development Section Conditions of Approval

Prepared: August 5, 2016
File No: PSPA16-002, PMTT16-012 and PDEV16-016

Related Files:

Project Description: An amendment to The Exchange Specific Plan (File No. PSPA16-002) to establish the Industrial Park (IP) land use development standards, regulations and design guidelines, a Tentative Parcel Map (File No. PMTT16-012 (TPM 19715)) to subdivide 10.59 acres of land into 4 lots, and a Development Plan (File No. PDEV16-016) to construct four industrial buildings totaling approximately 225,000 square feet, located on the north side of Ontario Mills Parkway, east of the I-15 Freeway, within the Industrial Park land use district of The Exchange Specific Plan. (APNs: 0238-012-19); **submitted by Orbis Real Estate Partners.**

Prepared By: Henry K. Noh, Senior Planner 
Phone: 909.395.2429 (direct)
Email: hnoh@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. 2010-021 on March 16, 2010. 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 Specific Plan Amendment. The following shall be submitted to the Planning Department within 30 days following City Council approval of the Specific Plan/Specific Plan Amendment:

- (a) Fifteen copies of the final Specific Plan document;
- (b) One complete, unbound copy of the final Specific Plan document;
- (c) One CD containing a complete Microsoft Word copy of the final Specific Plan document, including all required revisions;
- (d) Five CDs, each containing a complete PDF copy of the final Specific Plan document, including all required revisions; and
- (e) One CD containing a complete electronic website version of the final Specific Plan document, including all required revisions.

2.2 Time Limits.

(a) Tentative Parcel approval shall become null and void 2 years following the effective date of application approval, unless the final parcel/tract map has been recorded, or a time extension has been approved by the Planning Commission pursuant to Development Code Section 2.02.025 (Time Limits and Extensions). This Permit does not supersede any individual time limits specified herein for performance of specific conditions or improvements.

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

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

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

2.4 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.

2.5 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 Section.

(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 Section.

(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 Section, prior to the commencement of the changes.

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

2.7 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 Exchange Specific Plan.

(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).

2.8 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) and The Exchange Specific Plan.

(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 The Exchange Specific Plan and the 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

2.9 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) All exterior lighting (wall mounted and pole lighting) shall be complimentary to the building architecture. Wall packs and plain box lights are not permitted. The base of the light standards shall have a sack finish and be painted to match the building colors. The Building Plan Check submittal shall include a cut sheet of the wall and light standards indicating the name of the manufacturer, the model number, color, etc.

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

2.10 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.

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

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

2.13 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).

2.14 Covenants, Conditions and Restrictions (CC&Rs)/Mutual Access and Maintenance Agreements.

(a) CC&Rs shall be prepared for the Project and shall be recorded prior to the issuance of a building permit.

(b) The CC&Rs shall be in a form and contain provisions satisfactory to the City. The articles of incorporation for the property owners association and the CC&Rs shall be reviewed and approved by the City.

(c) CC&Rs shall ensure reciprocal parking and access between parcels.

(d) CC&Rs shall ensure reciprocal parking and access between parcels, and common maintenance of:

(i) Landscaping and irrigation systems within common areas;

(ii) Landscaping and irrigation systems within parkways adjacent to the project site, including that portion of any public highway right-of-way between the property line or right-of-way boundary line and the curb line and also the area enclosed within the curb lines of a median divider (Ontario Municipal Code Section 7-3.03), pursuant to Ontario Municipal Code Section 5-22-02;

(iii) Shared parking facilities and access drives; and

(iv) Utility and drainage easements.

(e) CC&Rs shall include authorization for the City's local law enforcement officers to enforce City and State traffic and penal codes within the project area.

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

(g) A specific methodology/procedure shall be established within the CC&Rs for enforcement of its provisions by the City of Ontario, if adequate maintenance of the development does not occur, such as, but not limited to, provisions that would grant the City the right of access to correct maintenance issues and assess the property owners association for all costs incurred.

2.15 Environmental Review.

(a) 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. On the basis of the initial study, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of insignificance, a **Mitigated Negative Declaration** was prepared pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines. Furthermore, to ensure that the mitigation measures are implemented, a **Mitigation Monitoring and Reporting Program** has been prepared for the Project pursuant to CEQA Guidelines Section 15097, which specifies responsible agencies/departments, monitoring frequency, timing and method of verification and possible sanctions for non-compliance with mitigation measures. All mitigation measures listed in the **Mitigation Monitoring and Reporting Program** 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 Ontario Climate Action Plan (CAP) requires new development to be 25% more efficient. The applicant has elected to utilize the Screening Tables provided in the CAP instead of preparing separate emissions calculations. By electing to utilize the Screening Tables the applicant shall be required to garner a minimum 100 points to be consistent with the reduction quantities outlined in the CAP. The applicant shall identify on the construction plans the items identified in the attached industrial Screening Tables.

(b) Prior to the issuance of a grading permit, the project applicant shall contact the Gabrieleno Band of Mission Indians-Kizh Nation and provide the tribe with written notification of the project's ground disturbing activities and provide the tribe an opportunity to have a tribal monitor on-site during these activities. A copy of the written notification shall be provided to the Planning Department prior to the issuance of the first grading permit.

CEQA THRESHOLDS AND SCREENING TABLES

Table 2: Screening Table for Implementation of GHG Reduction Measures for Commercial/Industrial Development

Feature	Description	Assigned Point Values	Project Points
Reduction Measure PS E3: Commercial/Industrial Energy Efficiency Development			
Building Envelope			
Insulation	2008 baseline (walls R-13; roof/attic R-30)	0 points	
	Modestly Enhanced Insulation (walls R-13, roof/attic R-38))	15 points	
	Enhanced Insulation (rigid wall insulation R-13, roof/attic R-38)	18 points	
	Greatly Enhanced Insulation (spray foam insulated walls R-15 or higher, roof/attic R-38 or higher) <i>(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)</i>	20 points	
Windows	2008 Baseline Windows (0.57 U-factor, 0.4 solar heat gain coefficient (SHGC))	0 points	
	Modestly Enhanced Window Insulation (0.4 U-factor, 0.32 SHGC)	7 points	
	Enhanced Window Insulation (0.32 U-factor, 0.25 SHGC)	8 points	
	Greatly Enhanced Window Insulation (0.28 or less U-factor, 0.22 or less SHGC) <i>(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)</i>	12 points	
Cool Roof	Modest Cool Roof (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance)	12 points	
	Enhanced Cool Roof (CRRC Rated 0.2 aged solar reflectance, 0.75 thermal emittance)	14 points	
	Greatly Enhanced Cool Roof (CRRC Rated 0.35 aged solar reflectance, 0.75 thermal emittance)	16 points	
Air Infiltration	Minimizing leaks in the building envelope is as important as the insulation properties of the building. Insulation does not work effectively if there is excess air leakage.		
	Air barrier applied to exterior walls, caulking, and visual inspection such as the HERS Verified Quality Insulation Installation (QII or equivalent) Blower Door HERS Verified Envelope Leakage or equivalent <i>(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)</i>	12 points 10 points	
Thermal Storage of Building	Thermal storage is a design characteristic that helps keep a constant temperature in the building. Common thermal storage devices include strategically placed water filled columns, water storage tanks, and thick masonry walls.		

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
	Modest Thermal Mass (10% of floor or 10% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	4 points	
	Enhanced Thermal Mass (20% of floor or 20% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	6 points	
	Enhanced Thermal Mass (80% of floor or 80% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	24 points	
Indoor Space Efficiencies			
Heating/ Cooling Distribution System	Minimum Duct Insulation (R-4.2 required)	0 points	
	Modest Duct insulation (R-6)	8 points	
	Enhanced Duct Insulation (R-8)	10 points	
	Distribution loss reduction with inspection (HERS Verified Duct Leakage or equivalent) <i>(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)</i>	14 points	
Space Heating/ Cooling Equipment	2008 Minimum HVAC Efficiency (EER 13/60% AFUE or 7.7 HSPF)	0 points	
	Improved Efficiency HVAC (EER 14/65% AFUE or 8 HSPF)	7 points	
	High Efficiency HVAC (EER 15/72% AFUE or 8.5 HSPF)	8 points	
	Very High Efficiency HVAC (EER 16/80% AFUE or 9 HSPF) <i>(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)</i>	12 points	
Commercial Heat Recovery Systems	Heat recovery strategies employed with commercial laundry, cooking equipment, and other commercial heat sources for reuse in HVAC air intake or other appropriate heat recovery technology. Point values for these types of systems will be determined based upon design and engineering data documenting the energy savings.	TBD	
Water Heaters	2008 Minimum Efficiency (0.57 Energy Factor)	0 points	
	Improved Efficiency Water Heater (0.675 Energy Factor)	14 points	
	High Efficiency Water Heater (0.72 Energy Factor)	16 points	
	Very High Efficiency Water Heater (0.92 Energy Factor)	19 points	
	Solar Pre-heat System (0.2 Net Solar Fraction)	4 points	
	Enhanced Solar Pre-heat System (0.35 Net Solar Fraction)	8 points	
Daylighting	Daylighting is the ability of each room within the building to provide outside light during the day reducing the need for artificial lighting during daylight hours.		

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
	All peripheral rooms within building have at least one window or skylight	1 points	
	All rooms within building have daylight (through use of windows, solar tubes, skylights, etc.)	5 points	
	All rooms daylighted	7 points	
Artificial Lighting	2008 Minimum (required)	0 points	
	Efficient Lights (25% of in-unit fixtures considered high efficacy. High efficacy is defined as 40 lumens/watt for 15 watt or less fixtures; 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40watt)	9 points	
	High Efficiency Lights (50% of in-unit fixtures are high efficacy)	12 points	
	Very High Efficiency Lights (100% of in-unit fixtures are high efficacy)	14 points	
Appliances	Energy Star Commercial Refrigerator (new)	4 points	
	Energy Star Commercial Dish Washer (new)	4 points	
	Energy Star Commercial Cloths Washing	4 points	
Miscellaneous Commercial/Industrial Building Efficiencies			
Building Placement	North/South alignment of building or other building placement such that the orientation of the buildings optimizes conditions for natural heating, cooling, and lighting.	6 point	
Shading	At least 90% of south-facing glazing will be shaded by vegetation or overhangs at noon on June 21st.	6 Points	
Other	This allows innovation by the applicant to provide design features that increases the energy efficiency of the project not provided in the table. Note that engineering data will be required documenting the energy efficiency of innovative designs and point values given based upon the proven efficiency beyond Title 24 Energy Efficiency Standards.	TBD	
Existing Commercial building Retrofits	The applicant may wish to provide energy efficiency retrofit projects to existing commercial buildings to further the point value of their project. Retrofitting existing commercial buildings within the City is a key reduction measure that is needed to reach the reduction goal. The potential for an applicant to take advantage of this program will be decided on a case by case basis and must have the approval of the Ontario Planning Department. The decision to allow applicants the ability to participate in this program will be evaluated based upon, but not limited to the following:	TBD	

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
	<p>Will the energy efficiency retrofit project benefit low income or disadvantaged communities?</p> <p>Does the energy efficiency retrofit project fit within the overall assumptions in the reduction measure associated with commercial building energy efficiency retrofits?</p> <p>Does the energy efficiency retrofit project provide co-benefits important to the City?</p> <p>Point value will be determined based upon engineering and design criteria of the energy efficiency retrofit project.</p>		
Reduction Measure PS E4: Commercial/Industrial Renewable Energy			
Photovoltaic	<p>Solar Photovoltaic panels installed on commercial buildings or in collective arrangements within a commercial development such that the total power provided augments:</p> <p>Solar Ready Roofs (sturdy roof and electric hookups)</p> <p>10 percent of the power needs of the project</p> <p>20 percent of the power needs of the project</p> <p>30 percent of the power needs of the project</p> <p>40 percent of the power needs of the project</p> <p>50 percent of the power needs of the project</p> <p>60 percent of the power needs of the project</p> <p>70 percent of the power needs of the project</p> <p>80 percent of the power needs of the project</p> <p>90 percent of the power needs of the project</p> <p>100 percent of the power needs of the project</p>	<p>2 points</p> <p>8 points</p> <p>14 points</p> <p>20 points</p> <p>26 points</p> <p>32 points</p> <p>38 points</p> <p>44 points</p> <p>50 points</p> <p>56 points</p> <p>60 points</p>	
Wind turbines	<p>Some areas of the City lend themselves to wind turbine applications. Analysis of the areas capability to support wind turbines should be evaluated prior to choosing this feature.</p> <p>Wind turbines as part of the commercial development such that the total power provided augments:</p> <p>10 percent of the power needs of the project</p> <p>20 percent of the power needs of the project</p> <p>30 percent of the power needs of the project</p> <p>40 percent of the power needs of the project</p> <p>50 percent of the power needs of the project</p> <p>60 percent of the power needs of the project</p> <p>70 percent of the power needs of the project</p>	<p>8 points</p> <p>14 points</p> <p>20 points</p> <p>26 points</p> <p>32 points</p> <p>38 points</p> <p>44 points</p>	

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
	80 percent of the power needs of the project	50 points	
	90 percent of the power needs of the project	56 points	
	100 percent of the power needs of the project	60 points	
Off-site renewable energy project	The applicant may submit a proposal to supply an off-site renewable energy project such as renewable energy retrofits of existing commercial/industrial that will help implement reduction measures associated with existing buildings. These off-site renewable energy retrofit project proposals will be determined on a case by case basis accompanied by a detailed plan documenting the quantity of renewable energy the proposal will generate. Point values will be based upon the energy generated by the proposal.	TBD	
Other Renewable Energy Generation	The applicant may have innovative designs or unique site circumstances (such as geothermal) that allow the project to generate electricity from renewable energy not provided in the table. The ability to supply other renewable energy and the point values allowed will be decided based upon engineering data documenting the ability to generate electricity.	TBD	
Reduction Measure PS W2: Commercial/Industrial Water Conservation			
Irrigation and Landscaping			
Water Efficient Landscaping	Eliminate conventional turf from landscaping Only moderate water using plants Only low water using plants Only California Native landscape that requires no or only supplemental irrigation	0 points 3 points 4 points 8 points	
Trees	Increase tree planting in parking areas 50% beyond City Code requirements	TBD	
Water Efficient irrigation systems	Low precipitation spray heads < .75"/hr or drip irrigation Weather based irrigation control systems combined with drip irrigation (demonstrate 20 reduced water use)	1 point 5 points	
Recycled Water	Recycled water connection (purple pipe) to irrigation system on site	5 points	
Storm water Reuse Systems	Innovative on-site stormwater collection, filtration and reuse systems are being developed that provide supplemental irrigation water and provide vector control. These systems can greatly reduce the irrigation needs of a project. Point values for these types of systems will be determined based upon design and engineering data documenting the water savings.	TBD	

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
Potable Water			
Showers	Water Efficient Showerheads (2.0 gpm)	3 points	
Toilets	Water Efficient Toilets/Urinals (1.5gpm) Waterless Urinals (note that commercial buildings having both waterless urinals and high efficiency toilets will have a combined point value of 6 points)	3 points 4 points	
Faucets	Water Efficient faucets (1.28gpm)	3 points	
Commercial Dishwashers	Water Efficient dishwashers (20% water savings)	4 points	
Commercial Laundry Washers	Water Efficient laundry (15% water savings) High Efficiency laundry Equipment that captures and reuses rinse water (30% water savings)	3 points 6 points	
Commercial Water Operations Program	Establish an operational program to reduce water loss from pools, water features, etc., by covering pools, adjusting fountain operational hours, and using water treatment to reduce draw down and replacement of water. Point values for these types of plans will be determined based upon design and engineering data documenting the water savings.	TBD	
Reduction Measure PS T1: Land Use Based Trips and VMT Reduction			
Mixed Use	Mixes of land uses that complement one another in a way that reduces the need for vehicle trips can greatly reduce GHG emissions. The point value of mixed use projects will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled	TBD	
Local Retail Near Residential (Commercial only Projects)	Having residential developments within walking and biking distance of local retail helps to reduce vehicle trips and/or vehicle miles traveled. The point value of residential projects in close proximity to local retail will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled	TBD	
Reduction Measure PS T2: Bicycle Master Plan			
Bicycle Infrastructure	Ontario's Bicycle Master Plan is extensive and describes the construction on 11.5 miles of Class I bike paths and 23 miles of Class II and Class III bikeways to build upon the current 8 miles of bikeways.	TBD	
	Provide bicycle paths within project boundaries.	TBD	
	Provide bicycle path linkages between project site and other land uses.	2 points	
	Provide bicycle path linkages between project site and transit.	5 points	

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
Reduction Measure PS T3: Electric Vehicle Infrastructure			
Electric Vehicles	Provide public charging station for use by an electric vehicle. <i>(ten points for each charging station within the facility)</i>	10 points	
Reduction Measure PS T4: Employee Based Trip &VMT Reduction Policy			
Compressed Work Week	Reduce the number of days per week that employees need to be on site will reduce the number of vehicle trips associated with commercial/industrial development. Compressed work week such that full time employees are on site: 5 days per week 4 days per week on site 3 days per week on site	TBD	
Car/Vanpools	Car/vanpool program Car/vanpool program with preferred parking Car/vanpool with guaranteed ride home program Subsidized employee incentive car/vanpool program Combination of all the above	TBD	
Employee Bicycle/ Pedestrian Programs	Complete sidewalk to residential within ¼ mile Complete bike path to residential within 3 miles Bike lockers and secure racks Showers and changing facilities Subsidized employee walk/bike program (Note combine all applicable points for total value)	TBD	
Shuttle/Transit Programs	Local transit within ¼ mile Light rail transit within ½ mile Shuttle service to light rail transit station Guaranteed ride home program Subsidized Transit passes Note combine all applicable points for total value	TBD	
CRT	Employer based Commute Trip Reduction (CRT). CRTs apply to commercial, offices, or industrial projects that include a reduction of vehicle trip or VMT goal using a variety of employee commutes trip reduction methods. The point value will be determined based upon a TIA that demonstrates the trip/VMT reductions. Suggested point ranges: Incentive based CRT Programs (1-8 points) Mandatory CRT programs (5-20 points)	TBD	
Other Trip Reductions	Other trip or VMT reduction measures not listed above with TIA and/or other traffic data supporting the trip and/or VMT for the project.	TBD	
Total Points from Commercial/Industrial Project:			100



**ENGINEERING DEPARTMENT
CONDITIONS OF APPROVAL**

(Engineering Services Division [Land Development and Environmental], Traffic/Transportation Division,
Ontario Municipal Utilities Company and Management Services Department conditions incorporated herein)

<input checked="" type="checkbox"/> DEVELOPMENT PLAN <input type="checkbox"/> OTHER	<input checked="" type="checkbox"/> PARCEL MAP <input type="checkbox"/> TRACT MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES
PROJECT FILE NO. PM-19715 RELATED FILE NO(S). PDEV16-016 / PMTT16-012	
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__	

CITY PROJECT ENGINEER & PHONE NO: Bryan Lirley, P.E., (909) 395-2137 *BL*

CITY PROJECT PLANNER & PHONE NO: Henry Noh, (909) 395-2429

DAB MEETING DATE: August 15, 2016

PROJECT NAME / DESCRIPTION: **PM-19715, a Tentative Parcel Map to subdivide 10.59 acres of land into four (4) parcels within the Industrial Park District of The Exchange Specific Plan**

LOCATION: North side of Ontario Mills Parkway, east of I-15 Freeway

APPLICANT: **Orbis Real Estate Partners**

REVIEWED BY: *Dean Williams* 8/3/16
 Dean Williams Date
 Associate Engineer

APPROVED BY: *Khoi Do* 8/3/16
 Khoi Do, 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. 2010-021) AND THE PROJECT SPECIFIC CONDITIONS OF APPROVAL SPECIFIED IN HEREIN. ONLY APPLICABLE CONDITIONS OF APPROVAL ARE CHECKED. THE APPLICANT SHALL BE RESPONSIBLE FOR THE COMPLETION OF ALL APPLICABLE CONDITIONS OF APPROVAL PRIOR TO PARCEL MAP APPROVAL, ISSUANCE OF PERMITS AND/OR OCCUPANCY CLEARANCE, AS SPECIFIED IN THIS REPORT.

1. PRIOR TO PARCEL MAP APPROVAL, APPLICANT SHALL:

Check When Complete

- 1.01 Dedicate to the City of Ontario, the right-of-way, 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): Easement for emergency access in accordance with the approved Tentative Map No. 19715**

- 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, 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 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) _____
- 1.08 File a Consent and Waiver to Annexation agreement, together with an annexation processing fee, to annex the subject property to a Street Lighting Maintenance Assessment District (SLMD). The agreement and fee shall be submitted a minimum of three (3) months prior to, and the annexation shall be completed, prior to final subdivision map approval or issuance of building permits, whichever occurs first. An annual special assessment shall be levied in the SLMD and will be collected along with annual property taxes. The special assessment will provide funding for costs associated with the annual operation and maintenance of the street lighting facilities and appurtenances that serve the property. Contact Management Services at (909) 395-2124 regarding this requirement.
- 1.09 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.

- 1.10 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).
- 1.11 Other conditions: _____
- Owner/Developer shall provide private easement for cross lot drainage, fiber optic, recycled water and reciprocal access across all parcels in favor of all parcels.
 - Owner/Developer shall provide Drainage Acceptance Agreement to accept run-off from APN 0238-012-32 to the north.

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. 19715 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 Submit a soils/geology report.
- 2.08 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) – If any work encroaches within Caltrans Right-of-Way**
- 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: _____

- 2.09 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 _____.
- 2.10 Dedicate to the City of Ontario the following easement(s): _____

- 2.11 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).
- 2.12 Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein. 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.
- 2.13 **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.**
- 2.14 Other conditions: _____



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

2.15 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	Ontario Mills Parkway	Street 2	Street 3	Street 4
Curb and Gutter	<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	<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 type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
ADA Access Ramp	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Parkway	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)	<input 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 type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New <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 type="checkbox"/> Lateral	<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 type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
Recycled Water (see Sec. 2.E)	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
Traffic Signal System (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Traffic Signing and Striping (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Street Light (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New <input type="checkbox"/> Relocation	<input type="checkbox"/> New <input type="checkbox"/> Relocation	<input 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 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
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. 2.15, above: _____
 * - Sidewalk shall be installed along the project frontage and westerly to Rochester Avenue (approximately 700 feet). Improvements will require Caltrans review and approval.



- 2.16 Construct a 0.15' asphalt concrete (AC) grind and overlay on the following street(s): _____
- 2.17 Reconstruct the full pavement structural section based on existing pavement condition and approved street section design. Minimum limits of reconstruction shall be along property frontage, from street centerline to curb/gutter. 'Pothole' verification of existing pavement section required prior to acceptance/approval of street improvement plan.
- 2.18 **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.**
- 2.19 Other conditions: _____

C. SEWER

- 2.20 A _____ inch sewer main is available for connection by this project in _____ (Ref: Sewer plan bar code: _____)
- 2.21 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.22 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.
- 2.23 **Other conditions: Requires construction of new off-site sewer main, approximately 2,600 LF, to be reviewed and approved by CVWD.**

D. WATER

- 2.24 A _____ inch water main is available for connection by this project in _____ (Ref: Water plan bar code: _____)
- 2.25 Design and construct a water main extension. A water main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.26 Submit documentation that shows expected peak demand water flows for modeling the impact of the subject project to the existing water system. The project site is within a deficient public water 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 impacts to the deficient public water system, including, but not limited to upgrading of the existing water main(s) and/or construction of a new main(s).
- 2.27 Design and construct appropriate cross-connection protection for new potable water and fire service connections. Appropriate protection shall be based upon the degree of hazard per Title 17 of the California Code of Regulations. The minimum requirement is the installation of a backflow prevention device per current City standards. All existing potable water and fire services that do not meet the current minimum level of protection shall be upgraded (retrofitted) with the appropriate backflow protection assembly per current City standards.
- 2.28 Request a water flow test to be conducted, to determine if a water main upgrade is necessary to achieve required fire flow for the project. The application is available on the City website (www.ci.ontario.ca.us) or Applicant can contact the City of Ontario Fire Department at (909) 395-2029 to coordinate scheduling of this test. Applicant shall design and construct a water main upgrade if the



water flow test concludes that an upgrade is warranted.

