CITY OF ONTARIO
PLANNING COMMISSION/
HISTORIC PRESERVATION
MEETING AGENDA

April 28, 2026

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 3 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 <u>all</u> communication devices (phones and beepers) or put them on non-audible mode (vibrate) so as not to cause a disruption in the Commission proceedings.***

<u>ROLL CALL</u>

Anderson __ DeDiemar __ Gage __ Hagman __ Lampkin __ Marks __ Ricci __

<u>PLEDGE OF ALLEGIANCE TO THE FLAG</u>

<u>ANNOUNCEMENTS</u>

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 three 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 February 24, 2026 and March 24, 2026, approved as written.

A-02. ENVIRONMENTAL ASSESSMENT AND AN AMENDMENT TO THE ONTARIO GRAND PARK (FORMERLY ONTARIO GREAT PARK) TO REFLECT REVISIONS TO ESTABLISH CONSISTENCY WITH THE ONTARIO PLAN (TOP), UPDATE THE NAME, AND INCLUDE AGRICULTURAL USES WITHIN THE PROGRAMMING OF THE PARK: The Grand Park Master Plan guides the future phased improvements and development of the Grand Park, which seeks to provide a major amenity for Ontario residents as a key organizational element of land use development. The Ontario Grand Park is approximately 370 acres and extends over 3-1/2 miles in an east-west direction from Haven Avenue to Campus Avenue, with anticipated widths ranging from 280 to 1,600 feet. The Amendment clarifies and cleans up items in the document and incorporates language that aligns with the objectives and requirements outlined in Proposition 70 and SB1124. The amendment revises the project location map, extending the park to Euclid Avenue on the west and aligning with TOP; describes the project setting language and programming related to adjacent land use; and reconfigures conceptual renderings based on previous adjacent land uses. The Grand Park Master Plan is exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15262 (Feasibility and Planning Studies) of the CEQA Guidelines, which consists of projects involving only feasibility or planning studies for possible future actions that the City has not approved, adopted, or funded, and does not require the preparation of an EIR or Negative Declaration but does require consideration of environmental factors. **Submitted by the City of Ontario. City Council action is required.**

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 three (3) minutes to make a presentation on the case. Members of the public will then be allowed three (3) minutes each to speak, unless there are a number of person's wishing to speak and then the Chairperson will allow only three (3) minutes, to accommodate for more persons. The Planning/Historic Preservation 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 (3) minutes to summarize or rebut any public testimony. The chairperson will then close the public hearing portion of the hearing and deliberate the matter.

PLANNING/HISTORIC PRESERVATION COMMISSION ITEMS

B. **TWENTY-SIXTH ANNUAL MODEL COLONY AWARDS FILE NO. PHP26-006:** A request for the Historic Preservation Commission to accept the nominations for the Twenty-Sixth Annual Model Colony Awards; **City Initiated. City Council presentation of Awards.**

1. File No. PHP26-006 (Model Colony Awards)

Motion to Approve/Deny the nominations

DESIGN AWARD PRESENTATION

Bank of Italy Building and Bumstead Bicycles Building.

C. **ENVIRONMENTAL ASSESSMENT AND CERTIFICATE OF APPROPRIATENESS REVIEW FOR FILE NO. PHP25-022:** A Certificate of Appropriateness for the adaptive reuse of, and the construction of a 1,298 square foot second floor addition to an existing historic commercial building, designated Local Landmark No. 29 (W.W. Smith Grocery Building), on 0.09 acres of land located at 207 North Euclid Avenue within the Downtown West Planned Unit Development zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15331 (Class 31, Historical Resource Restoration/Rehabilitation) of the CEQA Guidelines; (APN: 1048-565-09) **submitted by Tamara Soussan Design.**