- 2.29 **Other conditions: Requires construction of new off-site domestic water line, approximately 700 LF, to be reviewed and approved by CVWD.**

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. Applicant shall be responsible for construction of a connection to the recycled water main for approved uses, when the main becomes available. The cost for connection to the main shall be borne solely by 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) 395-2687 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 **Other conditions: _____**

1. **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 designed in accordance with City's Traffic and Transportation Design Guidelines.**
2. **Ontario Mills Parkway shall be signed "No Stopping Anytime".**
3. **Driveways shall be constructed in accordance with Standard Drawing No. 1204.**
4. **All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309. Prepare a sight distance exhibit from the driveway looking west on Ontario Mills Parkway.**



G. DRAINAGE / HYDROLOGY

- 2.37 **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.**
- 2.38 Design and construct a storm water detention facility on the project site. An adequate drainage facility to accept additional runoff from the site does not currently exist downstream of the project. Post-development flows from the site shall not exceed 80% of pre-development flows, in accordance with the approved hydrology study and improvement plans.
- 2.39 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.
- 2.40 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.
- 2.41 **Pay Storm Drain Development Impact Fee, approximately \$235,700, Fee shall be paid to the Building Department. Final fee shall be determined based on the approved site plan.**
- 2.42 **Other conditions: The onsite storm drain system for this development shall be private and privately maintained.**

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

- 2.43 401 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.
- 2.44 **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>.**
- 2.45 Other conditions: _____

J. SPECIAL DISTRICTS



- 2.46 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.
- 2.47 File a Consent and Waiver to Annexation agreement, together with an annexation processing fee, to annex the subject property to a Street Lighting Maintenance Assessment District (SLMD). The agreement and fee shall be submitted three (3) months prior to, and the annexation shall be completed prior to, final subdivision map approval or issuance of building permits, whichever occurs first. An annual special assessment shall be levied in the SLMD and will be collected along with annual property taxes. The special assessment will provide funding for costs associated with the annual operation and maintenance of the street lighting facilities and appurtenances that serve the property. Contact the Management Services Department at (909) 395-2124, regarding this requirement.
- 2.48 Other conditions: _____

K. FIBER OPTIC

- 2.49 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 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 project frontage of Ontario Mills Parkway and within the primary north/south drive entrance, see Fiber Optic Exhibit herein.
- 2.50 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

- 2.51 Trash bins and enclosures shall be located outside the gate of each property. Please also reference the City's Solid Waste Manual location at:
<http://www.ontarioca.gov/municipal-utilities-company/solid-waste>



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 benchmark 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 of all approved studies/reports (i.e. hydrology, traffic, WQMP, etc.).**



EXHIBIT 'A'

**ENGINEERING DEPARTMENT
First Plan Check Submittal Checklist**

Project Number: PDEV 16-016 , and Parcel Map No. 19715

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 Traffic Signal improvement plan
15. **Two (2) copies of Water Quality Management Plan (WQMP)**
16. **One (1) copy of Hydrology/Drainage study**
17. **One (1) copy of Soils/Geology report**
18. **Payment for Final Map/Parcel Map processing fee**
19. **Three (3) copies of Final Map/Parcel Map**
20. **One (1) copy of approved Tentative Map**
21. **One (1) copy of Preliminary Title Report (current within 30 days)**
22. **One (1) copy of Traverse Closure Calculations**
23. **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.**

Project File No. PM-19715
Project Engineer: Bryan Lirley, P.E.
Date: 08/03/16



24. Two (2) copies of Engineering Report and an electronic file (PDF format on a compact disc) for recycled water use
25. Other: Three (3) sets of Fiber Optic improvement plan

Install Ontario Fiber Optic Hand Hole HH-3 (30x48x36). Newbasis Part # PCA-304836-90244 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' Min. Clearance From Existing /Proposed Utilities.

Construct 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. Install located/tracer wires min. 10AWG within conduit bank and fiber warming tape 12-inch above the uppermost duct.

Construct and Install Fiber Optic Conduit at a Minimum Depth of 36". Trenching Shall be Per City Standard for Commercial Buildings. (1) 2" HDPE SDR-11 (Smoothwall) roll pipe (Orange) duct. Install located/tracer wires min. 10AWG within conduit bank and fiber warming tape 12-inch above the uppermost duct.

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 1/4 inch galvanized chicken wire between the hand holes and the gravel its placed on.

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.

Conduit bank requires (1) 10AWG high strength (min. break load 600#) copper-clad steel w/ 30mil HDPE orange insulation for locate/tracer wire.

Conduit should terminate no less than 3 inches above the finished floor in the telecommunications room against the wall

Comments by Anna Vacca 05/09/2016

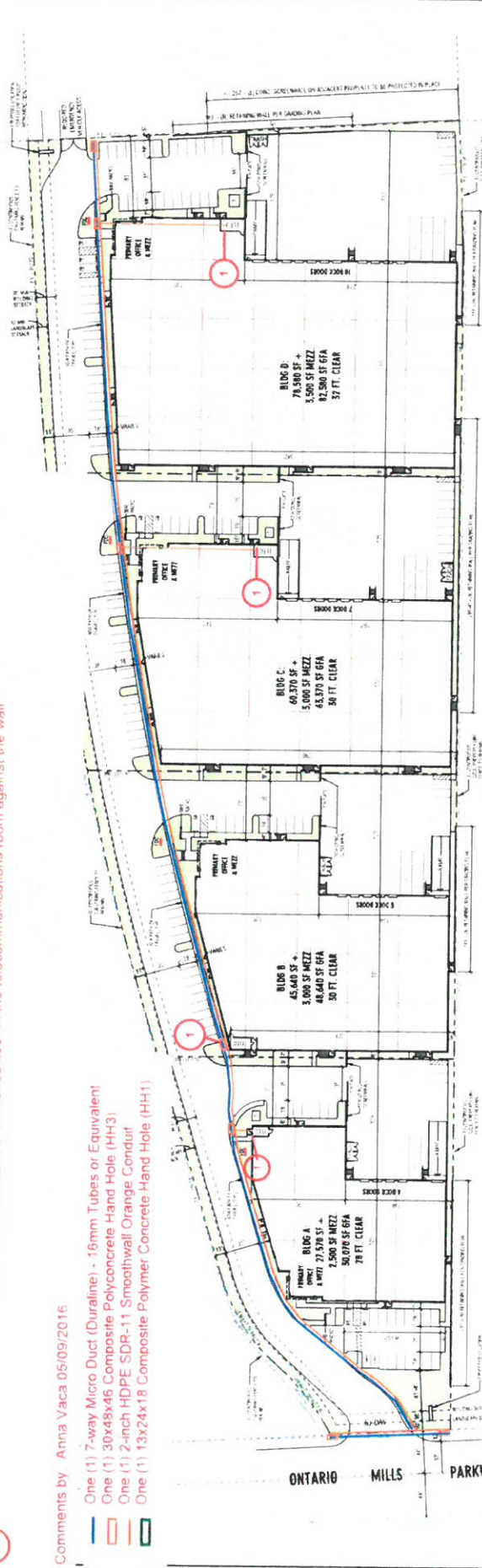
- One (1) 7-way Micro Duct (Duraline) - 16mm Tubes or Equivalent
- One (1) 30x48x46 Composite Polyconcrete Hand Hole (HH3)
- One (1) 2-inch HDPE SDR-11 Smoothwall Orange Conduit
- One (1) 13x24x18 Composite Polymer Concrete Hand Hole (HH1)



SUMMARY PROJECT DATA:

SITE AREA:	77,461,426 SF / 10,59 AC
GROSS FOOTPRINT AREA:	212,160 SF
GROSS MEZZ. AREA:	12,000 SF
GROSS FLOOR AREA:	224,160 SF
COVERAGE:	45.99 %
F.A.R.:	45.98 %
OVERALL LANDSCAPE AREA:	43,730 SF
OVERALL LANDSCAPE COVERAGE:	11.64 %
TOTAL AUTO PARKING PROVIDED:	157 STALLS

SUMMARY PROJECT INFO:
 EMPLOYMENT - INDUSTRIAL
 THE EXCHANGE
 INDUSTRIAL PARK
 NO CHANGES ARE PROPOSED



PM 19715: PDev16-016 v.1 / PMTT16-012
 Ontario Mills Parkway

Engineer: Brian Lirley



ORBIS INTERCHANGE
 ONTARIO, CALIFORNIA
 PRELIMINARY SITE PLAN

DATE	DESCRIPTION

A1-1

W/PDEV16-014



CITY OF ONTARIO MEMORANDUM

TO: Otto Kroutil, Development Director
Scott Murphy, Planning Director (Copy of memo only)
Cathy Wahlstrom, Principal Planner (Copy of memo only)
Charity Hernandez, Economic Development
Kevin Shear, Building Official
Khoi Do, Assistant City Engineer
Carolyn Bell, Landscape Planning Division
Sheldon Yu, Municipal Utility Company
Doug Sorel, Police Department
Art Andres, Deputy Fire Chief/Fire Marshal
Tom Danna, T. E., Traffic/Transportation Manager
Lorena Mejia, Associate Planner, Airport Planning
Steve Wilson, Engineering/NPDES
Bob Gluck, Code Enforcement Director
Jimmy Chang, IT Department
David Simpson, Development/IT (Copy of memo only)

FROM: Henry Noh,

DATE: July 07, 2016

SUBJECT: FILE #: PSPA16-002 Finance Acct#: SA161

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, July 21, 2016.**

PROJECT DESCRIPTION: An Amendment to the Exchange Specific Plan to incorporate the development regulations, standards design guidelines and update exhibits and language to reflect proposed changes for the Industrial Park District, for 10.59 acres of land, located on north side Ontario Mills Parkway, adjacent to the east of the I-15 Freeway (APN: 0238-012-19). Related Files:PDEV16-016 and PMTT16-012.

- 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 *Carolyn Bell* Sr. Landscape Planner

Department Signature Title Date

7/26/16

W/PDEV16-016 PLANS-



CITY OF ONTARIO MEMORANDUM

TO: Otto Kroutil, Development Director
 Scott Murphy, Planning Director (Copy of memo only)
 Cathy Wahlstrom, Principal Planner (Copy of memo only)
 Charity Hernandez, Economic Development
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 Lorena Mejia, Associate Planner, Airport Planning
 Steve Wilson, Engineering/NPDES
 Bob Gluck, Code Enforcement Director
 Jimmy Chang , IT Department
 David Simpson , Development/IT (Copy of memo only)

FROM: Henry Noh,

DATE: July 07, 2016

SUBJECT: FILE #: PMTT16-012 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, July 21, 2016**.

PROJECT DESCRIPTION: A Tentative Parcel Map (PM 19715) to subdivide 10.59 acres of land into 4 lots, located on the north side of Ontario Mills Parkway, adjacent to the east side of Interstate 15 Freeway, within the Industrial Park land use district of the Exchange Specific Plan (APN: 0238-012-019). Related Files: PSPA16-002 and PMTT16-012.

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.

7/26/16

Landscape Planning Carolyn Bell Sr. Landscape Planner
 Department Signature Title Date



CITY OF ONTARIO

MEMORANDUM

TO: Otto Kroutil, Development Director
Scott Murphy, Planning Director (Copy of memo only)
Cathy Wahlstrom, Principal Planner (Copy of memo only)
Charity Hernandez, Economic Development
Kevin Shear, Building Official
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Lorena Mejia, Associate Planner, Airport Planning
Steve Wilson, Engineering/NPDES
Bob Gluck, Code Enforcement Director
Jimmy Chang , IT Department
David Simpson , Development/IT (Copy of memo only)

FROM: Henry Noh,

DATE: July 07, 2016

SUBJECT: FILE #: PDEV16-016

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, July 21, 2016**.

PROJECT DESCRIPTION: A Development Plan to construct 4 industrial buildings totaling 225,000 square feet on 10.59 acres of land, located on the north side of Ontario Mills Parkway, adjacent to the east of the I-15 Freeway, within the Industrial Park District of the Exchange Specific Plan (APN: 0238-012-19).
Related Files: PSPA16-002 and PMTT16-016.

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 Carolyn Bell Sr. Landscape Planner
Department Signature Title Date 7/26/16

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

CONDITIONS OF APPROVAL

Sign Off

Carolyn Bell
 Carolyn Bell, Sr. Landscape Planner

7/22/16
 Date

Reviewer's Name:
Carolyn Bell, Sr. Landscape Planner

Phone:
(909) 395-2237

D.A.B. File No.:
 PDEV16-016 Rev 1

Case Planner:
 Henry Noh

Project Name and Location:
 The Exchange Specific Plan
 North Ontario Mills Pwy, East of I-15 Fwy

Applicant/Representative:
 Chris Savage, RGA
 15231 Alton Pkwy, Ste. 100
 Irvine, CA 92618

A Preliminary Landscape Plan dated (7/6/16) 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.

CORRECTIONS REQUIRED

Civil Plans

1. Add to Civil plans erosion control jute matting on 3:1 slopes and RECP on 2:1 slopes with a 2 year durability.
2. Civil plans: Dimension all planters to have a minimum 5' wide inside dimension with 6" curbs and 12" wide curbs where parking spaces are adjacent to planters. Correct Sections D-D, F-F, H-H and I-I. Add guard rails for drop offs greater than 18". Add 5' min dimension where only a max dimension is noted.
3. Move fire loop lines out of tree island planters north of all buildings.
4. Move DCDA north 5' to allow space for trees at building fronts. Can combine FDC to DCDA?

Landscape Plans

5. Replace poor performing plants: Populus – aggressive roots; consider Eucalyptus torquata or Pinus ularia for a wind break.
6. Change trees that are shown with canopy over the building to a narrower tree. Building is 37' tall. Consider Callistemon citrinus, Eucalyptus torquata, Tristania laurina, Podocarpus henkelii, etc. as appropriate to fit in narrow spaces.
7. Show utility lines on plans. Move tree shown on sewer line between building A and Ontario Mills Pky.
8. Show vegetated swale along PL. Change gravel on east side to appropriate landscape such as Muhlenbergia, or Leymus. Add narrow trees in spaces between buildings on east side.
9. Space large trees 25-30' apart instead of 20'.
10. Note for galvanized tree stakes in high wind areas.

CITY OF ONTARIO

MEMORANDUM

TO: PLANNING DEPARTMENT, Henry Noh
FROM: BUILDING DEPARTMENT, Kevin Shear
DATE: April 20, 2016
SUBJECT: PDEV16-016

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

Conditions of Approval

1. Addresses will be as follows:
 - a. Lot 1: 5001 Ontario Mills Parkway
 - b. Lot 2: 5003 Ontario Mills Parkway
 - c. Lot 3: 5005 Ontario Mills Parkway
 - d. Lot 4: 5007 Ontario Mills Parkway

KS:lm

CITY OF ONTARIO

MEMORANDUM

TO: PLANNING DEPARTMENT, Henry Noh
FROM: BUILDING DEPARTMENT, Kevin Shear
DATE: April 21, 2016
SUBJECT: PSPA16-002

1. The plan **does** adequately address the departmental concerns at this time.
No comments.

KS:lm



CITY OF ONTARIO

MEMORANDUM

TO: Otto Kroutil, Development Director
Scott Murphy, Planning Director
Cathy Wahlstrom, Principal Planner (Copy of memo only)
Charity Hernandez, Economic Development
Kevin Shear, Building Official
Raymond Lee, Assistant City Engineer
Carolyn Bell, Landscape Planning Division
Sheldon Yu, Municipal Utility Company
Doug Sorel, Police Department
Art Andres, Deputy Fire Chief/Fire Marshal
Tom Danna, T. E., Traffic/Transportation Manager
Lorena Mejia, Associate Planner, Airport Planning (Copy of memo only)
Steve Wilson, Engineering/NPDES
Bob Gluck, Code Enforcement Director

FROM: Henry Noh,

DATE: April 20, 2016

SUBJECT: FILE #: PSPA16-002 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 **Wednesday, May 4, 2016**.

- 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: An Amendment to the Exchange Specific Plan to incorporate the development regulations, standards design guidelines and update exhibits and language to reflect proposed changes for the Industrial Park District, for 10.59 acres of land, located on north side Ontario Mills Parkway, adjacent to the east of the I-15 Freeway (APN: 0238-012-19). Related Files: PDEV16-016 and PMTT16-012.

- 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.

Building
Department

Signature

Title

Date

CITY OF ONTARIO

MEMORANDUM

TO: PLANNING DEPARTMENT, Henry Noh
FROM: BUILDING DEPARTMENT, Kevin Shear
DATE: April 21, 2016
SUBJECT: PMTT16-012

1. The plan **does** adequately address the departmental concerns at this time.
No comments.

KS:lm



CITY OF ONTARIO

MEMORANDUM

TO: Otto Kroutil, Development Director
Scott Murphy, Planning Director
Cathy Wahlstrom, Principal Planner (Copy of memo only)
Charity Hernandez, Economic Development
Kevin Shear, Building Official
Raymond Lee, Assistant City Engineer
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Lorena Mejia, Associate Planner, Airport Planning (Copy of memo only)
Steve Wilson, Engineering/NPDES
Bob Gluck, Code Enforcement Director

FROM: Henry Noh,

DATE: April 20, 2016

SUBJECT: FILE #: PMTT16-012

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 **Wednesday, May 4, 2016**.

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

PROJECT DESCRIPTION: A Tentative Parcel Map (TMP 19715) to subdivide 10.59 into 4 Parcels within the Industrial Park District of the Exchange Specific Plan, located on the north side of Ontario Mills Parkway adjacent to the east of the I-15 Freeway (APN: 0238-012-019). Related Files: PSPA16-002 and PMTT16-012.

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

Department Building Signature _____ Title _____ Date _____

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT



Project File No.: PSPA16-002, PMTT16-012 & PDEV16-016
 Address: NEC Ontario Mills Pkwy & I-15 Fwy
 APN: 0238-012-019
 Existing Land Use: Vacant
 Proposed Land Use: SP Amendment, Development Plan and Tract map to construct 4 industrial buildings totaling 225,000 SF
 Site Acreage: 10.59 acres Proposed Structure Height: 45 ft
 ONT-IAC Project Review: Yes for Specific Plan Amendment
 Airport Influence Area: ONT

Reviewed By: Lorena Mejia
 Contact Info: 909-395-2276
 Project Planner: Henry Noh
 Date: 6/2/16
 CD No.: 2016-022
 PALU No.: 16-003

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: 130 - 230 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 provided and the following items shall be addressed:

see attached

Airport Planner Signature: 

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT

CD No.: 2016-022

PALU No.: 16-003

PROJECT CONDITIONS

1. Page 7 - Include new subsection - Relationship to Airport Land Use Compatibility Planning

The Exchange SP is located within the Airport Influence Areas (AIA) of Ontario International Airport and is required to be consistent with the Airport Land Use Compatibility Plan.

2. Page 36, Section 4.1.6 Maximum Building Height - Shall be amended to read as follows:

Forty feet (40') except that towers and other architectural features may be increased by fifteen (15') to a maximum of fifty-five feet (55'). The City of Ontario has adopted an ordinance setting forth specific regulations for buildings 45 feet in height or greater. These regulations shall also apply within The Exchange. Buildings heights shall be consistent with ONT Airport Land Use Compatibility Plan. Building height shall be measured from the finished pad elevation.

3. Page 63, Section 5.1.7 Maximum Building Height - Include the following statement:

Buildings heights shall be consistent with ONT Airport Land Use Compatibility Plan.



CITY OF ONTARIO

MEMORANDUM

TO: HENRY NOH, PLANNING DEPARTMENT

FROM: DOUGLAS SOREL, POLICE DEPARTMENT

DATE: MAY 10, 2016

SUBJECT: PDEV16-016 – A DEVELOPMENT PLAN TO CONSTRUCT FOUR INDUSTRIAL BUILDINGS ON THE NORTH SIDE OF ONTARIO MILLS PARKWAY AND EAST OF THE 15 FREEWAY

The “Standard Conditions of Approval” contained in Resolution No. 2010-021 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 (including the pedestrian walkways on the east side of each building), driveways, doorways and other areas used by the public shall be provided and shall operate on photosensor. Photometrics shall be provided 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 building as stated in the Standard Conditions. The numbers shall be at least 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 call Douglas Sorel at (909) 395-2873 regarding any questions or concerns.



CITY OF ONTARIO

MEMORANDUM

TO: Henry Noh, Senior Planner
Planning Department

FROM: Adam A. Panos, Fire Protection Analyst
Fire Department

DATE: August 8, 2016

SUBJECT: PDEV16-016 / A Development Plan to construct 4 industrial buildings totaling approximately 225,000 square feet on 10.59 acres of land within the Industrial Park District of the Exchange Specific Plan, located on the north side of Ontario Mills Parkway adjacent to the east of the I-15 Freeway (APN: 0238-012-19) Related Files PSPA16-002 and PMTT16-016.

-
- The plan **does** adequately address Fire Department requirements at this time.
- No comments.
 - Standard Conditions of Approval apply, as stated below.
- The plan **does NOT** adequately address Fire Department requirements.
- The comments contained in the attached report must be met prior to scheduling for Development Advisory Board.

SITE AND BUILDING FEATURES:

- A. 2013 CBC Type of Construction: III B Concrete tilt-up
- B. Type of Roof Materials: Wood non rated
- C. Ground Floor Area(s):

Building A:	30,070 sq. ft. GFA
Building B:	48,640 sq. ft. GFA
Building C:	63,370 sq. ft. GFA
Building D:	82,580 sq. ft. GFA
- D. Number of Stories: 1 story
- E. Total Square Footage: 224,160 sq. ft.

F. 2013 CBC Occupancy Classification(s): B, F-1, S-1

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 (20) 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.

3.0 WATER SUPPLY

- 3.1 The required fire flow per Fire Department standards, based on the 2013 California Fire Code, Appendix B, is 3000 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 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

- 4.1 On-site private fire hydrants are required per Standard #D-005, and identified in accordance with Standard #D-002. Installation and locations(s) are subject to the approval of the Fire Department. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.
- 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 13. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- 4.4 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.
- 4.5 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.

- 4.6 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.
- 4.7 A fixed fire extinguishing system is required for the protection of hood, duct, plenum and cooking surfaces. This system must comply with National Fire Protection Association (NFPA) Standards 17A and 96. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- 4.8 Hose valves with two and one half inch (2 ½") connections will be required on the roof, in locations acceptable to the Fire Department. These hose valves shall be take their water supply from the automatic fire sprinkler systems, and shall be included in the design submitted for these systems. Identification shall be provided for all hose valves per Standard #D-004.
- 4.9 Due to inaccessible rail spur areas, two and one half inch 2-1/2" fire hose connections shall be provided in these areas. These hose valves shall be take their water supply from the automatic fire sprinkler systems, and shall be included in the design submitted for these systems. Identification shall be provided for all hose valves per Standard #D-004.

5.0 BUILDING CONSTRUCTION FEATURES

- 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
- 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Address numbers shall contrast with their background. See Section 9-1.3280 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 9-1.3280 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.
- 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.

- 5.8 The building shall be provided with a Public Safety 800 MHZ radio amplification system per the Ontario Municipal Code Section 4-11.09 (n) and the CFC. The design and installation shall be approved by the Fire Department.

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 Secondary emergency access roads, temporary or permanent, shall be constructed prior to combustible construction occurring at the site.

<END.>



PLANNING COMMISSION STAFF REPORT

August 23, 2016

SUBJECT: A Tentative Tract Map (TT20025) to subdivide two parcels totaling 0.83 acres of land into six numbered lots and one lettered lot for single-family residential homes generally located at the southwest corner of La Avenida Drive and New Haven Drive within Planning Area 10A of The Avenue Specific Plan. (APN No's: 218-452-16 & 218-452-22); **submitted by Brookfield Residential.**

PROPERTY OWNER: Brookcal Ontario, LLC.

RECOMMENDED ACTION: That the Planning Commission approve File No. PMTT16-015 (TT20025), pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval contained in the attached departmental reports.

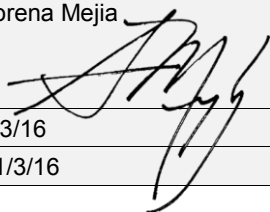
PROJECT SETTING: The project site is comprised of 0.83 acres of land located at southwest corner of La Avenida Drive and New Haven Drive, within Planning Area 10A of The Avenue Specific Plan, and is depicted in **Figure 1: Project Location**, below. The project site gently slopes from north to south and is currently mass graded. The site is surrounded by residential development, a community park/clubhouse and vacant land that has been mass graded.



Figure 1: Project Location

PROJECT ANALYSIS:

[1] Background — The Avenue Specific Plan and Environmental Impact Report (EIR) were approved by the City Council on December 19, 2006. The Avenue Specific Plan established the land use designations, development standards, and design guidelines for 568 acres, which includes the potential development of 2,875 dwelling units and approximately 131,000 square feet of commercial.

Case Planner:	Lorena Mejia	Hearing Body	Date	Decision	Action
Planning Director Approval:		DAB	8/15/16		Recommend
Submittal Date:	5/3/16	ZA			
Hearing Deadline:	11/3/16	PC	8/23/16		Final
		CC			

On April 8, 2014, the Planning Commission approved Tentative Tract Map 18922 (referred to as an “A” Map) for Planning Areas 9A and 10A of The Avenue Specific Plan. The approved “A” Map facilitates the backbone infrastructure improvements (major streets, sewer, water and storm drain facilities) and the creation of park/recreational facilities and residential neighborhoods in the eastern portion of the Specific Plan (see **Figure 2: The Avenue Specific Plan Land Use Plan**).

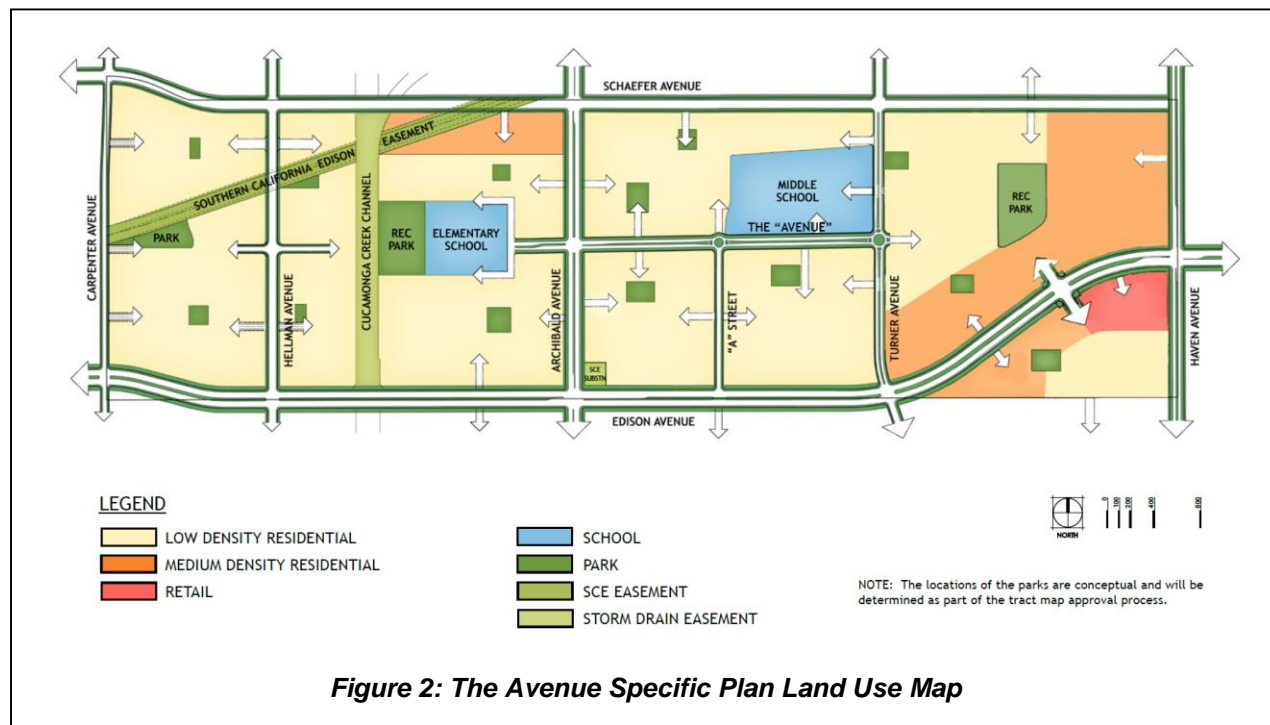


Figure 2: The Avenue Specific Plan Land Use Map

On August 26, 2014, the Planning Commission approved Tentative Tract Maps 18991, 18992, 18993 and 18994 (referred to as “B” Maps) for the subdivision of Planning Areas 9A and 10A of The Avenue Specific Plan. The approval of tentative tract maps subdivided the area into a combination of residential lots and lettered lots (private drive aisles, alleys, landscape buffers and parking) to accommodate conventional, alley loaded, and cluster (6-pack) single-family products and multi-family autocourt products that is marketed as the “New Haven” community. To date there have been six Development Plans approved for the New Haven community that include:

- Holiday – A 98-unit autocourt project consisting of seven, two-story buildings;
- Summerset – 112 single-family conventional homes (55’x90’ lots);
- Waverly – A 6-pack cluster product with 135 single-family homes;
- Marigold – 149 single-family conventional homes (45’x90’ lots);
- Poppy – 104 single-family homes for a 6-pack cluster product; and
- Arborel – 91 alley loaded single-family homes.

The project site was initially intended to be developed with a multi-family townhome product and serve as the model home location. However, the applicant requested to replace the townhome product with additional alley loaded product. On April 26, 2016, the Planning Commission approved PDEV15-028 to construct 91 Alley loaded homes within Planning Area 10A (see **Figure 3: Conceptual Rendered Street Scene**). This approval included the conceptual plotting of six homes located on the project site. The Development Plan conditions of approval included the requirement to submit a Tentative Tract Map for the project site prior to developing the property (see **Figure 4: PDEV15-028 Enlarged Site Plan**). Approval of the proposed Tentative Tract Map will allow the applicant to fulfill their conditions of approval as set forth in PDEV15-028.



Figure 3: Conceptual Rendered Street Scene

[2] Site Design/Building Layout — The proposed Tentative Tract Map proposes to further subdivide a portion of Tract 18991 (lots 15 and 16) to accommodate the proposed residential units and continue the surrounding alley loaded product type. The proposed Tentative Tract Map is consistent with the conceptual lot sizes and configurations shown on the site plan for PDEV15-028. There a total of 6 numbered lots and one lettered lot proposed (**Exhibit A: Tentative Parcel Map**). The lots range in size from 2,720 to 3,455 square feet.

The single-family alley loaded product type is characterized by having all main entries to the home accessed from the public street with garage access taken from an alley.

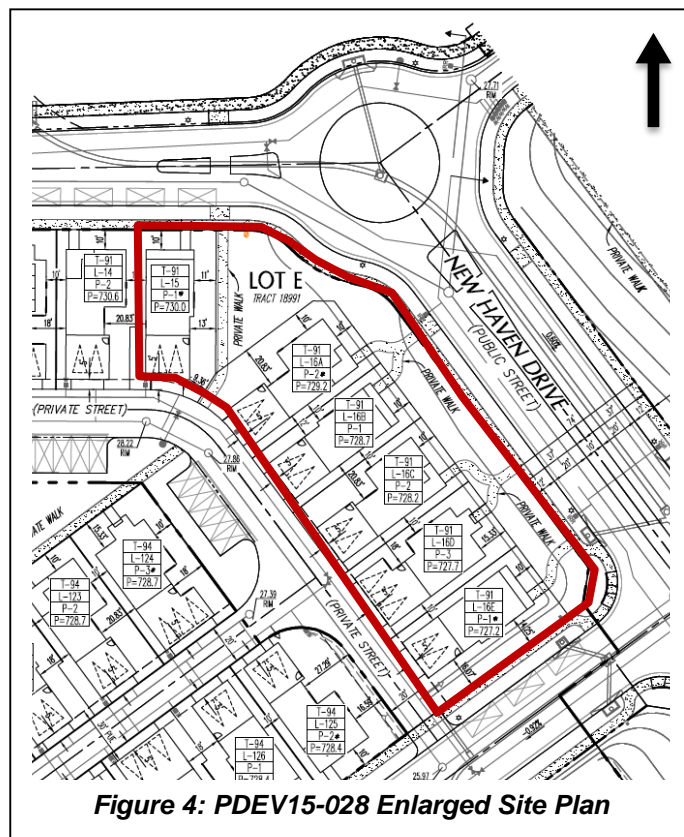


Figure 4: PDEV15-028 Enlarged Site Plan

[3] Site Access/Circulation — The approved Tentative Tract Map 18922 (“A” Map) has facilitated the construction of the backbone streets and primary access points into Planning Area 10A of The Avenue Specific Plan, which include primary access points from Turner Avenue, Ontario Ranch Road, Schaefer Avenue and Haven Avenue. The approved “B” Maps for the area (TT18991, TT18992, TT18993 and TT18994) continue to facilitate the construction of the interior neighborhood streets serving the project site.

[4] CC&R’s — CC&R’s were prepared and recorded with the related Tract Map 18922. The CC&R’s outline the maintenance responsibilities for open space areas, utilities and upkeep of the entire site to ensure the on-going maintenance of the common areas and facilities.

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

[1] City Council Priorities

Primary Goal: Regain Local Control of the Ontario International Airport

Supporting Goals:

- Invest in the Growth and Evolution of the City’s Economy
- Operate in a Businesslike Manner
- Focus Resources in Ontario’s Commercial and Residential Neighborhoods
- Invest in the City’s Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)
- Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in the New Model Colony

[2] Vision.

Distinctive Development:

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

[3] Governance.

Decision Making:

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

- G1-2 Long-term Benefit. We require decisions to demonstrate and document how they add value to the community and support the Ontario Vision

[4] Policy Plan (General Plan)

Land Use Element — Balance

- Goal LU1: A community that has a spectrum of housing types and price ranges that match the jobs in the City and make it possible for people to live and work in Ontario and maintain a quality of life.

- LU1-1: Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, and foster the development of transit.

- LU1-3: Adequate Capacity. We require adequate infrastructure and services for all development.

- LU1-6: Complete Community. We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario.

Land Use Element — Neighborhood & Housing

- Goal H2: Diversity of types of quality housing that are affordable to a range of household income levels, accommodates changing demographics, and support and reinforce the economic sustainability of Ontario.

- H2-4: New Model Colony. We support a premier lifestyle community in the New Model Colony distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.

- Goal H3: A City regulatory environment that balances the need for creativity and excellence in residential design, flexibility and predictability in the project approval process, and the provision of an adequate supply and prices of housing.

- H3-1: Community Amenities. We shall provide adequate public services, infrastructure, open space, parking and traffic management, pedestrian, bicycle and

equestrian routes and public safety for neighborhoods consistent with City master plans and neighborhood plans.

➤ H3-3: Development Review. We maintain a residential development review process that provides certainty and transparency for project stakeholders and the public yet allows for the appropriate review to facilitate quality housing development.

Parks and Recreation Element – Planning & Design

▪ Goal PR1: A system of safe and accessible parks that meets the needs of the community.

➤ PR1-1: Access to Parks. We strive to provide a park and/or recreational facility within walking distance (¼ mile) of every residence.

➤ PR1-9: Phased Development. We require parks be built in new communities before a significant proportion of residents move in.

Mobility Element – Bicycles and Pedestrians Diversity

▪ Goal M2: A system of trails and corridors that facilitate and encourage bicycling and walking.

➤ M2-3: Pedestrian Walkways. We require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, and other key destination points.

Community Economics Element — Place Making

▪ Goal CE2: A City of distinctive neighborhoods, districts, and corridors, where people choose to be.

➤ CE2-1 Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community.

➤ CE2-2 Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional and sustainable places that will compete well with their competition within the region.

➤ CE2-4 Protection of Investment. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.

➤ CE2-5 Private Maintenance. We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.

Safety Element — Seismic & Geologic Hazards

▪ Goal S1: Minimized risk of injury, loss of life, property damage and economic and social disruption caused by earthquake-induced and other geologic hazards.

➤ S1-1 Implementation of Regulations and Standards. We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.

Community Design Element — Image & Identity

▪ Goal CD1: A dynamic, progressive city containing distinct neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses.

➤ CD1-1 City Identity. We take actions that are consistent with the City being a leading urban center in Southern California while recognizing the diverse character of our existing viable neighborhoods.

➤ CD1-3 Neighborhood Improvement. We require viable existing residential and non-residential neighborhoods to be preserved, protected, and enhanced in accordance with our land use policies.

Community Design Element — Design Quality

▪ Goal CD2: A high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct.

➤ CD2-1 Quality Architecture. We encourage all development projects to convey visual interest and character through:

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

➤ CD2-7 Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping and

buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials and construction techniques.

➤ CD2-8 Safe Design. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintenance of visibility and accessibility, and use of lighting.

➤ CD2-9 Landscape Design. We encourage durable landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.

➤ CD2-13 Entitlement Process. We work collaboratively with all stakeholders to ensure a high degree of certainty in the efficient review and timely processing of all development plans and permits.

Community Design — Protection of Investment

▪ Goal CD5: A sustained level of maintenance and improvement of properties, buildings and infrastructure that protects the property values and encourages additional public and private investments.

➤ CD5-1 Maintenance of Buildings and Property. We require all public and privately owned buildings and property (including trails and easements) to be properly and consistently maintained.

➤ CD5-2 Maintenance of Infrastructure. We require the continual maintenance of infrastructure.

HOUSING ELEMENT COMPLIANCE:

The project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. 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 (6) and density (12 du/ac) specified in the Available Land Inventory.

AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) COMPLIANCE: The project site is located within the Airport Influence Area of Ontario International Airport (ONT), and has been found to be consistent with the policies and criteria set forth within the ALUCP for ONT.

ENVIRONMENTAL REVIEW: The environmental impacts of this project were previously reviewed in conjunction with a Specific Plan Amendment for The Avenue Specific Plan (PSPA13-003), for which an addendum to The Avenue Specific Plan EIR (SCH# 2005071109) was adopted by the City Council on June 17, 2014. This Application introduces no new significant environmental impacts. All previously adopted mitigation measures are be a condition of project approval and are incorporated herein by reference.

CONDITIONS OF APPROVAL: See attached department reports.

TECHNICAL APPENDIX:

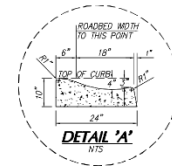
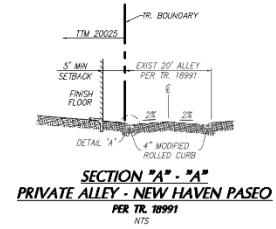
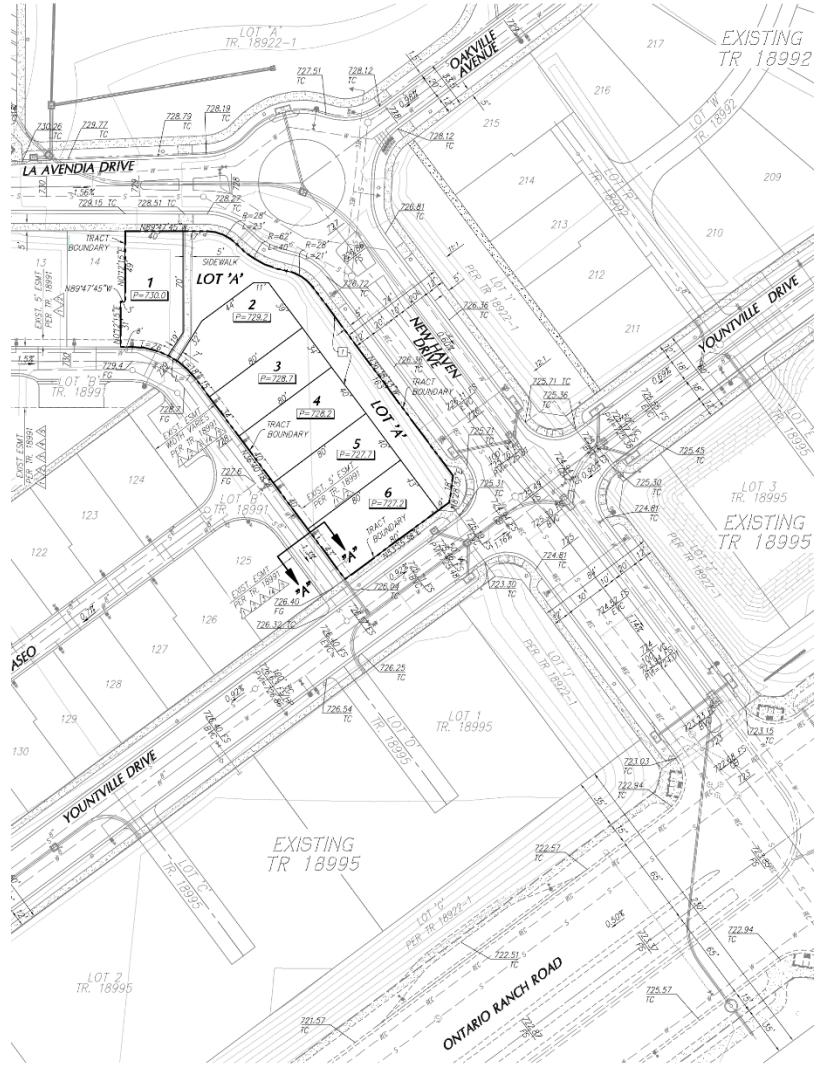
Surrounding Zoning and Land Use:

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
<i>Site</i>	Vacant and Graded	Low Density and Medium Density Residential	The Avenue Specific Plan	Planning Area 10A - Low Density and Medium Density Residential
<i>North</i>	Vacant/Graded/Residential/Open Space	Low Density and Medium Density Residential	The Avenue Specific Plan	Planning Area 10A - Low Density and Medium Density Residential
<i>South</i>	Vacant/Graded/Residential	Medium Density Residential	The Avenue Specific Plan	Planning Area 10A - Medium Density Residential
<i>East</i>	Vacant/Graded/Residential/Open Space	Low Density and Medium Density Residential	The Avenue Specific Plan	Planning Area 10A - Low Density and Medium Density Residential
<i>West</i>	Vacant/Graded/Residential/Open Space	Low Density and Medium Density Residential	The Avenue Specific Plan	Planning Area 10A - Low Density and Medium Density Residential

The Avenue Specific Plan (Table 3d – Product Type 2 Development Standards):

<i>Item</i>	<i>Required Min./Max.</i>	<i>Provided (Ranges)</i>	<i>Meets Y/N</i>
<i>Minimum lot size (in SF):</i>	2,380 SF	2,720 - 3,455 SF	Y

Exhibit A: Tentative Tract Map

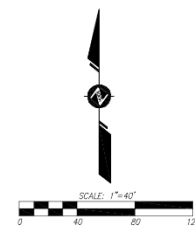


EXISTING EASEMENT NOTES

- ▲ EASEMENT FOR EMERGENCY ACCESS PURPOSES, DEDICATED TO THE CITY OF ONTARIO PER TR. 18991, M.B. 342/92-94
- ▲ EASEMENT FOR PUBLIC UTILITY PURPOSES, DEDICATED TO THE CITY OF ONTARIO PER TR. 18991, M.B. 342/92-94
- ▲ EASEMENT FOR PRIVATE LANDSCAPE MAINTENANCE PURPOSES, RESERVED PER TR. 18991, M.B. 342/92-94
- ▲ EASEMENT FOR PRIVATE DRAINAGE AND SEWER LINE PURPOSES, RESERVED PER TR. 18991, M.B. 342/92-94
- ▲ EASEMENT FOR PRIVATE INGRESS AND EGRESS PURPOSES, RESERVED PER TR. 18991, M.B. 342/92-94

PROPOSED EASEMENT NOTES

- EASEMENT FOR PRIVATE LANDSCAPE MAINTENANCE PURPOSES RESERVED HEREON



BY: _____ MAP DATE: _____ CLIENT: _____ DATE OF LAST SAVE: _____ 5/2/2016 DATE OF THIS PLOT: _____ 5/3/2016	PREPARED FOR: Brookfield Residential 3200 PARK CENTER DRIVE, SUITE 1000 COSTA MESA, CA 92626 (714) 421-6868	PREPARED BY: K&A ENGINEERING LAND PLANNING SURVEYING 357 N. SHERIDAN STREET SUITE 117 COSTA MESA, CALIFORNIA 92626 TEL: (949) 279-1800 FAX: (949) 279-4380 Engineering, Inc.	TENTATIVE TRACT MAP 20025	TTM 20025 SHEET <u>2</u> CONTRACT _____ ACCOUNT _____ ENC. NO. _____
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RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PMTT16-015 (TTM20025), A TENTATIVE TRACT MAP TO SUBDIVIDE TWO PARCELS TOTALING 0.83 ACRES OF LAND INTO SIX NUMBERED LOTS AND ONE LETTERED LOT FOR SINGLE-FAMILY RESIDENTIAL HOMES GENERALLY LOCATED AT THE SOUTHWEST CORNER OF LA AVENIDA DRIVE AND NEW HAVEN DRIVE WITHIN PLANNING AREA 10A OF THE AVENUE SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF—APN NO'S: 218-452-16 AND 218-452-22.

WHEREAS, Brookfield Residential ("Applicant") has filed an Application for the approval of a Tentative Tract Map, File No. PMTT16-015 (TTM20025), as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 0.83 acres of land generally located on the southwest corner of La Avenida Drive and New Haven Drive, within Planning Area 10A of The Avenue Specific Plan, and is presently vacant; and

WHEREAS, the properties to the north, south, east and west of the Project site are within Planning Area 10A of The Avenue Specific Plan, and are vacant/mass graded and improved with model/production homes and a community park (clubhouse); and

WHEREAS, On April 26, 2016, the Planning Commission approved PDEV15-028 to construct 91 Alley loaded homes within Planning Area 10A. This approval included the conceptual plotting of six homes located on the project site. The Development Plan conditions of approval included the requirement to submit a Tentative Tract Map for the project site prior to developing the property and approval of the proposed Tentative Tract Map will allow the applicant to fulfill their Conditions of Approval as set forth in PDEV15-028; and

WHEREAS, the proposed Tentative Tract Map proposes to further subdivide a portion of Tract 18991(lots 15 and 16) to accommodate the proposed residential units and continue the surrounding alley loaded product type. The proposed Tentative Tract Map is consistent with the conceptual lot sizes and configurations shown on the site plan for PDEV15-028; and

WHEREAS, there a total of 6 numbered lots and one lettered lot proposed. The lots range in size from 2,720 to 3,455 square feet; and

WHEREAS, CC&R's were prepared and recorded with the related Tract Map 18922. The CC&R's outline the maintenance responsibilities for open space areas,

utilities and upkeep of the entire site to ensure the on-going maintenance of the common areas and facilities; and

WHEREAS, 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 (6) and density (12) specified in the Available Land Inventory.

WHEREAS, 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; and

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 an amendment to The Avenue Specific Plan (PSPA13-003), for which an addendum to The Avenue Specific Plan EIR (SCH# 2005071109) was adopted by the City Council on June 17, 2014, 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, on August 15, 2016, the Development Advisory Board of the City of Ontario conducted a hearing and issued Decision No. DAB16-038 recommending the Planning Commission approve the Application; and

WHEREAS, on August 23, 2016, the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

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

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED, AND RESOLVED by the Planning Commission of the City of Ontario, as follows:

SECTION 1. As the decision-making body for the Project, the Planning Commission has reviewed and considered the information contained in the previously adopted addendum to The Avenue Specific Plan EIR (SCH# 2005071109) and supporting

documentation. Based upon the facts and information contained in the addendum to The Avenue Specific Plan EIR (SCH# 2005071109) and supporting documentation, the Planning Commission finds as follows:

- a. The previous addendum to The Avenue Specific Plan EIR (SCH# 2005071109) contains a complete and accurate reporting of the environmental impacts associated with the Project; and
- b. The previous addendum to The Avenue Specific Plan EIR (SCH# 2005071109) was completed in compliance with CEQA and the Guidelines promulgated thereunder; and
- c. The previous addendum to The Avenue Specific Plan EIR (SCH# 2005071109) reflects the independent judgment of the Planning Commission; and
- d. All previously adopted mitigation measures, which are applicable to the Project, shall be a condition of Project approval and are incorporated herein by reference.

SECTION 2. Based upon the substantial evidence presented to the Planning Commission during the above-referenced hearing and upon the specific findings set forth in Section 1 above, the Planning Commission hereby concludes as follows:

- a. The proposed 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 subdivision is consistent with The Ontario Plan Policy Plan (General Plan) in that the proposed parcel map meets the objectives of the The Avenue Specific Plan.
- b. The design or improvement of 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, and applicable specific plans and planned unit developments. The site is physically suitable for the type of development proposed. The Tentative Tract Map meets all minimum size requirements specified within The Avenue Specific Plan.
- c. The site is physically suitable for the type of development proposed. The site meets minimum lot dimensions, associated with the intended proposed residential development for an alley loaded product as required in The Avenue Specific Plan.

d. The site is physically suitable for the proposed density of development. The project is consistent with The Avenue Specific Plan and is suitable for the proposed density of 12 units per acre, meeting minimum lot dimensions and lot sizes.

e. The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. The environmental impacts of the Project were reviewed in conjunction the previously adopted addendum to The Avenue Specific Plan EIR (SCH# 2005071109) and supporting documentation

f. The design of the subdivision or type of improvements are not likely to cause serious public health problems. The proposed on-site and right-of-way improvements will contribute towards improving the overall safety conditions of the site and surrounding area.

g. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. The design of the subdivision will not conflict with any easement acquired by the public at large, then of record, for access through or use of the property within the proposed subdivision.

SECTION 3. Based upon the findings and conclusions set forth in Sections 1 and 2 above, the Planning Commission hereby APPROVES the herein described Application subject to each and every condition set forth in the Department reports, attached hereto and incorporated herein by this reference.

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

SECTION 5. 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.

SECTION 6. The Secretary shall certify to the adoption of the Resolution.

The Secretary Pro Tempore for the Planning Commission of the City of Ontario shall certify as to the adoption of this Resolution.

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 23rd day of August 2016, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Jim Willoughby
Planning Commission Chairman

ATTEST:

Scott Murphy
Planning Director/Secretary of Planning
Commission

Planning Commission Resolution
File No. PMTT16-015
August 23, 2016
Page 6

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO)
CITY OF ONTARIO)

I, Marci Callejo, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC16-[insert #] was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on August 23, 2016, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Marci Callejo
Secretary Pro Tempore



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

*Planning Department;
Land Development Section*

Conditions of Approval

Prepared: August 15, 2016

File No: PMTT16-015

Related Files: PDEV15-028

Project Description: A Tentative Tract Map (TT20025) to subdivide two parcels totaling 0.83 acres of land into six numbered lots and one lettered lot for single-family residential homes generally located at the southwest corner of La Avenida Drive and New Haven Drive within Planning Area 10A of The Avenue Specific Plan. (APN(s): 218-452-16 & 218-452-22); **submitted by Brookfield Residential**

Prepared By: Lorena Mejia, Associate 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. 2010-021 on March 16, 2010. A copy of the *Standard Conditions for New Development* may be obtained from the Planning Department or City Clerk/Records Management Department.

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

2.1 Time Limits.

(a) Tentative Tract Map approval shall become null and void 2 years following the effective date of application approval, unless the final parcel/tract map has been recorded, or a time extension has been approved by the Planning Commission pursuant to Development Code Section 2.02.025 (Time Limits and Extensions). This Permit does not supersede any individual time limits specified herein for performance of specific conditions or improvements.