1. CEQA Determination

Findings of – Exempt: CEQA Guidelines Section § 15331

2. File No. PHP25-022 (Certificate of Appropriateness)

Motion to Approve/Deny

D. **ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV25-007:** A public hearing to consider a Development Plan to construct a 226 room hotel totaling 183,609 square feet (including a 158,272 square foot hotel and 25,337 square feet of commercial uses) on 3.41 acres of land located south of Riverside Drive and east of Hellman Avenue within the CCS (Convention Center Services Commercial) zoning district, pursuant to a previously adopted Addendum to the Ontario Regional Sports Complex Environmental Impact Report (State Clearinghouse No. 2023110328, certified by the City Council on July 16, 2024). The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan; (APN: 218-111-67, 218-111-68, and 218-111-69) **submitted by Ontario Ranch Hotel, LLC. This item was continued from the March 24, 2026 Planning Commission meeting.**

1. CEQA Determination

Findings of – use of previous Addendum to an EIR

2. **File No. PDEV25-007** (Development Plan)

   Motion to Approve/Deny

E. **ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT REVIEW FOR FILE NO. PDA25-004:** A public hearing to consider a Development Agreement between the City of Ontario, SLV LC Center LLC, HCW LC Center LLC, Strack Farms Land LLC, RHV Edison Ave LLC, MV Edison Ave LLC, and EPC Holdings 938 LLC to establish the terms and conditions associated with Tentative Tract Map 20779 (File No. PMTT25-007), located on the northwest corner of Hamner Avenue and Ladybug Paseo within Planning Area 10A of the Rich Haven Specific Plan (File No. PSPA22-001). The environmental impacts of this Project were previously reviewed in conjunction with the Rich Haven Specific Plan Amendment for which an Environmental Impact Report (State Clearinghouse No. 2022100425) was adopted by the City Council on June 20, 2023. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan; (APN: 0218-211-40) **submitted by Risewell Homes. City Council action is required.**

1. **CEQA Determination**

   Findings of – use of previous EIR

2. **File No. PDA25-004** (Development Agreement)

   Motion to recommend Approval/Denial

F. **ENVIRONMENTAL ASSESSMENT, TENTATIVE TRACT MAP, AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PMTT25-007 & PDEV25-010:** A public hearing to consider Tentative Tract Map No. 20779 (File No. PMTT25-007) to subdivide 15.91 acres of land into 99 numbered lots and 16 lettered lots in conjunction with a Development Plan (File No. PDEV25-010) to facilitate the construction of 86 single-family dwelling units and 139 multiple-family dwelling units located on the northwest corner of Hamner Avenue and Ladybug Paseo within Planning Area 10A (Stand Alone Residential Overlay) of the Rich Haven Specific Plan. The environmental impacts of this Project were previously reviewed in conjunction with the Rich Haven Specific Plan Amendment (File No. PSPA22-001) for which an Environmental Impact Report (State Clearinghouse No. 2022100425) was adopted by the City Council on June 20, 2023. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan; (APN: 0218-211-40) **submitted by Risewell Homes.**

1. **CEQA Determination**

   Findings of – use of previous EIR

2. **File Nos. PMTT25-007 (TTM 20779) and PDEV25-010** (Tentative Tract Map & Development Plan)

   Motion to Approve/Deny

G. **ENVIRONMENTAL ASSESSMENT, GENERAL PLAN AMENDMENT, AND ZONE CHANGE REVIEW FOR FILE NOS. PGPA25-002 & PZC25-002:** A public hearing to