2.2 Subdivision Map.

(a) The Final Tract Map shall be in conformance with the approved Tentative Tract Map on file with the City. Variations from the approved Tentative Tract Map may be reviewed and approved by the Planning Department. A substantial variation from the approved Tentative Tract Map may require review and approval by the Planning Commission, as determined by the Planning Director.

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

(c) Pursuant to California Government Section 66474.9, the subdivider agrees that it will defend, indemnify, and hold harmless the City of Ontario or its agents, officers and employees from any

claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul any approval of the City of Ontario, whether by its City Council, Planning Commission or other authorized board or officer of this subdivision, which action is brought within the time period provided for in Government Code Section 66499.37. The City of Ontario shall promptly notify the subdivider of any such claim, action or proceeding and the City of Ontario shall cooperate fully in the defense.

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

2.4 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.

2.5 Environmental Review.

(a) The environmental impacts of this project were previously reviewed in conjunction with File No. PSPA13-003, a Specific Plan Amendment (The Avenue) for which an addendum to The Avenue Specific Plan EIR (SCH# 2005071109) was previously adopted by the City Council on June 17, 2014. 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.

2.6 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 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.

2.7 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.



CITY OF ONTARIO

MEMORANDUM

ENGINEERING DEPARTMENT CONDITIONS OF APPROVAL

(Traffic/Transportation Division and Municipal Utilities Agency, and Environmental Section Conditions incorporated)

DATE: 8/1/16

PROJECT PLANNER: Lorena Mejia, Planning Department

PROJECT: PMTT16-015/TM 20025 (PDEV15-028) – A tentative tract map to subdivide a portion of Tract 18991 (lots 15, 16 and E) to create 6 new lots within the New Haven Specific Plan.

APN: 0218-452-15, 16 and 22

LOCATION: North of Ontario Ranch Road and West of Haven Avenue

PROJECT ENGINEER: Naiim Khoury, Engineering Department

The following items are the Conditions of Approval for the subject project:

1. The applicant/developer shall be responsible to complete all applicable conditions as specified in the Conditions of Approval for TM18922, TM18922-1, TM18922-2, TM18922-3, TM18991 and TM18994.
2. The applicant/developer shall provide fiber optic connection to each townhome unit per city standards and guidelines.
3. Prior to Building Permits: Any changes to the already approved Engineering Report (ER), including landscaping plans, due to the proposed re-lotting, shall be amended with City and State. Please coordinate with Cynthia Heredia-Torres ((909) 395-2647, ctorres@ontarioca.gov) to confirm immediately.

M.B. Hariga 08/01/2016
for Naiim Khoury Date
Associate Civil Engineer

[Signature] 8/1/16
Khoi Do, P.E. Date
Assistant City Engineer

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT



Project File No.: PMTT16-015

Address: SWC La Avenida Drive & New Haven Drive

APN: 0218-452-15 & 16

Existing Land Use: Vacant/mass graded

Proposed Land Use: subdivide 2 parcels into 6 lots for single family residential

Site Acreage: 0.61 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: Lorena Mejia

Date: 6/13/16

CD No.: 2016-039

PALU No.: N/A

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

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

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

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

Allowable Height: _____

CONSISTENCY DETERMINATION

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

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

Airport Planner Signature: _____

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT

CD No.: 2016-039
PALU No.: _____

PROJECT CONDITIONS

The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT) and was evaluated and found to be consistent with the Airport Land Use Compatibility Plan (ALUCP) for ONT. The applicant is required to meet the Real Estate Transaction Disclosure in accordance with California Codes (Business and Professions Code Section 11010-11024). New residential subdivisions within an Airport Influence Area are required to file an application for a Public Report consisting of a Notice of Intention (NOI) and a completed questionnaire with the Department of Real Estate and include the following language within the NOI:

NOTICE OF AIRPORT IN VICINITY This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.



CITY OF ONTARIO

MEMORANDUM

TO: Otto Kroutil, Development Director
Scott Murphy, Planning Director
Cathy Wahlstrom, Principal Planner (Copy of memo only)
Charity Hernandez, Economic Development
Kevin Shear, Building Official
Raymond Lee, Assistant City Engineer
Carolyn Bell, Landscape Planning Division
Sheldon Yu, Municipal Utility Company
Doug Sorel, Police Department
Art Andres, Deputy Fire Chief/Fire Marshal
Tom Danna, T. E., Traffic/Transportation Manager
Lorena Mejia, Associate Planner, Airport Planning (Copy of memo only)
Steve Wilson, Engineering/NPDES
Bob Gluck, Code Enforcement Director

FROM: Lorena Mejia,

DATE: May 05, 2016

SUBJECT: FILE #: PMTT16-015

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 **Thursday, May 19, 2016**.

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

PROJECT DESCRIPTION: A Tentative Tract map (TT 20025) to subdivide a portion of Tract 18991 (lots 15, 16, and "E") to create 6 new lots within the New Haven Specific Plan.
APNs: 0218-452-15, 16 and 22

- 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.

5/27/16

Landscape Planning Carolyn Bell Sr. Landscape Planner
Department Signature Title Date



CITY OF ONTARIO

MEMORANDUM

TO: Otto Kroutil, Development Director
Scott Murphy, Planning Director
Cathy Wahlstrom, Principal Planner (Copy of memo only)
Charity Hernandez, Economic Development
Kevin Shear, Building Official
Raymond Lee, Assistant City Engineer
Carolyn Bell, Landscape Planning Division
Sheldon Yu, Municipal Utility Company
Doug Sorel, Police Department
Art Andres, Deputy Fire Chief/Fire Marshal
Tom Danna, T. E., Traffic/Transportation Manager
Lorena Mejia, Associate Planner, Airport Planning (Copy of memo only)
Steve Wilson, Engineering/NPDES
Bob Gluck, Code Enforcement Director

FROM: Lorena Mejia,

DATE: May 05, 2016

SUBJECT: FILE #: PMTT16-015

Finance Acct#:

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

DOUGLAS SOREL
Signature

MGMT ANALYST
Title

5/11/16
Date



CITY OF ONTARIO

MEMORANDUM

TO: Lorena Mejia, Associate Planner
Planning Department

FROM: Adam A. Panos, Fire Protection Analyst
Fire Department

DATE: May 16, 2016

SUBJECT: A Tentative Tract map (TT 20025) to subdivide a portion of Tract 18991 (lots 15, 16, and "E") to create 6 new lots within the New Haven Specific Plan. APNs: 0218-452-15, 16 and 22.

-
- The plan **does** adequately address Fire Department requirements at this time.
- No comments.
 - Standard Conditions of Approval apply, as stated below.
- The plan **does NOT** adequately address Fire Department requirements.
- The comments contained in the attached report must be met prior to scheduling for Development Advisory Board.

SITE AND BUILDING FEATURES:

- A. 2013 CBC Type of Construction: N/A
- B. Type of Roof Materials: N/A
- C. Ground Floor Area(s): N/A
- D. Number of Stories: N/A
- E. Total Square Footage: N/A
- F. 2013 CBC Occupancy Classification(s): N/A

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 (20) 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.

3.0 WATER SUPPLY

- 3.1 The required fire flow per Fire Department standards, based on the 2013 California Fire Code, Appendix B, is ____ gallons per minute (g.p.m.) for __ 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 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

- 4.1 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 _____. 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 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.
- 4.5 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.
- 4.6 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.
- 4.7 A fixed fire extinguishing system is required for the protection of hood, duct, plenum and cooking surfaces. This system must comply with National Fire Protection Association (NFPA)

Standards 17A and 96. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.

- 4.8 Hose valves with two and one half inch (2 ½”) connections will be required on the roof, in locations acceptable to the Fire Department. These hose valves shall be take their water supply from the automatic fire sprinkler systems, and shall be included in the design submitted for these systems. Identification shall be provided for all hose valves per Standard #D-004.
- 4.9 Due to inaccessible rail spur areas, two and one half inch 2-1/2” fire hose connections shall be provided in these areas. These hose valves shall be take their water supply from the automatic fire sprinkler systems, and shall be included in the design submitted for these systems. Identification shall be provided for all hose valves per Standard #D-004.

5.0 BUILDING CONSTRUCTION FEATURES

- 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
- 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Address numbers shall contrast with their background. See Section 9-1.3280 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 9-1.3280 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.
- 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.
- 5.8 The building shall be provided with a Public Safety 800 MHZ radio amplification system per the Ontario Municipal Code Section 4-11.09 (n) and the CFC. The design and installation shall be approved by the Fire Department.

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

NONE

<END.>

CITY OF ONTARIO

MEMORANDUM

TO: PLANNING DEPARTMENT, Lorena Mejia
FROM: BUILDING DEPARTMENT, Kevin Shear
DATE: May 6, 2016
SUBJECT: PMTT16-015

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

Conditions of Approval

1. The new addresses will be:
 - a. Lot 1: 3270 E La Avenida Dr
 - b. Lot 2: 4010 S New Haven Dr
 - c. Lot 3: 4020 S New Haven Dr
 - d. Lot 4: 4030 S New Haven Dr
 - e. Lot 5: 4040 S New Haven Dr
 - f. Lot 6: 4050 S New Haven Dr

KS:lm



**PLANNING COMMISSION
STAFF REPORT
August 23, 2016**

SUBJECT: A General Plan Amendment (**File No. PGPA16-004**) to: (1) Modify Figures M-1 (Mobility Element System) and M-3 (Multipurpose Trails and Bikeway Corridor Plan) to add a parallel bike route to Holt Boulevard from Benson to Haven Avenues, extend and modify the San Antonio Bike Corridor to extend from the southern to the northern city limits, modify planned facilities in Ontario Ranch to be consistent with the Streetscape Masterplan and modify various existing planned facilities; (2) Modify Figure M-5 (Truck Routes) to eliminate Holt Boulevard as a designated truck route from Benson to Grove Aves.; (3) Modify Figure M-2 (Functional Roadway Classification Plan) to note locations of all grade separations regardless of whether they are existing or proposed; (4) Modify Figures M-1 (Mobility Element System) and M-4 (Transit Plan) to modify the Bus Rapid Transit (BRT) Corridor on Holt Boulevard east of Vineyard Avenue to be consistent with the alignment approved by Omnitrans; and (5) Add a Complete Street Policy to the Mobility Element pursuant to AB 1358. **City initiated. City Council action required.**

PROPERTY OWNER: City Right of Way

RECOMMENDED ACTION: That the Planning Commission recommend City Council approval of File No. PGPA16-004, pursuant to the facts and reasons contained in the staff report and attached resolution.

PROJECT ANALYSIS:

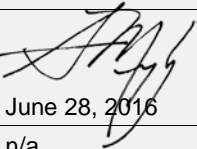
In 2010, The Ontario Plan (“TOP”) was adopted and contains the Mobility Element of the Policy Plan (General Plan) which sets forth the transportation network within the City. The proposed amendments will update the Mobility Element as noted below.

Bicycle Facilities:

The proposed General Plan Amendment (File No.: PGPA16-004) will modify the location and classification of the planned bicycle facilities in the City. In general, the proposed amendment will modify Figures M-1 (Mobility Element System) and M-3 (Multipurpose Trails and Bikeway Corridor Plan) as follows:

1. Add a route parallel to Holt Boulevard on lower volume and lower speed streets;

Reason: The Ontario Plan designates Holt Boulevard as a Bus Rapid Transit (BRT) route. A conceptual design for this BRT route (Holt Boulevard Mobility and

Case Planner:	Melanie Mullis	Hearing Body		Date		Decision		Action	
Planning Director Approval:		DAB		NA		NA		NA	
Submittal Date:	June 28, 2016	ZA		NA		NA		NA	
Hearing Deadline:	n/a	PC		8-23-2016				Recommend	
		CC		9-20-2016				Final	

Streetscape Plan) proposes a parallel bicycle route to Holt Boulevard to accommodate bicycle travel along this corridor.

2. Extend bike facilities on San Antonio Avenue from the southern city limits to the northern city limits (partially along parallel local streets);

Reason: This route provides a north-south neighborhood oriented link through the western portion of the City along a low speed/low volume route that would be suitable for children and family riders. In addition, it will connect effectively to both the existing and future Upland and Chino bicycle system.

3. Extend bicycle facilities on Benson Avenue from G Street to Stoneridge Court;

Reason: This extension will connect to the proposed Holt Boulevard parallel route on Stoneridge;

4. Extend bicycle facilities on Cucamonga Creek Channel between Ontario Ranch Road and Schaefer Avenue;

Reason: This will make the bicycle facilities on the channel consistent with the specific plan abutting the channel and will connect to the channel improvements to the south;

5. Extend Class II facilities on Riverside Drive from Turner Avenue to Hamner Avenue;

Reason: This will provide on-street bike options the full length of Riverside Drive.

6. Modify the bicycle facilities in Ontario Ranch to be consistent with the Streetscape Masterplan;

Reason: The revised plan shows which side of the street the facilities are located and makes the plan consistent with the Streetscape Masterplan.

7. Change the classification on Euclid Avenue between Riverside Drive to Merrill Avenue from Bicycle Corridor to Multipurpose Trail;

Reason: Since there is adequate space within the Neighborhood Edge along Euclid Avenue within Ontario Ranch to accommodate a Multipurpose Trail, it is prudent to specify this classification now rather than leave the classification unknown by specifying it as Bicycle Corridor.

The specific changes being proposed are contained in Table 1 below.

TABLE 1

Street	Segment	Existing Classification	Proposed Classification
B St.	Vine St. to Sultana Ave.	None	Sharrow
Benson Ave.	G St. to Stoneridge Ct.	None	Class III
Boulder Ave.	Vesta St. to Hawthorne St.	None	Sharrow
Convention Center	Vineyard Ave. to Holt Blvd.	None	Class II
Cucamonga Ck.	Ontario Ranch Rd. to Schaefer Ave.	None	Class I (east side) Multipurpose Trail (west side)
D St.	Corona Ave. to Vineyard Ave.	None	Class II
D St.	Imperial Ave. to Corona Ave.	None	Sharrow/Bike Blvd.
Eucalyptus Ave.	Euclid Ave. to Walker Ave.	None	Multipurpose Trail
Euclid Ave.	Riverside Dr. to Merrill Ave.	Bicycle Corridor	Multipurpose Trail
Fourth St.,	Boulder Ave. to Boulder Ave. jog	None	Sharrow/Bike Blvd.
Franklin Ave.	Mall Dr. to Ontario Mills Pkwy.	Bicycle Corridor	Class III
Guasti Rd.	Holt Blvd. to Haven Ave.	None	Class II
Hawthorne St.	Boulder Ave. to San Antonio Ave.	None	Sharrow/Bike Blvd.
Imperial Ave.	Nocta St. to D St.	None	Sharrow/Bike Blvd.
Inland Empire Blvd.	Haven Ave. to Milliken Ave.	Bicycle Corridor	Class II
Mall Dr./Mills Cir.	Milliken Ave. to Franklin	Bicycle Corridor	Class III
Mountain Ave.	Stoneridge St. to Vesta St.	None	Class II
Nocta St.	Sultana Ave. to Imperial Ave.	None	Sharrow/Bike Blvd.
Ontario Mills Pkwy.	Franklin Ave. to Etiwanda Ave.	Bicycle Corridor	Class III
Riverside Dr.	Turner Ave. to Hamner Ave.	Multipurpose Trail	Multipurpose Trail and Class II
San Antonio Ave.	Hawthorne St. to Northern City Limits	None	Class III
San Antonio Ave.	Vesta St. to G St.	Class III	Eliminate
San Antonio Ave.	Mission Blvd. to Holt Blvd.	Class III	Class II
San Antonio Ave.	Southern City Limits to Mission Blvd.	None	Class II
SCE Trail	Euclid Ave. to Schaefer Ave.	SCE Trail	Eliminate
Schaefer Ave.	Euclid Ave. to Walker Ave.	Class II	Class II and Multipurpose Trail
Stoneridge Ct.	Benson Ave. to Mountain Ave.	None	Sharrow/Bike Blvd.
Sultana Ave.	B St. to Nocta St.	None	Class III
Vesta St.	Mountain Ave. to Vine Ave.	None	Sharrow/Bike Blvd.
Vine Ave.	B St to Vesta St.	None	Sharrow/Bike Blvd.
Vineyard Ave.	G St to Inland Empire Blvd.	III	II

The type of bicycle facilities included in the plan are shown on Attachment 1. An illustrative example of each bicycle facility type is shown in Attachment 2.

Grade Separations:

The application will modify Figure M-2 (Functional Roadway Classification Plan) to show all existing and future grade separations as one graphic notation, rather than showing existing and future grade separations separately. The General Plan is intended to show the ultimate improvements in the City, not the existing conditions.

Bus Rapid Transit:

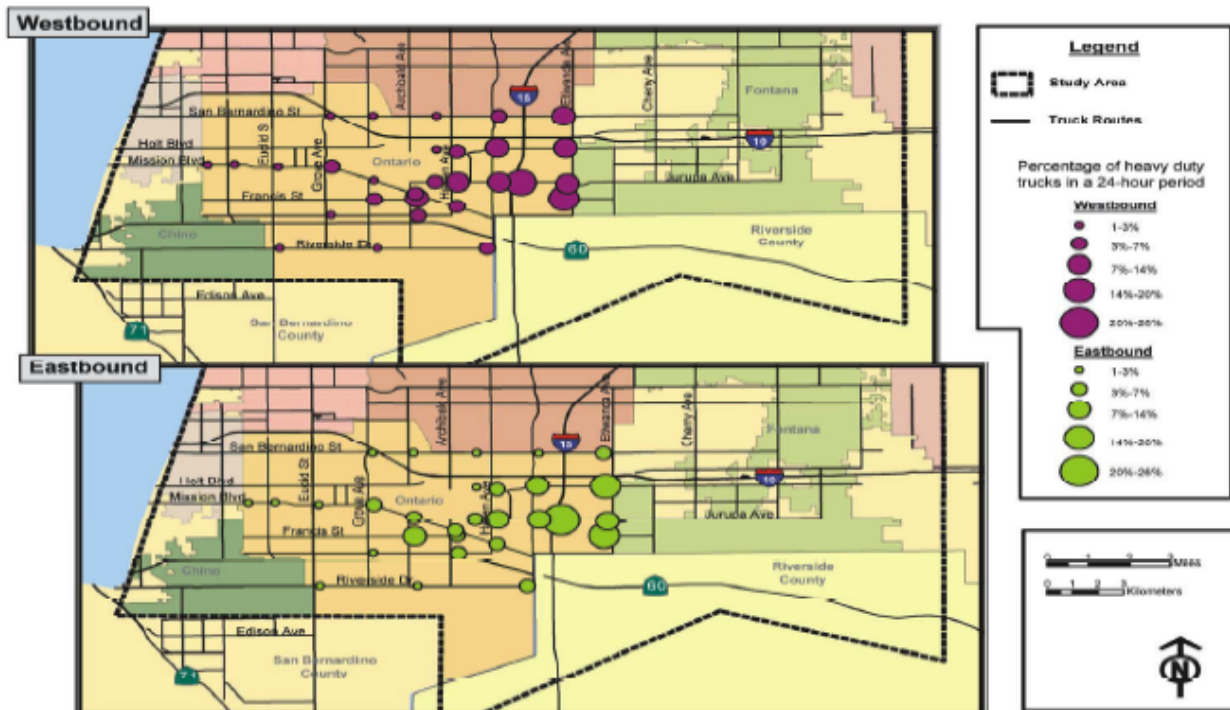
The General Plan Amendment will modify Figure M-1 (Mobility Element System) and M-4 (Transit Plan) to reflect the revised Bus Rapid Transit (BRT) route on Holt Boulevard, east of Vineyard Avenue. The current BRT route travels east on Holt Boulevard from Benson Avenue to Guasti Road, north on Archibald Avenue to Fourth Street and east on Fourth Street past the eastern city limits into Fontana. Since the adoption of The Ontario Plan, Omnitrans has been working with the cities along the route to refine this BRT route. The revised BRT will travel south on Vineyard Avenue from Holt Boulevard and provide access to the Ontario Airport via Airport Drive, travel north on Archibald Avenue to Inland Empire Boulevard, east on Inland Empire Boulevard to Milliken Avenue (providing direct access to Ontario Mills), travel north on Milliken Avenue to Foothill Boulevard (providing access to Rancho Cucamonga Metrolink Station), and travel east on Foothill Boulevard to Fontana. This revised BRT route will provide a needed connection between Metrolink and Ontario Airport and access to Ontario Mills (one of the busiest transit stops in western San Bernardino County). The proposed changes are shown on Attachment 1.

Truck Routes:

The proposed General Plan Amendment (PGPA16-004) will eliminate Holt Boulevard between Grove and Benson Avenues as a truck route as shown on Figure M-5 (Truck Routes). Trucks wishing to travel east-west through the City will still be able to use other truck routes in the City, including the freeway system and Mission Boulevard (a part of the State of California DOT Extralegal Load Network). Eliminating this portion of Holt Boulevard as a truck route will only eliminate through truck traffic, not the ability of trucks to service local businesses. Eliminating this segment of Holt Boulevard as a truck route will reduce the number of trucks and lower the impacts on some residential uses along the corridor but should not impact the overall goods movement within the City or region since the remaining truck routes adequately serve the City's industrial base. The City of Montclair has indicated it will be eliminating Holt Boulevard as a truck route between Benson and Central Avenues. The proposed changes are shown on Attachment 1.

The Subregional Freight Movement Truck Access Study prepared for Southern California Association of Governments (SCAG) and San Bernardino Association of Governments (SANBAG) found that Holt Boulevard, west of Grove Avenue, carries less than 1% of the daily heavy duty truck usage within western San Bernardino County and less than 100 heavy duty trucks eastbound or westbound on these segments.

Figure 6 - 24 Hour Arterial Heavy Duty Truck Percentages – Westbound/Eastbound



Source: [Subregional Freight Movement Truck Access](#)

Twenty-four hour traffic counts conducted on Holt Boulevard for the City in 2014 confirm that semi-truck volumes on Holt Boulevard, west of Grove Avenue, are approximately 0.6% of the total vehicle mix compared to over 1.5% east of Grove Avenue. Existing through truck traffic on Holt Boulevard, west of Grove Avenue, will most likely shift to Mission Boulevard, which has adequate capacity to accommodate it. Mission Boulevard has been designed and constructed to accommodate heavy truck traffic.

The elimination of Holt Boulevard, west of Grove Avenue, as a truck route will help to reduce the construction costs for the West Valley Connector (BRT) project on Holt Boulevard in that this segment of the route will not be required to be designed and constructed to accommodate heavy truck volumes.

Complete Streets:

Assembly Bill 1358 requires cities to adopt Complete Street Policies in their Circulation Element when a substantial change to the element is proposed after 2011. This application (PGPA16-004) is the first substantial amendment to the Mobility Element since this provision was required. A new policy is proposed to be added to the Mobility Element as follows:

M1-5 Complete Streets. We work to provide a balanced, context sensitive, multimodal transportation network that meets the needs of all users of

streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods and users of public transportation.

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

[1] City Council Priorities

Primary Goal: Regain Local Control of the Ontario International Airport

Supporting Goals:

- Focus Resources in Ontario's Commercial and Residential Neighborhoods
- Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)
- Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in the New Model Colony

[2] Policy Plan (General Plan)

Mobility Element — Bicycles and Pedestrians

- Goal M2: A system of trails and corridors that facilitate and encourage bicycling and walking.
 - M2-1: Bikeway Plan. We maintain our Multipurpose Trails & Bikeway Corridor Plan to create a comprehensive system of on- and off-street bikeways that connect residential areas, businesses, schools, parks, and other key destination points.
 - M2-2: Bicycle System. We provide off-street multipurpose trails and Class II bikeways as our primary paths of travel and use the Class III for connectivity in constrained circumstances.
 - M2-4: Network Opportunities. We explore opportunities to expand the pedestrian and bicycle networks. This includes consideration of utility easements, levees, drainage corridors, road right-of-ways, medians and other potential options.

Mobility Element — Public Transit

- Goal M3: A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit dependent.
 - M3-4: Bus Rapid Transit (BRT) Corridors. We work with regional transit agencies to implement BRT service to target destinations and along corridors, as shown in the Transit Plan.

Mobility Element — Goods Movement

- Goal M4: An efficient flow of goods through the City that maximizes benefits and minimizes negative impacts.
 - M4-1: Truck Routes. We designate and maintain a network of City truck routes that provide for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses, as shown in the Truck Routes Plan.

Community Economics Element — Complete Community

- Goal CE1: A complete community that provides for all incomes and states of life.
 - CE1-12 Circulation. We continuously plan and improve public transit and non-vehicular circulation for the mobility of all, including those with limited or no access to private automobiles.

HOUSING ELEMENT COMPLIANCE: The project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan, as the project site is not one of the properties in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix.

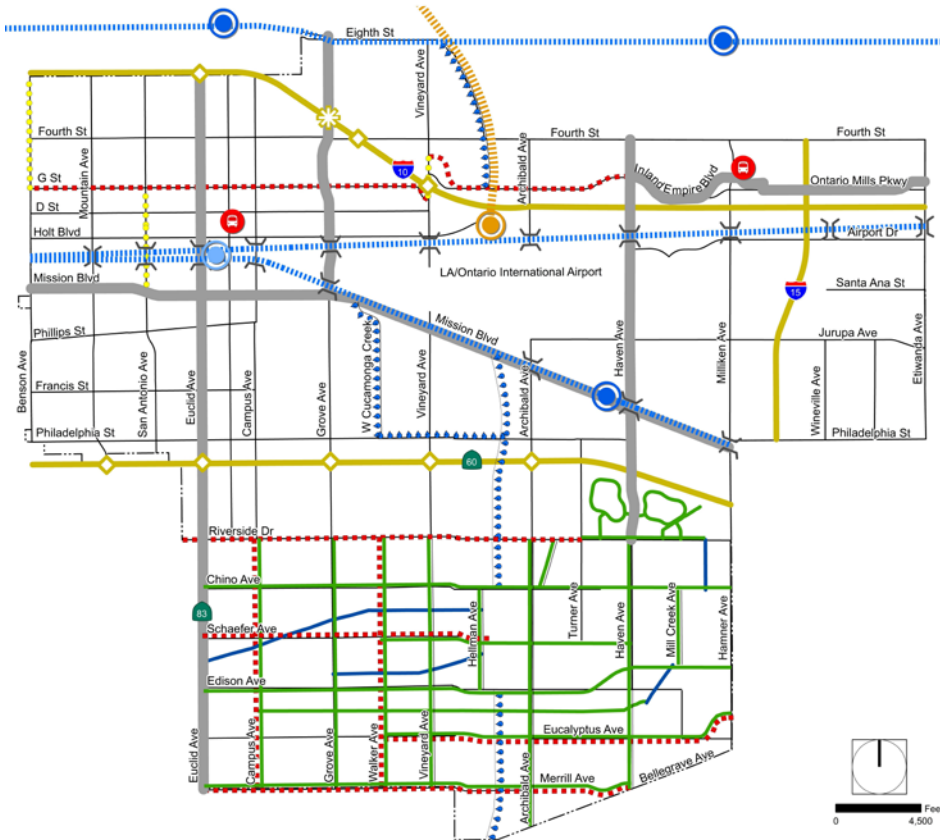
AIRPORT LAND USE COMPATIBILITY PLAN COMPLIANCE: The project site is located within the Airport Influence Area of LA/Ontario International Airport and has been found to be consistent with the policies and criteria set forth within the LA/Ontario International Airport Land Use Compatibility Plan (ALUCP).

ENVIRONMENTAL REVIEW: The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15301(c) (Existing Facilities) of the CEQA Guidelines, which consists of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities.

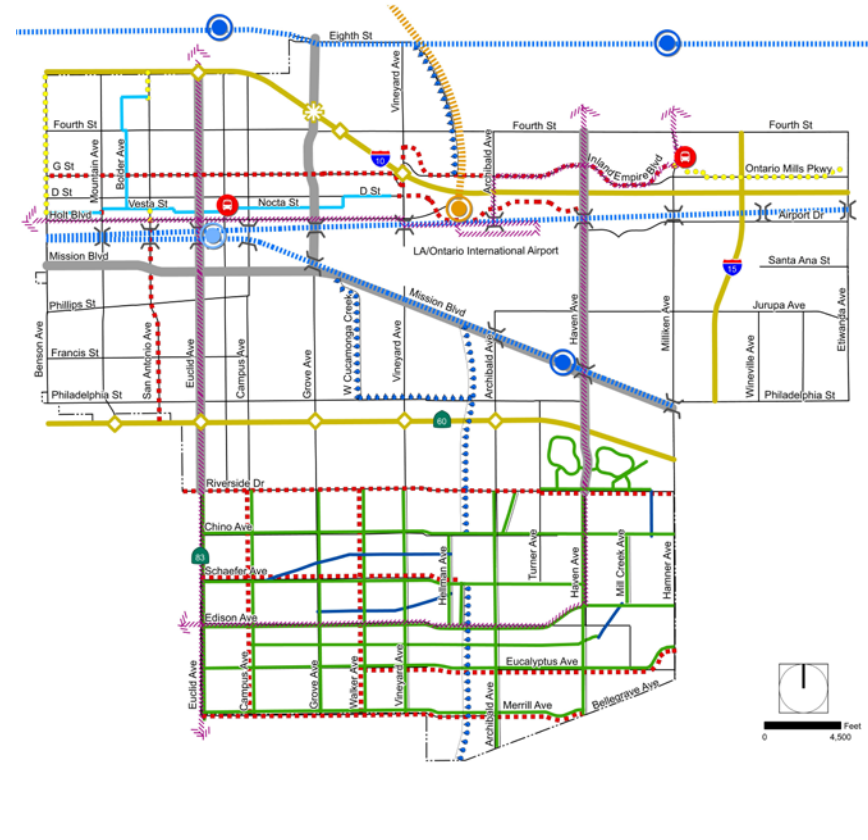
Attachment 1

Proposed Changes to Figure M-1 (Mobility Element System)

Existing Figure M-1



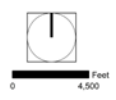
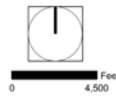
Proposed Figure M-1



- Freeway
- Freeway Interchange
- Proposed Freeway Interchange
- Backbone Street System
- Railroads
- Grade Separated Rail Crossing

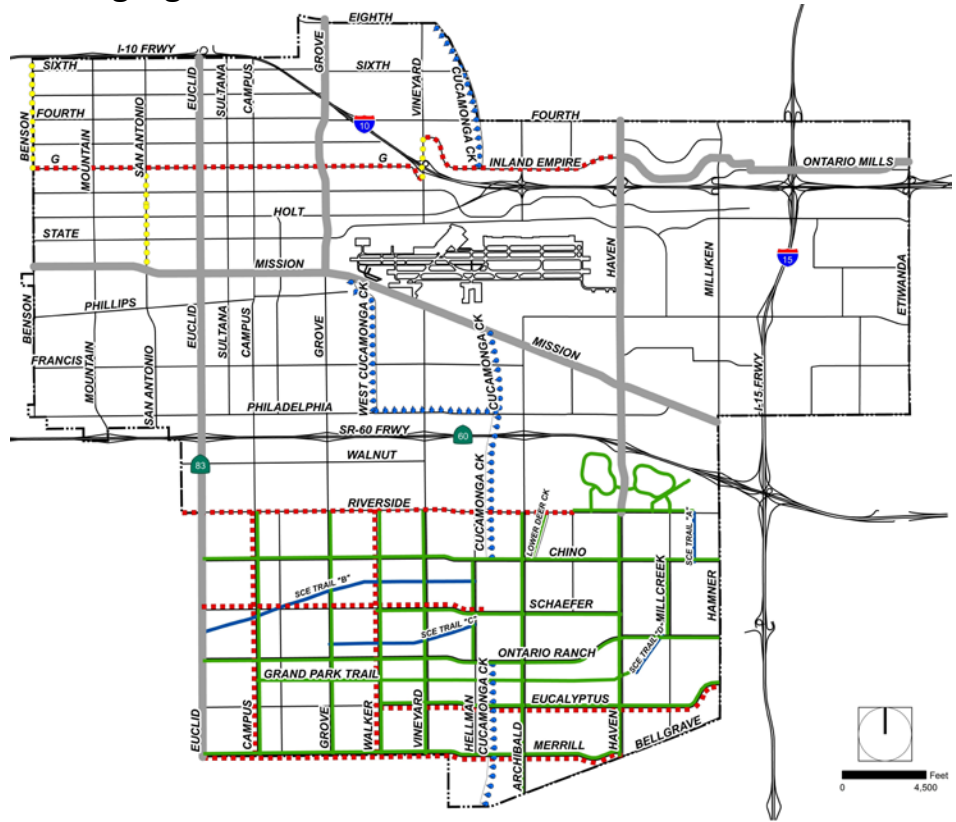
- Bus Rapid Transit (BRT) Corridors
- Existing Bus Transfer Centers
- Future Downtown Metrolink Station
- Metrolink Station
- Future Multi-Modal Transit Center
- Gold Line Extension

- Multipurpose Trail
- Class I
- Class II
- Class III
- Sharrow/Bike Boulevard
- SCE Trail
- Bicycle Corridor



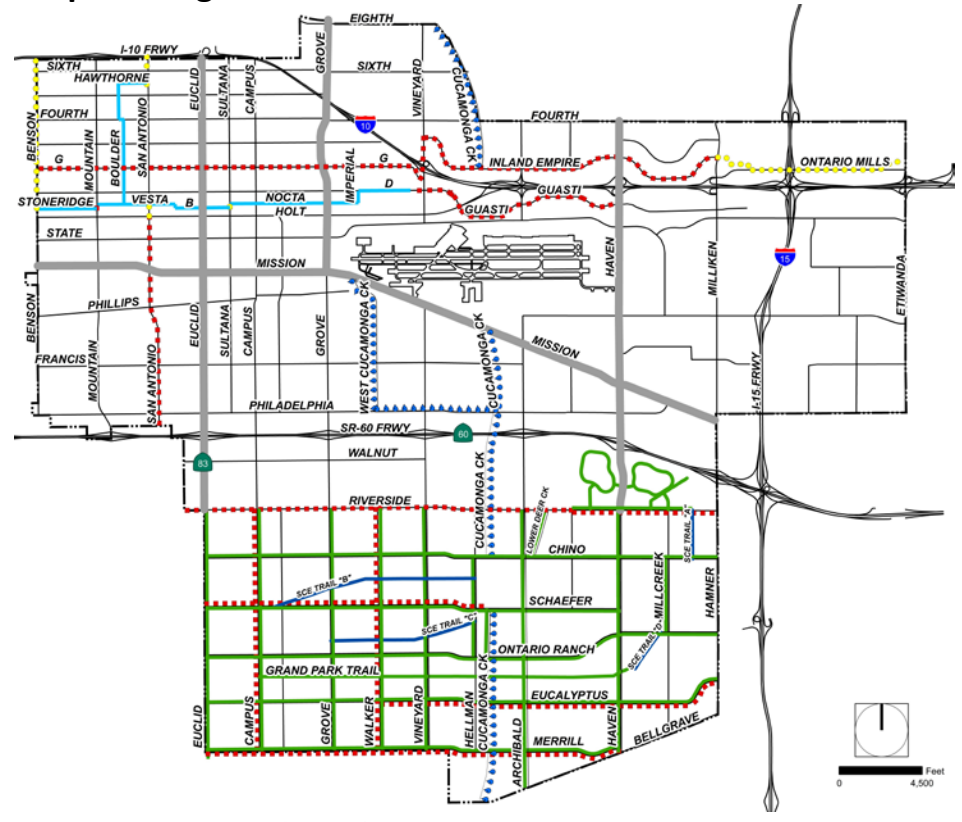
Proposed Changes to Figure M-3 (Multipurpose Trails and Bikeway Corridor Plan)

Existing Figure M-3



- Freeway
- Streets
- Multipurpose Trail
- Class I
- Class II
- Class III

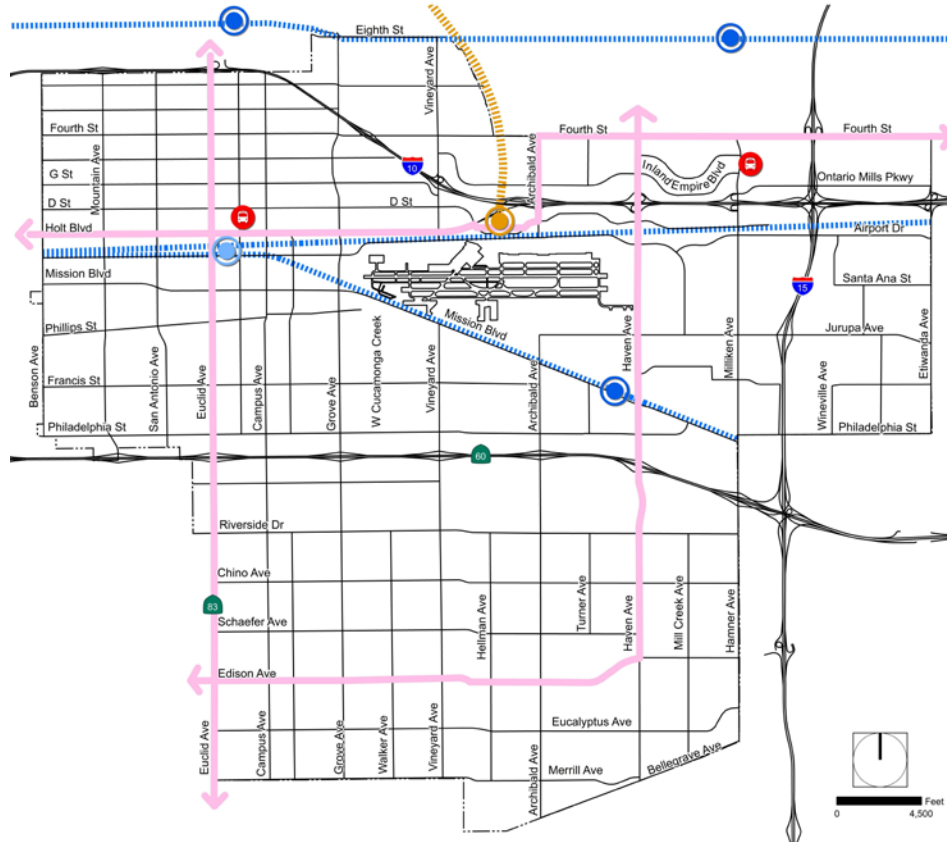
Proposed Figure M-3



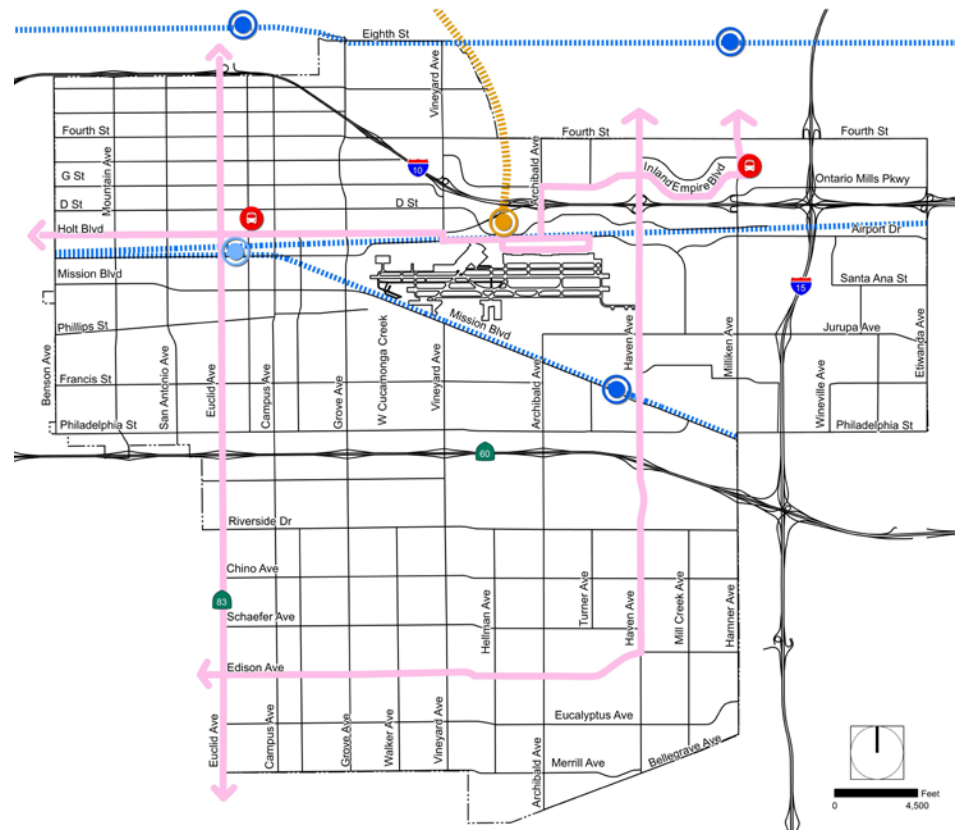
- Sharrow/Bike Boulevard
- SCE Trail
- Bicycle Corridor




Proposed Changes to Figure M-4 (Transit Plan)

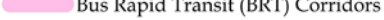


Existing Figure M-4






Proposed Figure M-4



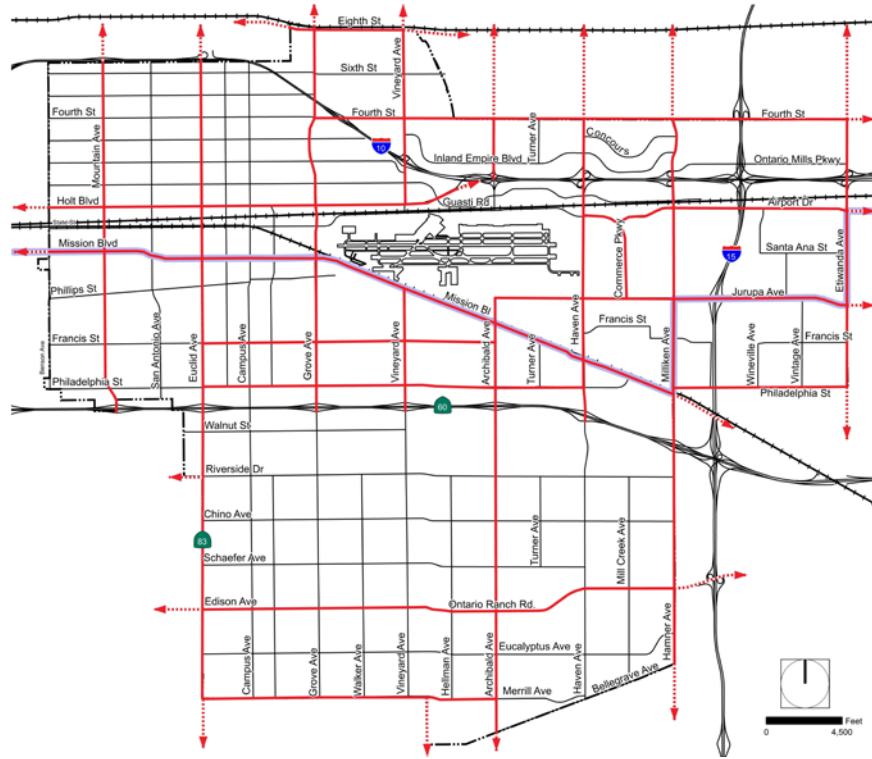
-  Freeways
-  Backbone Street System
-  Railroads

-  Bus Rapid Transit (BRT) Corridors
-  Gold Line Extension
-  Metrolink Station

-  Future Downtown Metrolink Station
-  Existing Bus Transfer Centers
-  Future Multimodal Transit Center
(Potential to serve Metro Gold Line, High Speed Rail, Metrolink and Bus)

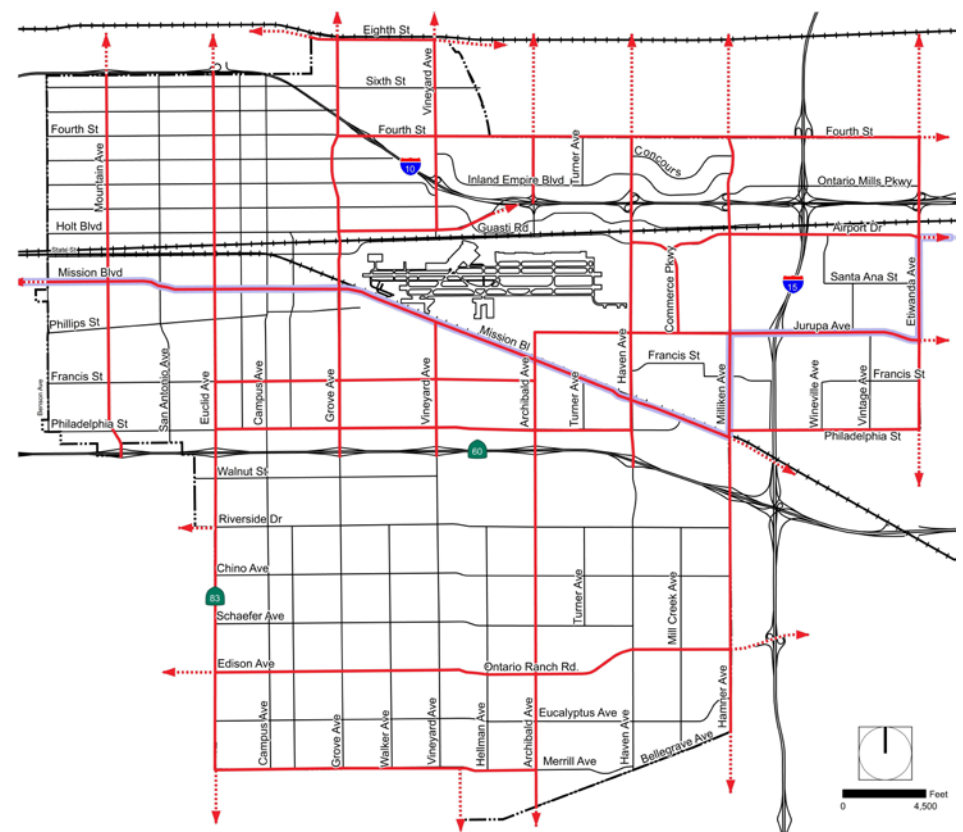
Proposed Changes to Figure M-5 (Truck Routes)

Existing Figure M-5



- Truck Routes
- State of California DOT Extralegal Load Network

Proposed Figure M-5



- - - Railroad
- · - · - Adjacent Agency Truck Route

Attachment 2 - Bicycle Facility Classifications

Class I Bike Path

PURPOSE: Provides a completely separated path separate from motor vehicles for the exclusive use by bicycles.



Class II Bike Lane

PURPOSE: Provides a striped lane for usually one-way bicycle travel on a street or highway adjacent to auto travel lanes. It provides a dedicated space for bicycles but no physical barrier between motor vehicles and bicyclists.



Class III Bike Route

PURPOSE: Provides for shared use by bicycles and motor vehicles usually along the outside edge of the outermost vehicle travel lane with no pavement markings. It provides no barrier between motor vehicles and bicyclists.



Attachment 2 - Bicycle Facility Classifications

Class IV Cycle Track/ Buffered Bike Lane

PURPOSE: A new classification that places the bicycles on the road but physically buffered from the vehicle travel lanes.



Multipurpose Trail

PURPOSE: A shared trail for bicyclist, pedestrian and other non-motorists that is physically separate from motor vehicles.



Sharrow / Bike Blvd.

PURPOSE: Provides for shared use by bicycles and motor vehicles on low-volume, low speed streets (predominantly residential) that typically parallel major streets.



RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVAL OF FILE NO. PGPA16-004, AN AMENDMENT TO THE MOBILITY ELEMENT OF THE POLICY PLAN (GENERAL PLAN), REVISING FIGURE M-1 (MOBILITY ELEMENT SYSTEM), FIGURE M-2 (FUNCTIONAL ROADWAY CLASSIFICATION PLAN), FIGURE M-3 (MULTIPURPOSE TRAILS AND BIKEWAY CORRIDOR PLAN), FIGURE M-4 (TRANSIT PLAN) AND FIGURE M-5 (TRUCK ROUTES) BY ADDING A PARALLEL BIKE ROUTE TO HOLT BOULEVARD, EXTENDING AND MODIFYING THE SAN ANTONIO BIKE ROUTE, MODIFYING THE PLANNED FACILITIES IN ONTARIO RANCH AND VARIOUS OTHER EXISTING PLANNED BICYCLE FACILITY CLASSIFICATIONS, ELIMINATING HOLT BOULEVARD FROM WEST OF GROVE AVENUE AS A TRUCK ROUTE, COMBINING EXISTING AND FUTURE GRADE SEPARATIONS, AND REVISING THE LOCATION OF THE HOLT BOULEVARD BUS RAPID TRANSIT (BRT) CORRIDOR EAST OF VINEYARD AVENUE, ADDING A COMPLETE STREETS POLICY AND MAKING FINDINGS IN SUPPORT THEREOF (SEE EXHIBITS A, B, C, D, E AND F) (PART OF MOBILITY ELEMENT CYCLE 1 FOR THE 2016 CALENDAR YEAR).

WHEREAS, City of Ontario ("Applicant") has filed an Application for the approval of a General Plan Amendment, File No. PGPA16-004, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the City of Ontario adopted the Policy Plan (General Plan) as part of The Ontario Plan in January 2010. Since the adoption of The Ontario Plan, the City has evaluated Figures M-1 (Mobility Element System), M-2 (Functional Roadway Classification Plan), M-3 (Multipurpose Trails and Bikeway Corridor Plan), M-4 (Transit Plan) and M-5 (Truck Routes) and is proposing modifications; and

WHEREAS, the proposed changes to Figure M-1 (Mobility Element System), including changes to the location and/or classification of bike facilities and Holt Boulevard Bus Rapid Transit (BRT) Corridor, is shown on Exhibit A; and

WHEREAS, the proposed changes to Figure M-2 (Functional Roadway Classification Plan) to combine existing and future grade is shown on Exhibit B ; and

WHEREAS, the proposed changes to Figures M-3 (Multipurpose Trails and Bikeway Corridor Plan), including changes to the location and/or classification of bike facilities, is shown on Exhibit C and itemized in Exhibit D; and

WHEREAS, the proposed changes to Figure M-4 (Transit Plan), modification to the location of the Holt Boulevard Bus Rapid Transit (BRT) Corridor, east of Vineyard Avenue, is shown on Exhibit E; and

WHEREAS, the proposed changes to Figure M-5 (Truck Routes) including eliminating Holt Boulevard, west of Grove Avenue, as a truck route is shown on Exhibit F; and

WHEREAS, the addition of Policy M1-5 Complete Streets to the Mobility Element which states:

“M1-5 Complete Streets. We work to provide a balanced, context sensitive, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods and users of public transportation.”

WHEREAS, the project sites are located within the Airport Influence Area of Ontario International Airport and the Project is consistent with the policies and criteria set forth within the Airport Land Use Compatibility Plan; and

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, on August 23, 2016 the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

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

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED, AND RESOLVED by the Planning Commission of the City of Ontario, as follows:

SECTION 1. As the recommending body for the Project, the Planning Commission 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 Planning Commission, the Planning Commission finds as follows:

a. The Project is categorically exempt from environmental review pursuant to Section (15301(c), Existing Facilities) of the CEQA Guidelines, which consists of existing highways and streets, sidewalks, gutter, bicycle and pedestrian trails and similar facilities; and

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

c. The determination of CEQA exemption reflects the independent judgment of the Planning Commission.

SECTION 2. Based upon the facts and information contained in the administrative record, including all written and oral evidence presented to the Planning Commission and the specific findings set forth in Section 1 above, the Planning Commission hereby concludes as follows:

a. The proposed General Plan Amendment is consistent with the goals and policies of The Ontario Plan as follows:

Mobility Element — Bicycles and Pedestrians

- Goal M2: A system of trails and corridors that facilitate and encourage bicycling and walking.

- M2-1: Bikeway Plan. We maintain our Multipurpose Trails & Bikeway Corridor Plan to create a comprehensive system of on- and off-street bikeways that connect residential areas, businesses, schools, parks, and other key destination points.

- M2-2: Bicycle System. We provide off-street multipurpose trails and Class II bikeways as our primary paths of travel and use the Class III for connectivity in constrained circumstances.

- M2-4: Network Opportunities. We explore opportunities to expand the pedestrian and bicycle networks. This includes consideration of utility easements, levees, drainage corridors, road right-of-ways, medians and other potential options.

- M2-4: Network Opportunities. We explore opportunities to expand the pedestrian and bicycle networks. This includes consideration of utility easements, levees, drainage corridors, road right-of-ways, medians and other potential options.

Mobility Element — Public Transit

- Goal M3: A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit dependent.

➤ M3-4: Bus Rapid Transit (BRT) Corridors. We work with regional transit agencies to implement BRT service to target destinations and along corridors, as shown in the Transit Plan.

Mobility Element — Goods Movement

- Goal M4: An efficient flow of goods through the City that maximizes benefits and minimizes negative impacts.

➤ M4-1: Truck Routes. We designate and maintain a network of City truck routes that provide for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses, as shown in the Truck Routes Plan.

Community Economics Element — Complete Community

- Goal CE1: A complete community that provides for all incomes and states of life.

➤ CE1-12 Circulation. We continuously plan and improve public transit and non-vehicular circulation for the mobility of all, including those with limited or no access to private automobiles.

b. The proposed General Plan Amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City;

c. The Mobility Element is a mandatory element allowed four general plan amendments per calendar year and this general plan amendment is the first amendment to the Mobility Element of the 2016 calendar year consistent with Government Code Section 65358;

d. 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; and

e. During the amendment of the general plan, opportunities for the involvement of citizens, California Native American Indian tribes (Government Code Section 65352.3.), public agencies, public utility companies, and civic, education, and other community groups, through public hearings or other means were implemented consistent with Government Code Section 65351.

SECTION 3. Based upon the findings and conclusions set forth in Sections 1 and 2 above, the Planning Commission hereby RECOMMENDS CITY COUNCIL APPROVAL of the Project.

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

SECTION 5. 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.

SECTION 6. The Secretary shall certify to the adoption of the Resolution.

The Secretary Pro Tempore for the Planning Commission of the City of Ontario shall certify as to the adoption of this Resolution.

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 23rd day of August 2016, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Jim Willoughby
Planning Commission Chairman

ATTEST:

Scott Murphy
Planning Director/Secretary of Planning
Commission

Planning Commission Resolution
File No. PGPA16-004
August 23, 2016
Page 6

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO)
CITY OF ONTARIO)

I, Marci Callejo, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC16-[insert #] was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on August 23, 2016, by the following roll call vote, to wit:

AYES:

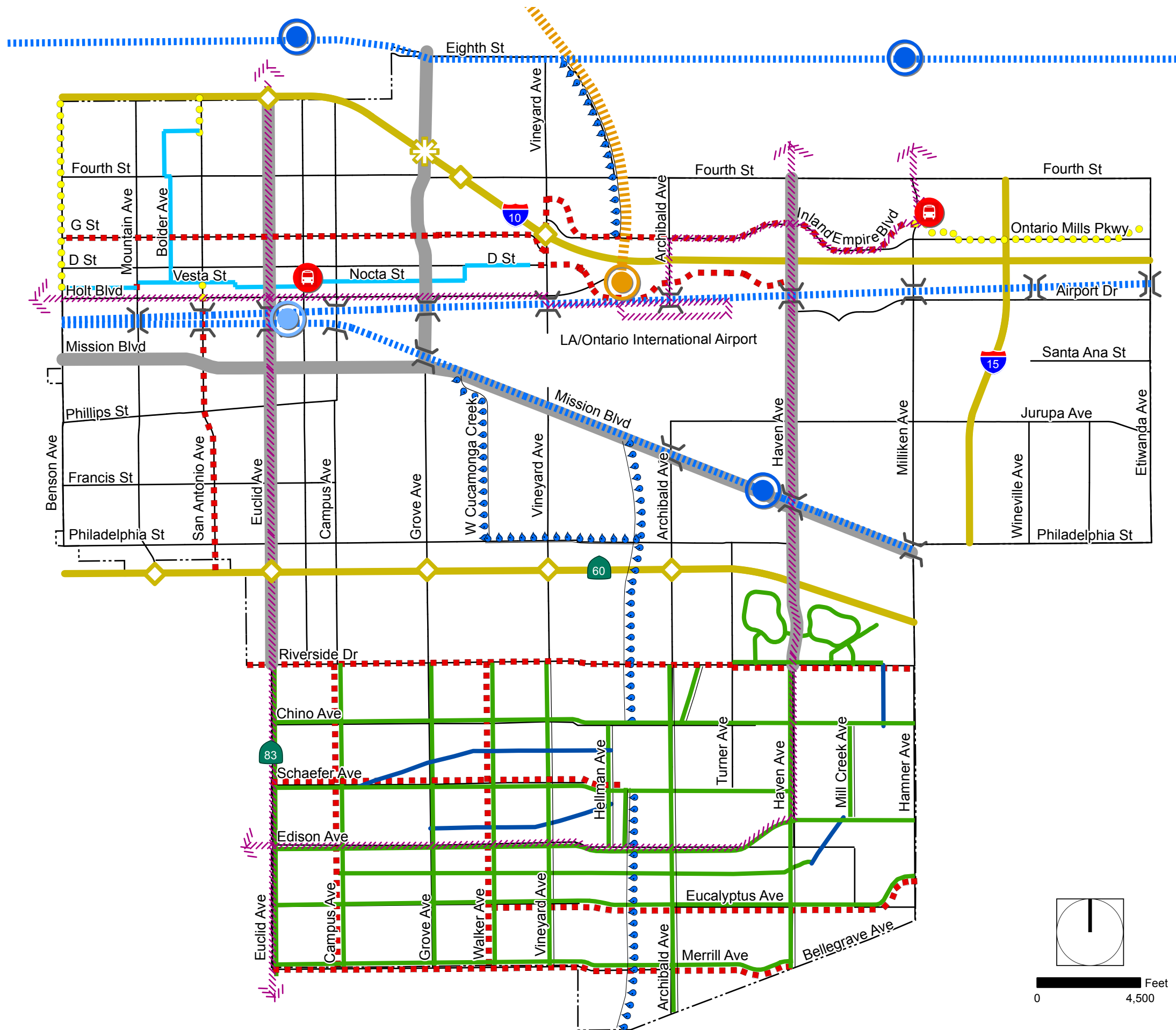
NOES:

ABSENT:

ABSTAIN:

Marci Callejo
Secretary Pro Tempore

EXHIBIT A Proposed Figure M-1 Mobility Element System



- Freeway
- Freeway Interchange
- Proposed Freeway Interchange
- Backbone Street System
- Railroads
- Grade Separated Rail Crossing
- Bus Rapid Transit (BRT) Corridors
- Existing Bus Transfer Centers
- Future Downtown Metrolink Station
- Metrolink Station
- Future Multi-Modal Transit Center
- Gold Line Extension
- Multipurpose Trail
- Class I
- Class II
- Class III
- Sharrow/Bike Boulevard
- SCE Trail
- Bicycle Corridor

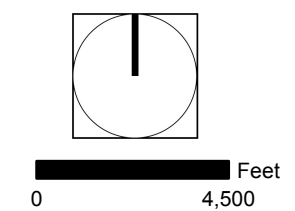
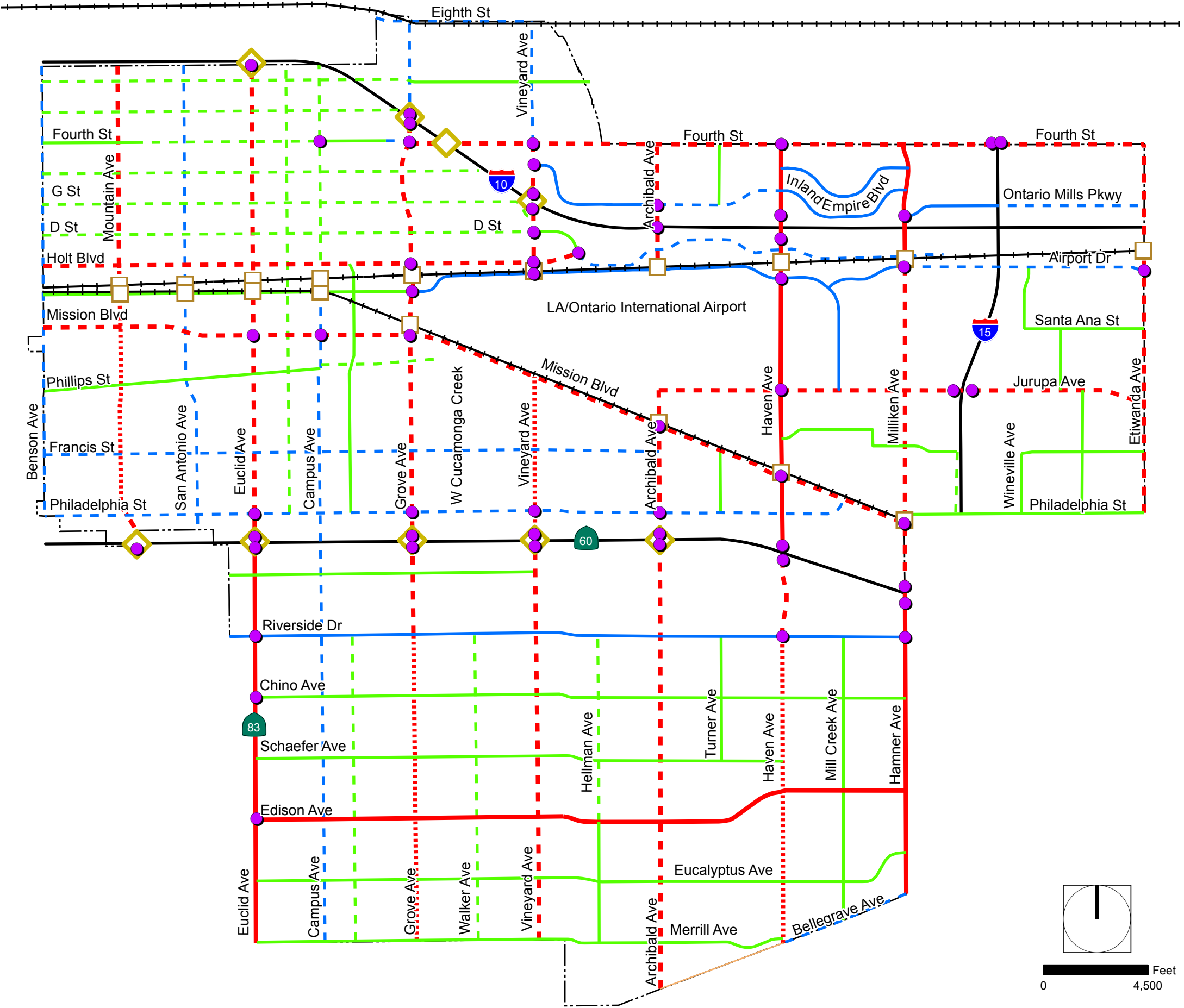


EXHIBIT B Proposed Figure M-2 Functional Roadway Classification Plan



- Freeways
- +— Railroads
- Other Principal Arterial
 - 8 Lanes
 - - - 6 Lanes
 - · · · 4 Lanes
- Minor Arterial
 - 6 Lanes
 - - - 4 Lanes
- Collector Street
 - 4 Lanes
 - - - 2 Lanes
- ◊ Freeway Interchange
- ◻ Grade-Separated Rail Crossings
- Enhanced Intersections

- 1) All streets not shown on the map and legend are classified as local streets.
- 2) Enhanced Intersections allow flexibility from the standard intersection configuration to increase capacity, improve operation, and respond to local conditions. Enhancements may include additional lanes, reduced median width, increased right-of-way width, removal of on-street bike lanes, or reduction of parkway width. Detailed engineering studies are necessary to identify the most effective types of improvements.
- 3) The Functional Roadway Classification Plan depicts the maximum number of lanes and does not preclude the use of fewer lanes. The goal is to use the minimum number of lanes necessary to achieve the LOS standard while minimizing pavement and right-of-way width. Detailed traffic studies are necessary to identify the necessary number of lanes.
- 4) The Functional Roadway Classification Plan is a generalized representation of the roadway system. See the Master Plan of Streets and Highways to determine the exact right-of-way, number of lanes, and roadway configuration.
- 5) State Street and Holt Boulevard, which are parallel roadways, are related and improvements to one roadway enhance conditions on the other. Due to this fact and physical constraints, the actual classification of each roadway may vary depending upon the results of further, more detailed analysis.

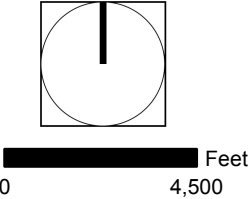
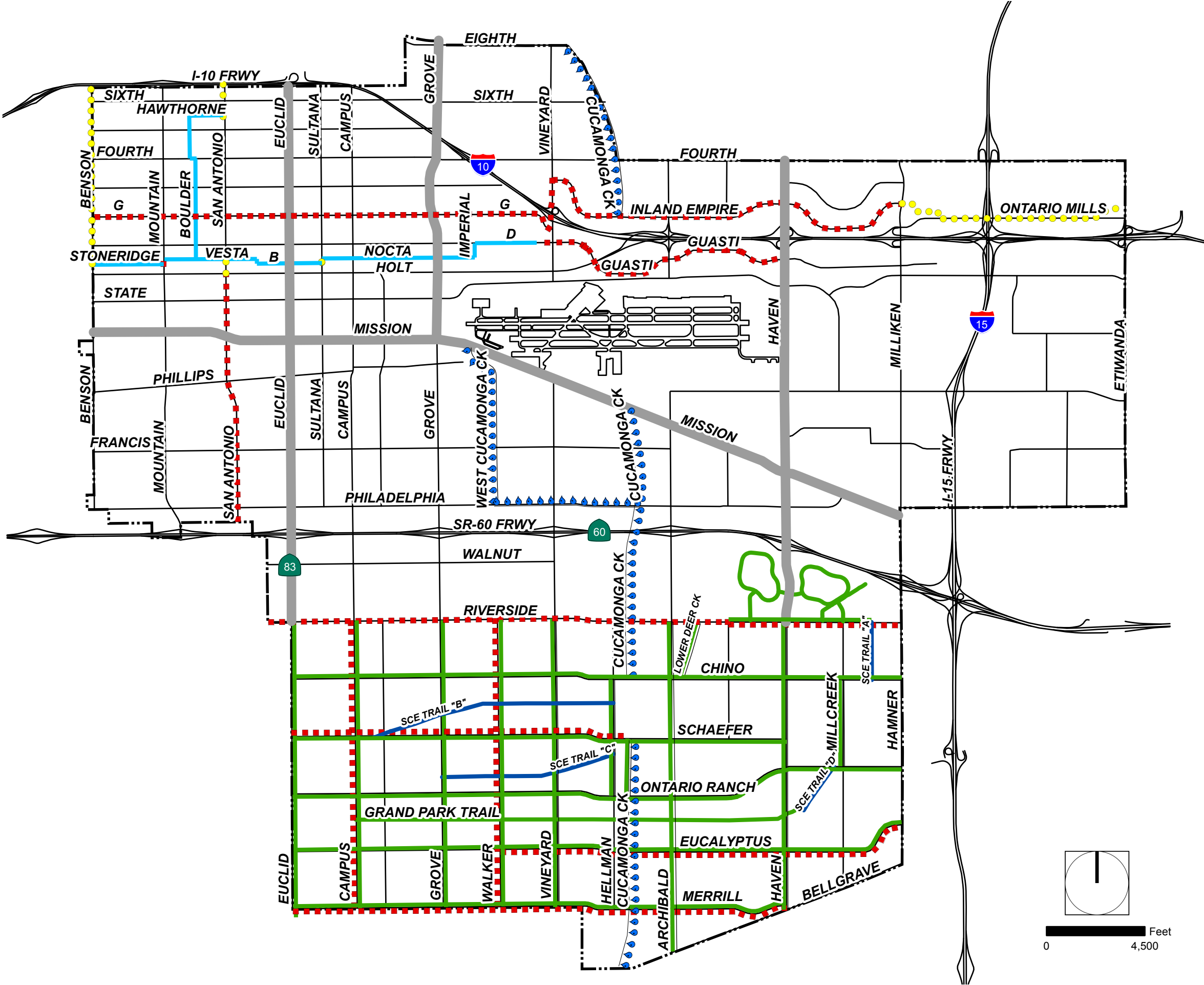


EXHIBIT C Proposed Figure M-3 Multipurpose Trails and Bikeway Corridor Plan



- Freeway
- Streets
- Multipurpose Trail
- Class I
- Class II
- Class III
- Sharrow/Bike Boulevard
- SCE Trail
- Bicycle Corridor

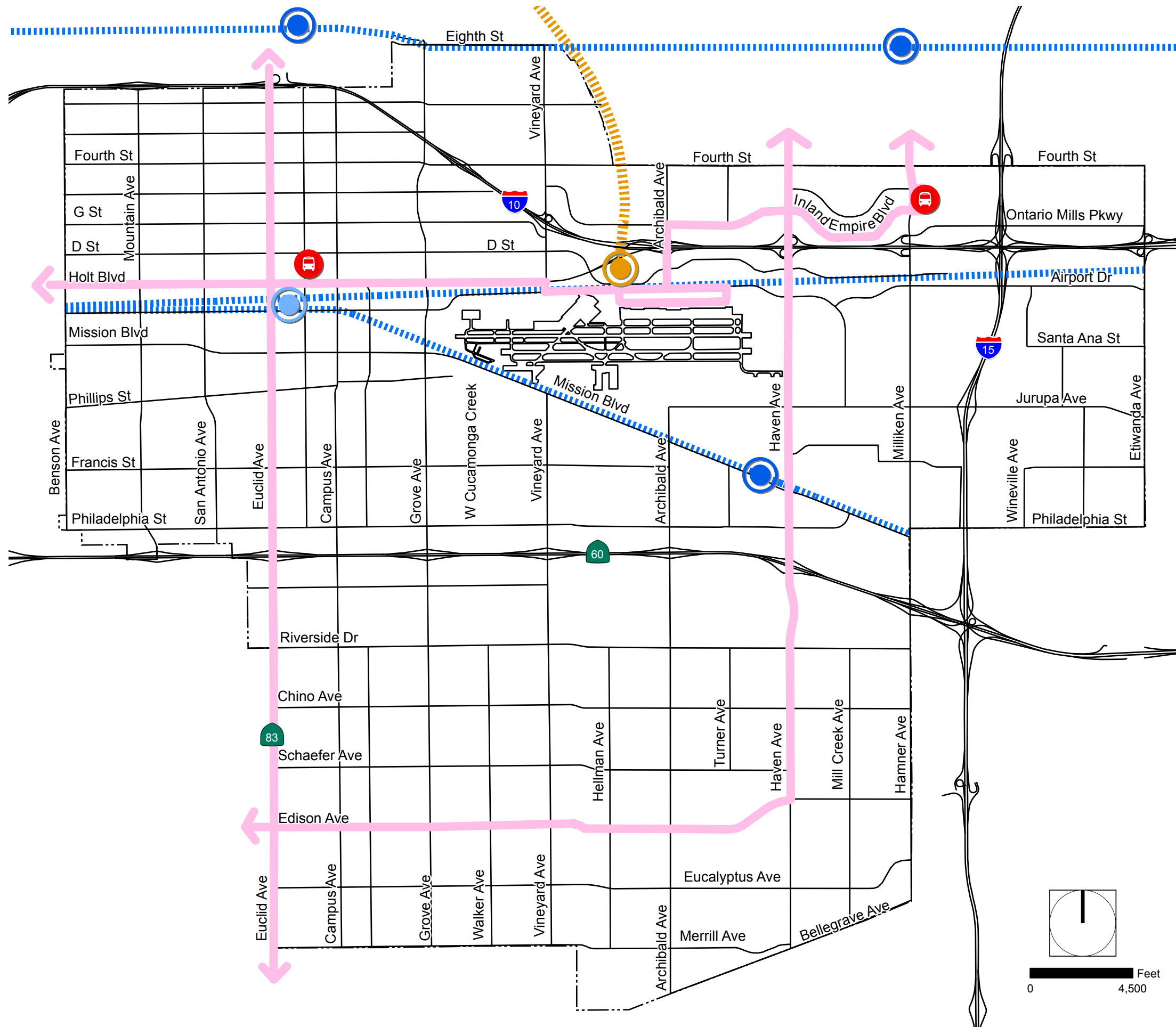
- REVISED NOTES:
- 1) The City's goal is to provide a combination of off-street pedestrian and bicycle multipurpose trails, Class II (on-street, striped bike lanes and Class III (on-street signed) bike routes to create a comprehensive, non-motorized transportation system.
 - 2) "Bicycle Corridor" denotes preferred bike routes wherein the exact facility type and alignment are not known at this time. Bicycle Corridors require further study to determine the exact alignment and may include combinations of off-street Multipurpose Trails, Class II, and Class III bikeways. In some cases, the bikeway may need to be rerouted to an adjacent, parallel street to complete the connection.
 - 3) This Multipurpose Trails and Bikeway Corridor Plan does not preclude the addition of extra bike routes as deemed appropriate.
 - 4) SCE trails are located within SCE rights of way and easements and are subject to SCE approval prior to development and construction. SCE trails are considered to be potential trail sites since policies on allowing trails within easements can change without notice.
 - 5) The map delineates which side of the street or channel that Class I and Multipurpose Trails are located.



**PGPA 16-004 EXHIBIT D
PROPOSED CHANGES TO M-3 MULTIPURPOSE TRAILS & BIKEWAY CORRIDOR PLAN**

Street	Segment	Existing Classification	Proposed Classification
B St.	Vine St. to Sultana Ave.	None	Sharrow
Benson Ave.	G St. to Stoneridge Ct.	None	Class III
Boulder Ave.	Vesta St. to Hawthorne St.	None	Sharrow
Convention Center	Vineyard Ave. to Holt Blvd.	None	Class II
Cucamonga Ck.	Ontario Ranch Rd. to Schaefer Ave.	None	Class I (east side) Multipurpose Trail (west side)
D St.	Corona Ave. to Vineyard Ave.	None	Class II
D St.	Imperial Ave. to Corona Ave.	None	Sharrow/Bike Blvd.
Eucalyptus Ave.	Euclid Ave. to Walker Ave.	None	Multipurpose Trail
Euclid Ave.	Riverside Dr. to Merrill Ave.	Bicycle Corridor	Multipurpose Trail
Fourth St.,	Boulder Ave. to Boulder Ave. jog	None	Sharrow/Bike Blvd.
Franklin Ave.	Mall Dr. to Ontario Mills Pkwy.	Bicycle Corridor	Class III
Guasti Rd.	Holt Blvd. to Haven Ave.	None	Class II
Hawthorne St.	Boulder Ave. to San Antonio Ave.	None	Sharrow/Bike Blvd.
Imperial Ave.	Nocta St. to D St.	None	Sharrow/Bike Blvd.
Inland Empire Blvd.	Haven Ave. to Milliken Ave.	Bicycle Corridor	Class II
Mall Dr./Mills Cir.	Milliken Ave. to Franklin	Bicycle Corridor	Class III
Mountain Ave.	Stoneridge St. to Vesta St.	None	Class II
Nocta St.	Sultana Ave. to Imperial Ave.	None	Sharrow/Bike Blvd.
Ontario Mills Pkwy.	Franklin Ave. to Etiwanda Ave.	Bicycle Corridor	Class III
Riverside Dr.	Turner Ave. to Hamner Ave.	Multipurpose Trail	Multipurpose Trail and Class II
San Antonio Ave.	Hawthorne St. to Northern City Limits	None	Class III
San Antonio	Vesta St. to G St.	Class III	Eliminate
San Antonio Ave.	Mission Blvd. to Holt Blvd.	Class III	Class II
San Antonio Ave.	Southern City Limits to Mission Blvd.	None	Class II
SCE Trail	Euclid Ave. to Schaefer Ave.	SCE Trail	Eliminate
Schaefer Ave.	Euclid Ave. to Walker Ave.	Class II	Class II and Multipurpose Trail
Stoneridge Ct.	Benson Ave. to Mountain Ave.	None	Sharrow/Bike Blvd.
Sultana Ave.	B St. to Nocta St.	None	Class III
Vesta St.	Mountain Ave. to Vine Ave.	None	Sharrow/Bike Blvd.
Vine Ave.	B St to Vesta St.	None	Sharrow/Bike Blvd.
Vineyard Ave.	G St to Inland Empire Blvd.	III	II

EXHIBIT E Proposed Figure M-4 Transit Plan



- Freeways
- Backbone Street System
- Railroads
- Bus Rapid Transit (BRT) Corridors
- Gold Line Extension
- Metrolink Station
- Future Downtown Metrolink Station
- Existing Bus Transfer Centers
- Future Multimodal Transit Center (Potential to serve Metro Gold Line, High Speed Rail, Metrolink and Bus)

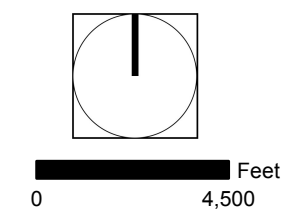
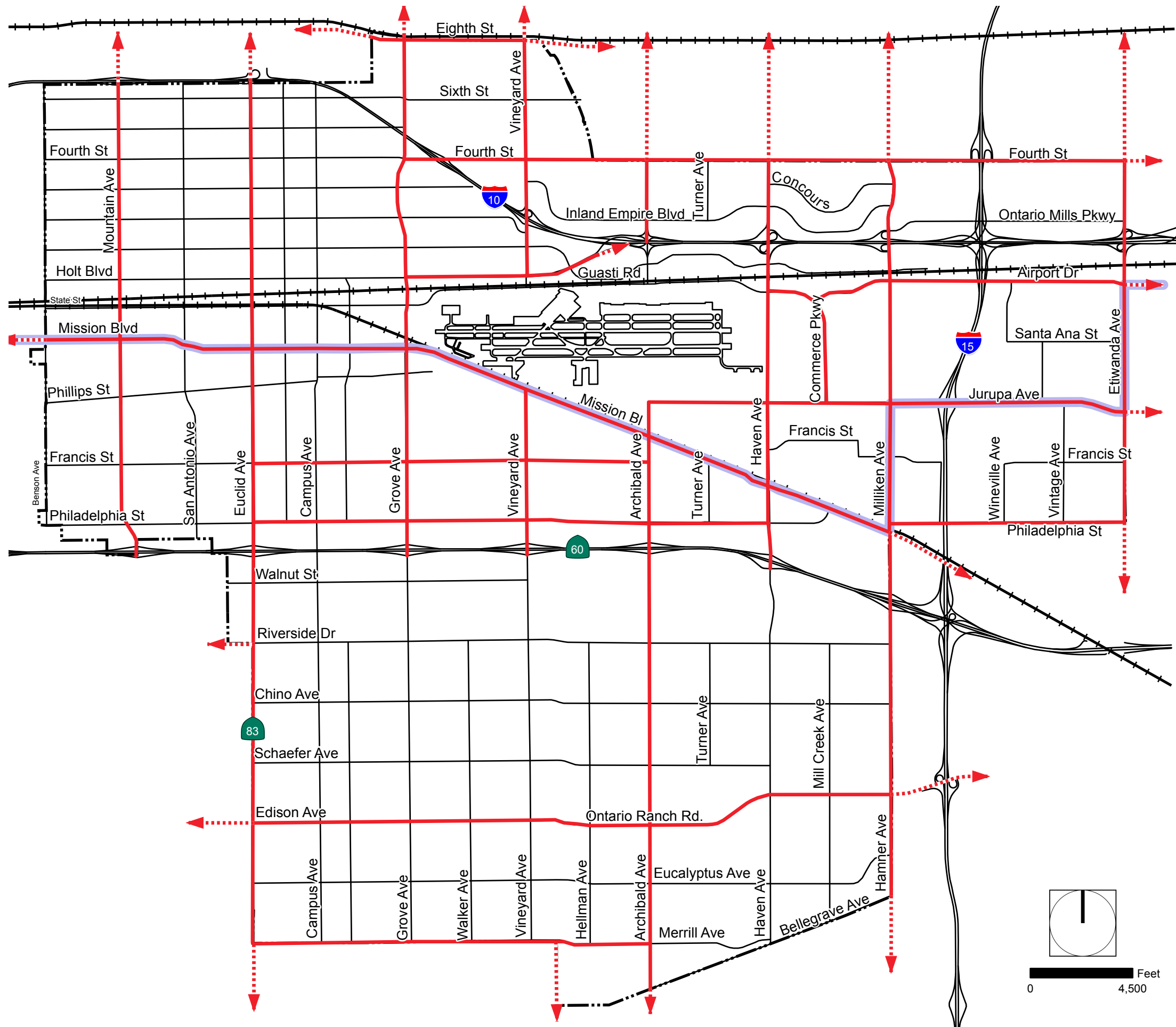
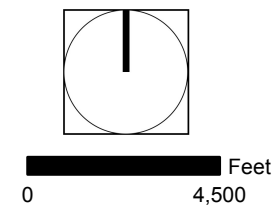


EXHIBIT F Proposed Figure M-5 Truck Routes



- Truck Routes
- State of California DOT Extralegal Load Network
- - - Railroad
- - - Adjacent Agency Truck Route





**PLANNING COMMISSION
STAFF REPORT
August 23, 2016**

SUBJECT: ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT CODE AMENDMENT REVIEW FOR FILE NO. PDCA16-004: A request to add Chapter 18 to Title 6 of the Ontario Municipal Code and amend the Ontario Development Code Section 9.01 (Definitions), Table 5.02-1 (Land Use Table), and Section 5.03.280 (Medical Marijuana Dispensaries) to regulate personal, medical, and commercial use of marijuana; City initiated. City Council action is required.

RECOMMENDED ACTION: That the Planning Commission recommend City Council approval of File No. PDCA16-004, pursuant to the facts and reasons contained in the staff report and attached resolution.

PROJECT ANALYSIS:

[1] Background — In June of this year, the Secretary of State certified Proposition 64, the Control, Regulate and Tax Adult Use of Marijuana Act (“AUMA”) for the November 8, 2016, ballot. If approved by the voters, AUMA would regulate the use of marijuana for personal and commercial purposes, including the recreational use of marijuana by adults over 21 years of age. The main points of the AUMA include the following:

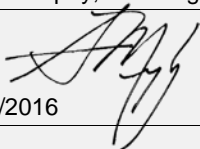
[a] Individuals may possess up to 28.5 grams of concentrated cannabis or not more than eight grams of marijuana in the form of concentrated cannabis in marijuana products;

[b] Individuals may possess up to six living marijuana plants and process the marijuana produced from those plants;

[c] AUMA would authorize cities to “reasonably regulate”, without prohibiting, cultivation within private residences or an accessory structure to a private residence;

[d] AUMA would authorize cities to prohibit the outdoor cultivation of marijuana at a private residence until such time as the California Attorney General determines that the non-medical use of marijuana is lawful in the State under federal law; and

[e] AUMA would authorize cities to completely prohibit the establishment or operation of marijuana dispensaries, marijuana retailers, and marijuana delivery services.

<i>Case Planner:</i>	Scott Murphy, Planning Director	<i>Hearing Body</i>	<i>Date</i>	<i>Decision</i>	<i>Action</i>
<i>Planning Director Approval:</i>		DAB			
<i>Submittal Date:</i>	7/29/2016	ZA			
<i>Hearing Deadline:</i>	n/a	PC	8/23/2016		Recommend
		CC			Final

[2] Regulations — Should the voters approve the proposition, many of the provisions of AUMA would become effective immediately. As such, there is a window of opportunity that allows the City to adopt regulations in anticipation of approval and have them in place prior to the November election, thereby being in a position to better regulate the recreational use of marijuana rather than waiting for the State to establish criteria.

The City believes indoor cultivation of marijuana can have adverse impacts to the health and safety of occupants, including structural damage to a building from increased moisture and excessive mold growth. The use of pesticides and fertilizers can lead to chemical contamination within the structure.

Further, based on experiences of other cities, these negative effects on the public health, safety and welfare are likely to occur in the City due to the establishment and operation of marijuana cultivation, processing, and distribution uses. Therefore, the City proposes the following:

- [a] Provide definitions for various terms associated with marijuana and marijuana use;
- [b] Marijuana dispensaries would be prohibited. This expands the existing ban on medical marijuana dispensaries;
- [c] Ordinance 3004, banning marijuana cultivation, would be augmented with new provisions would be installed that prohibit marijuana cultivation for commercial purposes and allow personal cultivation under the provisions contained in Proposition 64, should it be approved;
- [d] Prohibit the transportation, delivery, storage, distribution or sale of marijuana, marijuana products or marijuana accessories for commercial purposes; and
- [e] Prohibit the manufacturing or testing of marijuana, marijuana products or marijuana accessories for commercial purposes.

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

[1] City Council Priorities

Primary Goal: Regain Local Control of Ontario International Airport

Supporting Goals:

- Maintain the Current High Level of Public Safety
- Operate in a Businesslike Manner
- Focus Resources in Ontario's Commercial and Residential Neighborhoods

[2] Policy Plan (General Plan)

Land Use Element — Compatibility

- Goal LU2: Compatibility between a wide range of uses.
 - LU2-1 Land Use Decisions. We minimize adverse impacts on adjacent properties when considering land use and zoning requests.
 - LU2-5 Regulation of Uses. We regulate the location, concentration and operations of uses that have impacts on surrounding land uses.

Safety Element — Law Enforcement

- Goal S7: Neighborhoods and commercial and industrial districts that are kept safe through a multi-faceted approach of prevention, suppression, community involvement and a system of continuous monitoring.

HOUSING ELEMENT COMPLIANCE: The project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan, as the project site is not one of the properties in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix.

AIRPORT LAND USE COMPATIBILITY PLAN COMPLIANCE: The project site is located within the Airport Influence Area of LA/Ontario International Airport and has been found to be consistent with the policies and criteria set forth within the LA/Ontario International Airport Land Use Compatibility Plan (ALUCP).

ENVIRONMENTAL REVIEW: The application is not a project within the meaning of Section 15378 of the State of California Environmental Quality Act ("CEQA") Guidelines, because it has no potential for resulting in physical change in the environment, directly or indirectly. Further, under Title 14 of the California Code of Regulations, Section 15061(b)(3), this Development Code Amendment is nonetheless exempt from the requirements of CEQA in that the activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING APPROVAL OF FILE NO. PDCA16-004, A DEVELOPMENT CODE AMENDMENT ADDING CHAPTER 18 OF TITLE 6 OF THE ONTARIO MUNICIPAL CODE AND AMENDING THE ONTARIO DEVELOPMENT CODE DIVISION 9.01 (DEFINITIONS), TABLE 5.02-1 (LAND USE TABLE), AND SECTION 5.03.280 (MEDICAL MARIJUANA DISPENSARIES) TO REGULATE PERSONAL, MEDICAL, AND COMMERCIAL USE OF MARIJUANA, AND MAKING FINDINGS IN SUPPORT THEREOF.

WHEREAS, the City of Ontario ("Applicant") has initiated an Application for the approval of a Development Code Amendment, File No. PDCA16-004, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the City of Ontario, California (the "City") is a municipal corporation, duly organized under the constitution and laws of the State of California; and

WHEREAS, California Government Code section 65800 et seq. authorizes the adoption and administration of zoning laws, ordinances, rules and regulations by cities as a means of implementing the General Plan; and

WHEREAS, the City passed Ordinance No. 3004 on December 2, 2014, prohibiting marijuana cultivation; and

WHEREAS, the City desires to continue to ban all marijuana dispensaries, cultivation, and delivery service land uses within City Limits to the extent allowed by California law. Ordinance No. 3004 updated the Municipal Code and the Development Code to effectuate that aim; and

WHEREAS, on June 28, 2016, the Secretary of State certified Proposition 64, the Control, Regulate, and Tax Adult Use of Marijuana Act ("AUMA"), for the November 8, 2016 ballot; and

WHEREAS, the AUMA would become law if a majority of the electorate votes "Yes" on the proposition; and

WHEREAS, should the AUMA pass, many of its provisions would take effect on November 9, 2016; and

WHEREAS, the AUMA would regulate, among other items, the use of marijuana for personal and commercial purposes, including the recreational use of marijuana by adults over 21 years of age; and

WHEREAS, to regulate personal use of marijuana the AUMA would add Section 11362.1 to the Health and Safety Code, which makes it “lawful under state and local law” for persons 21 years of age or older to “possess, process, transport, purchase, obtain, or give away to persons 21 years of age or older without any compensation whatsoever” up to 28.5 grams of marijuana in the form of concentrated cannabis or not more than eight grams of marijuana in the form of concentrated cannabis contained in marijuana products; and

WHEREAS, the AUMA would make it lawful under state and local law for those individuals to smoke or ingest marijuana or marijuana products; and

WHEREAS, the AUMA would make it lawful under state and local law for those individuals to “possess, plant, cultivate, harvest, dry, or process not more than six living marijuana plants and possess the marijuana produced by the plants; and

WHEREAS, the AUMA would authorize cities to completely prohibit outdoor cultivation on the grounds of a private residence, up to and until a “determination by the California Attorney General that nonmedical use of marijuana is lawful in the State of California under federal law”; and

WHEREAS, the AUMA would authorize cities to “reasonably regulate” without completely prohibiting cultivation of marijuana inside a private residence or inside an “accessory structure to a private residence located upon the grounds of a private residence that is fully enclosed and secure”; and

WHEREAS, to regulate commercial use of marijuana, the AUMA would add Division 10 (Marijuana) to the Business & Professions Code, which grants state agencies “the exclusive authority to create, issue, renew, discipline, suspend, or revoke” licenses for businesses including the transportation, storage, distribution, sale, cultivation, manufacturing, and testing of marijuana; and

WHEREAS, the AUMA provides that the above state agencies shall promulgate rules and regulations and shall begin issuing licenses under Division 10 by January 1, 2018; and

WHEREAS, the AUMA states that a local jurisdiction shall not prevent transportation of marijuana or marijuana products on public roads by a licensee transporting marijuana or marijuana products in compliance with Division 10; and

WHEREAS, the AUMA would authorize cities to completely prohibit the establishment or operation of any marijuana business licensed under Division 10 within its jurisdiction, including marijuana dispensaries, marijuana retailers, and marijuana delivery services; and

WHEREAS, absent appropriate local regulation authorized by the AUMA, state regulations will control; and

WHEREAS, the “Medical Marijuana Regulation and Safety Act” (“MMRSA”), which took effect January 1, 2016, regulates use of marijuana for medical purposes; and

WHEREAS, the MMRSA contains a provision which provides that the State shall become the sole authority for regulation under certain parts of the Act unless local governments pass their own regulations; and

WHEREAS, in May 2013, the California Supreme Court held in *City of Riverside v. Inland Empire Patients Health and Wellness Center, Inc.*, 56 Cal. 4th 729 (2013) that cities have the authority to regulate or ban outright medical marijuana land uses; and

WHEREAS, the California Attorney General’s August 2008 Guidelines for the Security and Non-Diversion of Marijuana Grown for Medical Use recognizes that the cultivation or other concentration of marijuana in any location or premises without adequate security increases the risk that nearby homes or businesses may be negatively impacted by nuisance activity such as loitering or crime; and

WHEREAS, under the Federal Controlled Substances Act, the use, possession, and cultivation of marijuana are unlawful and subject to federal prosecution without regard to a claimed medical need; and

WHEREAS, the indoor cultivation of marijuana has potential adverse effects to the health and safety of the occupants; including structural damage to the building due to increased moisture and excessive mold growth which can occur and can pose a risk of fire and electrocution; additionally, the use of pesticides and fertilizers can lead to chemical contamination within the structure; and

WHEREAS, based on the experiences of other cities, these negative effects on the public health, safety, and welfare are likely to occur, and continue to occur, in the City due to the establishment and operation of marijuana cultivation, processing, and distribution uses; and

WHEREAS, this Ordinance would repeal Ordinance 3004 and amend the Municipal Code and the Development Code to clarify the substantive objectives of the City’s regulation of marijuana within its City limits and to preemptively address some proposed changes to California law in the event AUMA passes on November 8, 2016.

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED, AND RESOLVED by the Planning Commission of the City of Ontario as follows:

SECTION 1. As the recommending body for the Project, the Planning Commission 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 Planning Commission, the Planning Commission finds as follows:

a. The administrative record have been completed in compliance with CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines; and

b. The Application is not a project within the meaning of Section 15378 of the State of California Environmental Quality Act (“CEQA”) Guidelines, because it has no potential for resulting in physical change in the environment, directly or indirectly. The City Council further finds, under Title 14 of the California Code of Regulations, Section 15061(b)(3), that this Ordinance is nonetheless exempt from the requirements of CEQA in that the activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA; and

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

d. The determination of CEQA exemption reflects the independent judgment of the Planning Commission.

SECTION 2. A new Chapter 18 is hereby added to Title 6 of the Ontario Municipal Code to read, in its entirety, as follows:

Chapter 18: Marijuana

Section 6-18.01	Purpose
Section 6-18.02	Definitions
Section 6-18.03	Regulation on the Personal Use of Marijuana, Marijuana Accessories, and Marijuana Products
Section 6-18.04	Regulation on the Medical Use of Marijuana, Marijuana Accessories, and Marijuana Products
Section 6-18.05	Regulation on the Commercial Use of Marijuana, Marijuana Accessories, and Marijuana Products
Section 6-18.06	Penalty for Violations

Sec. 6-18.01. Purpose.

The purpose of this Section is to regulate personal, medical, and commercial marijuana uses. Nothing in this Section shall preempt or make inapplicable any provision of state or federal law.

Sec. 6-18.02. Definitions.

For purposes of this chapter, the following definitions shall apply:

- (a) “Commercial marijuana activity” includes the cultivation, possession, manufacture, distribution, processing, storing, laboratory testing, labeling, transportation, delivery or sale of marijuana and marijuana products.
- (b) “Cultivation” means any activity involving the planting, growing, harvesting, drying, curing, grading, or trimming of marijuana.
- (c) “Delivery” means the commercial transfer of marijuana or marijuana products to a customer. “Delivery” also includes the use by a retailer of any technology platform owned and controlled by the retailer, or independently licensed under California law that enables customers to arrange for or facilitate the commercial transfer by a licensed retailer of marijuana or marijuana products.
- (d) “Distribution” means the procurement, sale, and transport of marijuana and marijuana products between entities for commercial use purposes.
- (e) “Licensee” means the holder of any state issued license related to marijuana activities, including but not limited to licenses issued under Division 10 of the Business & Professions Code.
- (f) “Manufacture” means to compound, blend, extract, infuse, or otherwise make or prepare a marijuana product.
- (g) “Marijuana” means all parts of the plant *Cannabis sativa* L., whether growing or not; the seeds thereof; the resin extracted from any part of the plant; and every compound, manufacture, salt, derivative, mixture, or preparation of the plant, its seeds or resin. It does not include:
 - (1) Industrial hemp, as defined in Section 11018.5 of the California Health & Safety Code; or
 - (2) The weight of any other ingredient combined with marijuana to prepare topical or oral administrations, food, drink, or other product.
- (h) “Marijuana accessories” means any equipment, products or materials of any kind which are used, intended for use, or designed for use in planting, propagating, cultivating, growing, harvesting, manufacturing, compounding, converting, producing, processing, preparing, testing, analyzing, packaging, repackaging, storing, smoking, vaporizing, or containing marijuana, or for ingesting, inhaling, or otherwise introducing marijuana or marijuana products into the human body.
- (i) “Marijuana products” means marijuana that has undergone a process whereby the plant material has been transformed into a concentrate, including, but not

limited to, concentrated cannabis, or an edible or topical product containing marijuana or concentrated cannabis and other ingredients.

- (j) "Person" includes any individual, firm, co-partnership, joint venture, association, corporation, limited liability company, estate, trust, business trust, receiver, syndicate, or any other group or combination acting as a unit, and the plural as well as the singular.
- (k) "Private residence" means a house, an apartment unit, a mobile home, or other similar dwelling.
- (l) "Sale" includes any transaction whereby, for any consideration, title to marijuana is transferred from one person to another, and includes the delivery of marijuana or marijuana products pursuant to an order placed for the purchase of the same and soliciting or receiving an order for the same, but does not include the return of marijuana or marijuana products by a licensee to the licensee from whom such marijuana or marijuana product was purchased.
- (m) Any term defined in this Section also means the very term as defined in the California Business & Professions Code or the California Health & Safety Code, unless otherwise specified.

Sec. 6-18.03. Regulation on the Personal Use of Marijuana, Marijuana Accessories, and Marijuana Products.

- (a) For purposes of this section, personal recreational use, possession, purchase, transport, or dissemination of marijuana shall be considered unlawful in all areas of the City to the extent it is unlawful under California law.
- (b) Outdoor Cultivation. A person may not plant, cultivate, harvest, dry, or process marijuana plants outdoors in any zoning district of the City. No use permit, building permit, variance, or any other permit or entitlement, whether administrative or discretionary, shall be approved or issued for any such use or activity.
- (c) Indoor Cultivation.
 - (1) A person may not plant, cultivate, harvest, dry, or process marijuana plants inside any enclosed structure within any zoning district of the City which is not either a private residence or an accessory structure to a private residence located upon the grounds of a private residence. No use permit, building permit, variance, or any other permit or entitlement, whether administrative or discretionary, shall be approved or issued for any such use or activity.

(2) A person may not plant, cultivate, harvest, dry, or process marijuana plants inside a private residence, or inside an accessory structure to a private residence located upon the grounds of a private residence, or inside any other enclosed structure within any zoning district of the City. No use permit, building permit, variance, or any other permit or entitlement, whether administrative or discretionary, shall be approved or issued for any such use or activity.

(3) To the extent a complete prohibition on indoor cultivation inside a private residence, or inside an accessory structure to a private residence located upon the grounds of a private residence, is not permitted under California law:

- (a) A person may not plant, cultivate, harvest, dry, or process marijuana plants inside a private residence (or any accessory structure to such private residence located upon the grounds of that private residence) if such residence (or accessory structure) is not fully enclosed and secure;
- (b) A person may not plant, cultivate, harvest, dry, or process marijuana plants inside a private residence (or any accessory structure to such private residence located upon the grounds of that private residence) which the individual cultivating those plants does not maintain as his or her primary residence;
- (c) A person may not plant, cultivate, harvest, dry, or process more than a combined total of six (6) marijuana plants inside the private residence or accessory structure located upon the grounds of the private residence;
- (d) No pesticides or fertilizers may be used for any marijuana cultivation inside a private residence or accessory structure located on the grounds of a private residence;
- (e) No artificial light, ventilation, heating, or air conditioning may be used in support of marijuana cultivation in any accessory structure to a private residence located upon the grounds of a private residence; and
- (f) No artificial light, ventilation, heating, or air conditioning may be used in support of marijuana cultivation inside a private residence other than standard lighting, heating, ventilation, and air conditioning installed for the human habitability of the residence except in compliance with the California Building Code, the Ontario Municipal Code, and any other permitting requirements which may be imposed.

Sec. 6-18.04. Regulation on the Medical Use of Marijuana, Marijuana Accessories, and Marijuana Products.

- (a) Cultivation of medical marijuana pursuant to Section 11362.77 of the California Health & Safety Code is subject to the cultivation requirements laid out in subsection (c) of Section 6-18.03.
- (b) The establishment or operation of any medical marijuana collective, cooperative, dispensary, delivery service, operator, establishment, or provider shall be considered a prohibited use in all zoning districts of the City. No use permit, variance, building permit, or any other entitlement or permit, whether administrative or discretionary, shall be approved or issued for the establishment of any collective, cooperative, dispensary, delivery service, operator, establishment, or provider in any zoning district, and no person shall otherwise establish such businesses or operations in any zoning district.

Sec. 6-18.05. Regulation on the Commercial Use of Marijuana, Marijuana Accessories, and Marijuana Products.

- (a) The establishment or operation of any business of commercial marijuana activity is prohibited. No use permit, variance, building permit, or any other entitlement or permit, whether administrative or discretionary, shall be approved or issued for the establishment or operation of any such business or operation. Such prohibited businesses or operations may include, but are not limited to:
 - (1) The transportation, delivery, storage, distribution, or sale of marijuana, marijuana products, or marijuana accessories;
 - (2) The cultivation of marijuana;
 - (3) The manufacturing or testing of marijuana, marijuana products, or marijuana accessories; or
 - (4) Any other business licensed by the state or other government entity under Division 10 of the California Business & Professions Code, as it may be amended from time to time.

Sec. 6-18.06. Penalty for Violations.

- (a) No person, whether as principal, agent, employee or otherwise, shall violate, cause the violation of, or otherwise fail to comply with any of the requirements of this Chapter. Every act prohibited or declared unlawful, and every failure to perform an act made mandatory by this Chapter, shall be a misdemeanor or an infraction, at the discretion of the City Attorney or the District Attorney. In addition to the penalties provided in this section, any condition caused or permitted to exist in violation of any of the provisions of this Chapter is declared

a public nuisance and may be abated as provided in Section 1-2.01 and/or under state law.

SECTION 3. The definition of “Marijuana” found in Ontario Development Code Division 9.01.010: Terms and Phrases, Paragraph M “Definitions of Words Beginning with the Letter “M”, is hereby amended in its entirety to read as follows:

“Marijuana. All parts of the plant Cannabis sativa L., whether growing or not; the seeds thereof; the resin extracted from any part of the plant; and every compound, manufacture, salt, derivative, mixture, or preparation of the plant, its seeds or resin. It does not include:

- (1) Industrial hemp, as defined in Section 11018.5 of the California Health & Safety Code; or
- (2) The weight of any other ingredient combined with marijuana to prepare topical or oral administrations, food, drink, or other product.”

SECTION 4. The definition of “Medical Marijuana Dispensary” found in Ontario Development Code Division 9.01.010: Terms and Phrases, Paragraph M “Definitions of Words Beginning with the Letter “M”, is hereby amended in its entirety to read as follows:

“Marijuana Dispensary. Any association, cooperative, club, coop, delivery service, collective and any other similar use involved in the sale, exchange, bartering, giving away for any form of compensation whatsoever, possession, cultivation, use and/or distribution of marijuana.”

SECTION 5. Ontario Development Code Division 9.01.010: Terms and Phrases, Paragraph M “Definitions of Words Beginning with the Letter “M” is hereby amended to include a definition for the term “Marijuana Cultivation” as follows:

“Marijuana Cultivation. Any activity involving the planting, growing, harvesting, drying, curing, grading, or trimming of marijuana.”

SECTION 6. Ontario Development Code Division 5.03.280 is hereby amended in its entirety to read as follows:

“5.03.280: Marijuana Dispensary.

Notwithstanding any other provision of this Development Code, a Marijuana Dispensary, as defined in Division 9.01 (Definitions) of this Development Code, shall be a prohibited use in all zoning districts of the City, as follows:

- (1) The operation of any marijuana dispensary within the City is hereby declared a public nuisance and shall be abated pursuant to all available remedies. Violations of this Section may be enforced by any applicable law.

(2) No person shall deliver marijuana or marijuana-infused products, such as tinctures, baked goods or other consumable products, to any location within the City from a marijuana dispensary, regardless of whether the marijuana dispensary from which the delivery originated is within the City, or engage in any effort to locate, operate, own, lease, supply, allow to be operated, or aid, abet, or assist in the operation of any marijuana dispensary in the City.

(3) No person shall deliver marijuana or marijuana-infused products with such delivery originating from any marijuana dispensary located within the City, regardless of whether the delivery destination is within the City.”

SECTION 7. Table 5.02-1 (Land Use Matrix) of the Ontario Development Code is amended as set forth in Exhibit “A,” attached hereto and incorporated by reference herein.

SECTION 8. Based upon the findings and conclusions set forth in Sections 1 and 2 above, the Planning Commission hereby RECOMMENDS THE CITY COUNCIL APPROVE the herein described Application.

SECTION 9. Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings and this Ordinance are based are located at the City Clerk’s office located at 303 East “B” Street, Ontario, CA 91764. The custodian of these records is the City Clerk.

SECTION 10. Severability. If any section, sentence, clause or phrase of this Ordinance or the application thereof to any entity, person or circumstance is held for any reason to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect other provisions or applications of this Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are severable. The People of the City of Ontario hereby declare that they would have adopted this Ordinance and each section, sentence, clause or phrase thereof, irrespective of the fact that any one or more section, subsections, sentences, clauses or phrases be declared invalid or unconstitutional.

SECTION 11. The Secretary shall certify to the adoption of the Resolution.

The Secretary Pro Tempore for the Planning Commission of the City of Ontario shall certify as to the adoption of this Resolution.

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 23rd day of August 2016, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Jim Willoughby
Planning Commission Chairman

ATTEST:

Scott Murphy
Planning Director/Secretary of Planning
Commission

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO)
CITY OF ONTARIO)

I, Marci Callejo, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC16-[insert #] was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on August 23, 2016, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Marci Callejo
Secretary Pro Tempore



CITY OF ONTARIO

MEMORANDUM

TO: Chairman and Members of the Planning Commission

FROM: Scott Murphy, AICP, Planning Director *SM*

DATE: August 23, 2016

SUBJECT: ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT CODE AMENDMENT REVIEW FOR FILE NO. PDCA16-005: A request to add Reference I, Public Art Program, to the City of Ontario Development Code to promote public art and art in public places; **City initiated.**

Staff is requesting the application be continued to the regular Planning Commission meeting of September 27, 2016.



CITY OF ONTARIO

MEMORANDUM

TO: Chairman and Members of the Planning Commission

FROM: Scott Murphy, Planning Director *SM*

DATE: August 23, 2016

SUBJECT: MONTHLY PLANNING DEPARTMENT ACTIVITY REPORT; MONTH OF JULY 2016

Attached, you will find the Planning Department Monthly Activity Report for the month of July 2016. The report describes all new applications received by the Planning Department and actions taken on applications during the month. Please contact me if you have any questions regarding this information.

The attached reports, along with reports from past months, may also be viewed on the City's web site. New applications may be viewed at <http://www.ontarioca.gov/planning/reports/monthly-activity-reports-applications>, and actions taken on applications may be viewed at <http://www.ontarioca.gov/planning/reports/monthly-activity-reports-actions>.

Monthly Activity Report—New Applications

Month of July 2016

PDCA16-004: **Submitted by City of Ontario**

A Development Code Amendment to add Ontario Municipal Code Title 6, Chapter 18 and amend City of Ontario Development Code Division 9.01 (Definitions) and Table 5.02-1 (Land Use Table) to regulate the personal, medical, and commercial use of marijuana.

PDCA16-005: **Submitted by City of Ontario**

A Development Code Amendment to add Reference I, Public Art Program, to the City of Ontario Development Code to promote public art and art in public places.

PDEV16-031: **Submitted by City of Ontario Municipal Utility Agency**

A Development Plan to construct a booster pump station for a new recycled water system on a 0.19-acre parcel of land, located at the southeast corner of Bon View Avenue and Francis Street, within the IG (General Industrial) zoning district (APN: 1050-461-04).

PDEV16-032: **Submitted by Chris Evans**

A Development Plan to construct a 24,910 square foot industrial building on approximately 4.04 acres of land located at the southwest corner of State Street and Mountain Access Road, at 1121 West State Street, within the IL (Light Industrial) zoning district (APNs: 1011-191-02 and 1011-191-03). Related File: PMTT16-018.

PDEV16-033: **Submitted by Cucamonga Vintners, LLC.**

A Development Plan to construct 4 industrial buildings totaling 141,700 square feet on approximately 6.89 acres of land located at north-west corner of Haven Avenue and Francis Street, within the Business Park land use district of the ACCO Airport Center Specific Plan (APN: 0211-263-62). Related File: PMTT16-019.

PDEV16-034: **Submitted by ACCO Airport Center III, LLC**

A Development Plan to construct 3 Industrial buildings totaling 58,000 square feet on approximately 3.95 acres of land bordered by Excise Avenue, Metro Way, and Francis Street, within the Business Park land use district of the ACCO Airport Specific Plan (APNs: 0211-263-38, 0211-263-39, and 0211-263-40).

PDEV16-035: **Submitted by ACCO Airport Center III, LLC**

A Development Plan to construct an industrial building totaling 18,600 square feet on approximately 1.43 acres of land located at the south corner of Excise Avenue and Metro Way, within, the Business Park land use district of the ACCO Airport Center Specific Plan (APN: 0211-272-14).

PGPA16-005: **Submitted by Fullmer Construction**

An Amendment to the Land Use Element of the Policy Plan (General Plan) component of The Ontario Plan, changing the land use designation on approximately 2.8 acres of land from

Monthly Activity Report—New Applications

Month of July 2016

Industrial to Business Park, located at the northwest corner of Grove Avenue and Mission Boulevard, at 1173 and 1176 East California Street, within the IG (General Industrial) and IL (Light Industrial) zoning districts (APNs: 1049-382-05 and 1049-172-01). Related Files: PDEV16-009, PMTT16-007 (PM 19721), PVAR16-001, and PZC16-003.

PHP-16-013:

Submitted by Walter Berndt Hafner

A Mills Act Contract for 224 East Princeton Street, a single family residence within the College Park Historic District (APN: 1047-541-12).

PHP-16-014:

Submitted by Rebecca Brown

A Mills Act Contract for 951 North Euclid Avenue, a single family residence within the Euclid Avenue Historic District (APN: 1048-043-08).

PHP-16-015:

Submitted by Kelly Strayer

A Mills Act Contract for 403 East Rosewood Court, a single family residence within the Rosewood Court Historic District (APN: 1048-063-17).

PHP-16-016:

Submitted by Luis Garcia

The removal of an historic resource from the Ontario Register, a single family residence located at 517 East El Morado Court, within the LDR5 (Low Density Residential) zoning district (APN: 1048-231-23).

PHP-16-017:

Submitted by Luis H. Garcia

A Plaque for a contributor within the designated College Park Historic District, for the Tuttle Dance Studio, a single family residence located at 219 East Fourth Street, within the LDR-5 (Low Density Residential) zoning district (APN: 1047-542-15).

PHP-16-018:

Submitted by Sergio F. Tenorio Jr.

A Plaque for designated local landmark no. 84, the Henry Walker House, a single family residence located at 427 East F Street, within the LDR-5 (Low Density Residential) zoning district (APN: 1048-251-27).

PMTT16-018:

Submitted by Chris Evans

A Parcel Map to subdivide approximately 4.04 acres of land into 2 parcels located at the southeast corner of Mountain Avenue and State Street, at 1121 West State Street, within the Light Industrial (IL) zoning district (APNs: 1011-191-02 and 1011-191-03). Related File: PDEV16-032.

PMTT16-019:

Submitted by GAA Architects, Inc.

A Parcel Map to subdivide approximately 6.89 acres of land into 4 parcels located at the northwest corner of Haven Avenue and Francis Street, within the Business Park land use district of the ACCO Airport Center Specific Plan (APN: 0211-263-32). Related File: PDEV16-033.

Monthly Activity Report—New Applications

Month of July 2016

PSGN16-084: **Submitted by Image Services, Inc.**

A Sign Plan for the installation of 2 tenant identification wall signs (73 SF, each) for ARIZONA LEATHER, located at 701 North Milliken Avenue, Suite A.

PSGN16-085: **Submitted by Leticia Mejia**

A Sign Plan for the installation of a temporary banner sign (7/15/2016 through 8/14/2016) to read: PARTY DECORATIONS & RENTALS COMING SOON, located at 317 North Euclid Avenue, Suite E.

PSGN16-086: **Submitted by Swain Sign**

A Sign Plan for the installation of 2 wall signs (19.5 SF, each) for MCDONALD'S, located at 832 North Mountain Avenue.

PSGN16-087: **Submitted by Swain Sign**

A Sign Plan for the installation of 2 wall signs (19.5 SF, each) for MCDONALD'S, located at 4310 East Mills Circle.

PSGN16-088: **Submitted by Direct Sign**

A Sign Plan for the installation of one tenant identification wall sign (22.5 SF) for TRUE NAILS AND SPA, located at 2505 South Euclid Avenue.

PSGN16-089: **Submitted by First Imperial Trading Co. (dba Halloween Club)**

A Sign Plan for the installation of one temporary banner sign (10/2/2016 through 10/31/2015) for HALLOWEEN CLUB, located at 1640 East Fourth Street, Suite B.

PSGN16-090: **Submitted by BA Electric**

A Sign Plan to reface 2 wall signs and 2 monument signs for 7-ELEVEN, and install an electronic display for fuel pricing signs, located at 3490 East Jurupa Street.

PSGN16-091 **Submitted by Farmer Boys Restaurant**

A Sign Plan for the installation of one temporary banner sign (8/5/2016 through 9/5/2016) to read: NOW HIRING, located at 2180 South Haven Avenue.

PSGN16-092: **Submitted by Paul Sign Service**

A Sign Plan to reface a wall sign to read: IRON SKILLET, located at 805 North Euclid Avenue, within the Euclid Avenue Historic District.

PSGN16-093: **Submitted by Oscar Sanchez**

A Sign Plan for the installation of one tenant identification wall sign for METRO PCS (14.6 SF), located at 1128 West Mission Boulevard, Suite K.

Monthly Activity Report—New Applications

Month of July 2016

PSGP16-002: Submitted by CW Hotels, LLC (Country Inn and Suites - Ontario)

An amendment to an existing Sign Program (File No. PSGP13-002), adding an additional monument sign, located at 4580 East Ontario Mills Parkway.

PTUP16-043: Submitted by Empowering Success Now

A Temporary Use Permit for a Caribbean Music Festival, located at Guasti Regional Park, 800 North Archibald Avenue. To be held on 7/31/2016

PTUP16-044: Submitted by Grocery Outlet

A Temporary Use Permit for a retail sales event (In & Out truck to provide free food in parking lot to customers), for Grocery Outlet, located at 2275 South Euclid Avenue. To be held on 7/23/2016

PTUP16-045: Submitted by Automotive Marketing Consultants Inc.

A Temporary Use Permit for a retail sales event (Automotive Marketing Consultants to conduct a Toyota Test Drive Event within the Ontario Mills Mall parking lot), located at 1 East Mills Circle. To be held on 7/23/2016 through 7/24/2016.

PTUP16-046: Submitted by Quang Thien Buddhist Temple

A Temporary Use Permit for the annual Bu-Lan Buddhist ceremony, located at 704 East E Street. To be held on 8/21/2016.

PTUP16-047: Submitted by Greater Ontario Convention & Visitors Bureau

A Temporary Use Permit for the annual Route 66 Cruisin' Reunion, generally located on Euclid Avenue, between Holt Boulevard and G Street. To be held on 9/16/2016 through 9/18/2016.

PVER16-034: Submitted by Trisha Ray

A Zoning Verification for 227 West H Street (APN: 1048-271-45).

PVER16-035: Submitted by Pacific Southwest Realty Services

A Zoning Verification for 505 South Mountain Avenue (APN: 1011-192-04).

PVER16-036: Submitted by Michael McKenna

A Zoning Verification for 510 and 560 Magnolia Avenue (APNs: 1011-201-10 and 1011-201-11). Current structures on the property include a single-family residence from 1936, a chicken coup, and garage, all of which are under a certificate of appropriateness review to be demolished.

PZC16-003: Submitted by Fullmer Construction

A Zone Change, amending the zoning designation on approximately 2.8 acres of land from IG (General Industrial) and IL (Light Industrial), to BP (Business Park), located at the northwest corner of Grove Avenue and Mission Boulevard, 1173 and 1176 East California Street (APNs:

City of Ontario Planning Department
Monthly Activity Report—New Applications
Month of July 2016

1049-382-05 and 1049-172-01). Related Files: PDEV16-009, PMTT16-007 (PM 19721), PVAR16-001, and PGPA16-005.

City of Ontario Planning Department
Monthly Activity Report—Actions
Month of July 2016

DEVELOPMENT ADVISORY BOARD

July 6, 2016

Meeting Cancelled

ZONING ADMINISTRATOR

July 6, 2016

ENVIRONMENTAL ASSESSMENT AND CONDITIONAL USE PERMIT REVIEW FOR FILE NO. PCUP16-012: A Conditional Use Permit to establish alcoholic beverage sales, limited to beer and wine for consumption off the premises (Type 20 ABC License), in conjunction with an existing retail store (99 Cents Only Store) located at 2522 South Grove Avenue, within the CN (Commercial Neighborhood) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15301 (Class 1 - Existing Facilities) of the CEQA Guidelines. 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 (APN: 1051-321-62); **submitted by Steve Rawlings.**

Action: Approved a Decision approving the Project subject to conditions.

CITY COUNCIL

July 5, 2016

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT CODE AMENDMENT REVIEW FOR FILE NO. PDCA16-003: A public hearing to consider a Development Code Amendment proposing various clarifications to the Ontario Development Code, including modifications to certain provisions of Division 2.03 (Public Hearings), Division 5.02 (Land Use), Division 5.03 (Standards for Certain Land Uses, Activities And Facilities), Division 6.01 (District Standards and Guidelines), Division 8.01 (Sign Regulations), and Division 9.01 (Definitions); **City Initiated.**

Action: Introduced and waived further reading of an ordinance approving the Project.

DEVELOPMENT ADVISORY BOARD

July 18, 2016

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV16-013: A Development Plan (File No. PDEV16-013) to construct a 91-unit multi-family townhome project consisting of 8 two-story complexes (five 14-unit complexes and three 7-unit complexes) on 5.04 acres of land located within the Medium Density Residential (MDR) district of Planning Area 10A of The Avenue Specific Plan, generally located north of Ontario Ranch Road, east of Turner Avenue and west of Haven Avenue. The environmental impacts of this project were previously analyzed in an addendum to The Avenue Specific Plan EIR (SCH# 2005071109) that was adopted by the City Council on June 17, 2014. All adopted mitigation measures of the addendum shall be

City of Ontario Planning Department
Monthly Activity Report—Actions
Month of July 2016

a condition of approval for the project and are incorporated herein by reference. 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 Plans (ALUCP) for ONT (APNs: 0218-462-80 and 0218-513-24); **submitted by Brookfield Residential**. Planning Commission action is required.

Action: Approved a Decision recommending the Planning Commission approve the Project subject to conditions.

ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP, DEVELOPMENT PLAN AND A CERTIFICATE OF APPROPRIATENESS REVIEW FOR FILE NO'S PMTT16-009 (PM19737), PDEV16-

015 AND PHP16-008: A Tentative Parcel Map (File No. PMTT16-009; PM19737) to subdivide 4.8 acres of land into two parcels, in conjunction with a Development Plan (File No. PDEV15-015) to construct 2 industrial buildings totaling 107,750 square feet and a Certificate of Appropriateness (File No. PHP16-008) to facilitate the relocation or demolition of an existing Tier III historic eligible structure (a 1936 Mediterranean Revival Single-Family Residence) to accommodate the proposed industrial development, within the IG, (General Industrial) zoning district, located at 530 South Magnolia Avenue. Pursuant to the California Environmental Quality Act, staff is recommending the adoption of a Mitigated Negative Declaration of environmental effects for the project. 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 Plans (ALUCP) for ONT (APNs: 1011-201-10 and 1011-201-11); **submitted by Shaw Development Company, LLC**. Planning Commission/Historic Preservation Commission action is required.

Action: Approved Decisions recommending the Planning Commission approve the Project subject to conditions.

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV16-018:

A Development Plan (File No. PDEV16-018) to construct a 65,000 square foot addition to an existing 171,406 square foot industrial building on 10.77 acres of land within the Industrial land use designation of the California Commerce Center Specific Plan, located at 2151 South Proforma Avenue. 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 (ONT) and was evaluated and found to be consistent with the policies and criteria of the Airport Land Use Compatibility Plans (ALUCP) for ONT (APNs: 211-242-62); **submitted by Panattoni Development Company, Inc**. Planning Commission action is required.

Action: Approved a Decision recommending the Planning Commission approve the Project subject to conditions.

City of Ontario Planning Department
Monthly Activity Report—Actions
Month of July 2016

ZONING ADMINISTRATOR

July 18, 2016

ENVIRONMENTAL ASSESSMENT AND CONDITIONAL USE PERMIT REVIEW FOR FILE NO.

PCUP16-003: A Conditional Use Permit to establish an automobile auction, to include an 880 square foot office, on approximately 0.86 acre of land, located at 1304 South Mildred Avenue, within the IG (General Industrial) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15301 (Class 1 - Existing Facilities) of the CEQA Guidelines. 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 (APN: 0113-351-10); **submitted by Khosrow Yousefi**

Action: **Approved a Decision approving the Project subject to conditions.**

ENVIRONMENTAL ASSESSMENT AND CONDITIONAL USE PERMIT REVIEW FOR FILE NO.

PCUP16-010: A Conditional Use Permit to establish alcoholic beverage sales, including beer, wine and distilled spirits for consumption on the premises (Type 47 ABC License), in conjunction with a proposed 47,130-square foot bowling alley (Big Al's Bowling Center and Sports Bar), video arcade, restaurant, and sports bar, located at 4120 East Fourth Street, Suite A (formerly Best Buy), within the Piemonte Overlay of the Ontario Center Specific Plan. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15301 (Class 1 - Existing Facilities) of the CEQA Guidelines. 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 (APN: 0210-204-24); **submitted by Big Al's IV, Inc.**

Action: **Approved a Decision approving the Project subject to conditions.**

ENVIRONMENTAL ASSESSMENT AND CONDITIONAL USE PERMIT REVIEW FOR FILE NO.

PCUP15-029: A Conditional Use Permit to establish a recreational facility (simulated laser tag shooting games) with private party rooms, within an existing 25,341 square foot building on approximately 1.15 acres of land located at 301-321 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 15301 (Class 1 - Existing Facilities) of the CEQA Guidelines. 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 (APNs: 1049-053-01, 1049-053-02, 1049-053-03, 1049-053-04 & 1049-053-05); **submitted by Jonathan Nicastro**

Action: **Approved a Decision approving the Project subject to conditions.**

ENVIRONMENTAL ASSESSMENT AND CONDITIONAL USE PERMIT REVIEW FOR FILE NO.

PCUP16-015: A Conditional Use Permit to establish religious assembly within an existing 4,310

City of Ontario Planning Department
Monthly Activity Report—Actions
Month of July 2016

square foot building (former church) ,and a school within an existing 3,413 square foot building (former school), on 2.09 acres of land located at 1415 West Fifth Street, within the LDR5 (Low Density Residential) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15301 (Class 1 - Existing Facilities) of the CEQA Guidelines. 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 (APN: 1008-561-06); **submitted by The Church of God (Restoration).**

Action: **Approved a Decision approving the Project subject to conditions.**

CITY COUNCIL

July 19, 2016

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT CODE AMENDMENT REVIEW FOR FILE

NO. PDCA16-003: A public hearing to consider a Development Code Amendment proposing various clarifications to the Ontario Development Code, including modifications to certain provisions of Division 2.03 (Public Hearings), Division 5.02 (Land Use), Division 5.03 (Standards for Certain Land Uses, Activities And Facilities), Division 6.01 (District Standards and Guidelines), Division 8.01 (Sign Regulations), and Division 9.01 (Definitions); **City Initiated.**

Action: **Adopted and waived further reading of an ordinance approving the Project.**

URGENCY ORDINANCE: A public hearing to consider an urgency ordinance extending the moratorium prohibiting the issuance of new business licenses or new entitlements for composting (green waste and manure) facilities in the City of Ontario for an additional 22 months and 15 days, pending study and adoption of regulatory and zoning standards; **City Initiated.**

Action: **Adopted an urgency ordinance extending the interim ordinance adopted on 6/7/2016.**

PLANNING COMMISSION

July 26, 2016

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV16-018:

A Development Plan (File No. PDEV16-018) to construct a 65,000 square foot addition to an existing 171,406 square foot industrial building on 10.77 acres of land within the Industrial land use designation of the California Commerce Center Specific Plan, located at 2151 South Proforma Avenue. 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 (ONT) and was evaluated and found to be consistent with the policies and criteria of the Airport Land Use Compatibility Plans (ALUCP) for ONT (APNs: 211-242-62); **submitted by Panattoni Development Company, Inc.**

Action: **Approved a Resolution approving the Project subject to conditions.**

City of Ontario Planning Department
Monthly Activity Report—Actions
Month of July 2016

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV16-013:

A Development Plan (File No. PDEV16-013) to construct 91 multiple-family townhomes on 5.04 acres of land generally located north of Ontario Ranch Road, east of Turner Avenue, and west of Haven Avenue, within the Medium Density Residential (MDR) district of Planning Area 10A, of The Avenue Specific Plan. The environmental impacts of this project were previously analyzed in an addendum to The Avenue Specific Plan EIR (SCH# 2005071109), approved by the City Council on June 17, 2014. This Application introduces no new significant environmental impacts. All mitigation measures of the previously approved addendum will be a condition of project approval. 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 Plans (ALUCP) for ONT (APNs: 0218-462-80 and 0218-513-24); **submitted by Brookfield Residential.**

Action: Continued to the 8/23/2016 meeting.

ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP, DEVELOPMENT PLAN AND A CERTIFICATE OF APPROPRIATENESS REVIEW FOR FILE NO'S PMTT16-009 (PM19737), PDEV16-

015 AND PHP16-008: A Tentative Parcel Map (File No. PMTT16-009/PM 19737) to subdivide 4.8 acres of land into two parcels, in conjunction with a Development Plan (File No. PDEV16-015) to construct 2 industrial buildings totaling 107,750 square feet and a Certificate of Appropriateness (File No. PHP16-008) to facilitate the demolition of an existing Tier III historic eligible structure (a 1936 Mediterranean Revival Single-Family Residence) to accommodate the proposed industrial development, within the IG (General Industrial) zoning district, located at 530 South Magnolia Avenue. Staff is recommending the adoption of a Mitigated Negative Declaration of environmental effects for the project, pursuant to the California Environmental Quality Act. 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 Plans (ALUCP) for ONT (APNs: 1011-201-10 and 1011-201-11); **submitted by Shaw Development Company, LLC.**

Action: Approved Resolutions approving the Project subject to conditions.