consider the Certification of the Ontario Policy Plan Amendment Supplemental Environmental Impact Report (SEIR) (State Clearinghouse No. 2025110102), including adoption of a Mitigation Monitoring and Reporting Program and Statement of Overriding Considerations, for the Ontario Plan ("TOP") 2050 Policy Plan Amendment and the Eucalyptus Business Park Specific Plan; and approval of the following: [1] an amendment to the Ontario Plan ("TOP") 2050 Policy Plan (General Plan) (File No. PGPA25-002); and [2] a Zoning Map Amendment (File No. PZC25-002) to implement the proposed Policy Plan Amendment. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan. The project site is also located within the Airport Influence area of Chino Airport and was evaluated and found to be consistent with the policies and criteria of the Chino Airport Land Use Compatibility Plan; (APNs: 0113-282-15 216-174-01 216-174-02 216-174-06 216-174-07 216-174-08 216-174-16 216-174-17 216-211-01 216-211-04 216-211-20 216-211-24 216-211-26 216-214-01 216-214-02 216-214-03 216-214-04 216-214-05 216-214-06 216-214-07 216-311-03 216-311-04 216-311-05 216-311-08 216-311-09 216-312-02 216-312-03 216-312-04 216-312-05 216-312-06 216-312-07 216-312-08 216-312-09 216-312-10 216-313-01 216-313-02 216-313-03 216-313-04 216-313-05 216-313-06 216-313-07 216-313-08 216-313-09 216-314-01 216-314-02 216-314-03 216-314-04 216-314-05 216-314-07 216-314-08 216-314-09 216-321-01 216-321-02 216-321-03 216-321-06 216-321-07 216-322-01 216-322-02 216-322-10 216-323-01 216-323-02 216-323-08 216-323-09 218-102-10 218-102-11 218-111-06 218-111-08 218-111-09 218-111-11 218-111-12 218-111-49 218-111-50 218-121-01 218-121-02 218-121-03 218-121-04 218-121-05 218-121-06 218-121-07 218-121-08 218-122-01 218-122-02 218-122-03 218-122-04 218-122-06 218-122-08 218-122-09 218-131-35 218-161-13 218-161-14 218-181-01 218-181-02 218-181-11 218-181-12 218-181-15 218-181-16 218-181-21 218-181-23 218-181-24 218-181-25 218-181-26 218-191-19 218-191-24 218-241-43 218-241-45 218-402-32 1049-101-01 1049-101-02 1049-101-04 1049-101-05 1049-101-06 1049-101-07 1049-101-08 1049-101-09 1049-101-10 1049-101-11 1049-101-12 1049-101-13 1049-101-14 1049-101-15 1049-101-16 1049-101-17 1049-101-18 1049-101-29 1049-101-30 1049-101-31 1049-101-32 1049-101-33 1049-101-34 1049-101-35 1049-101-36 1049-101-37 1049-101-38 1049-101-39 1049-131-00 1049-131-01 1049-131-02 1049-131-03 1049-131-04 1049-131-05 1049-131-06 1049-131-08 1049-131-09 1049-131-18 1049-131-19 1049-161-24 1049-161-25 1049-171-05 1049-171-06 1049-171-07 1052-151-02 1052-151-05 1052-151-09 1052-151-10 1052-151-11 1052-161-03 1052-471-02 1052-481-02 1052-491-03 1052-491-05 1052-491-06 1053-091-01 1053-101-01 1053-101-02 1053-111-01 1053-111-03 1053-111-04 1053-111-08 1053-151-04 1053-151-05 1053-161-02 1053-171-01 1053-171-03 1053-171-04 1053-171-05 1053-171-06 1053-181-01 1053-181-02 1053-191-01 1053-191-02 1053-201-01 1053-301-01 1053-301-02 1053-311-01 1053-311-02 1053-321-02 1053-321-03 1053-331-04 1053-341-01 1053-341-02 1053-351-02 1053-391-01 1053-411-01 1053-421-01 1053-421-02 1053-511-01 1053-511-02 1053-511-03 1053-511-05 1053-511-06 1053-511-07 1053-521-01 1053-521-02 1053-531-01 1053-531-02 1053-531-04 1053-541-01 1053-541-02 1053-551-01 1053-571-01 1053-571-02 1053-581-03 1053-581-04 1053-591-01 1053-591-02 1053-601-01 1053-601-02 1053-601-03 1053-601-041) **City Initiated. City Council action is required.**

1. **CEQA Determination**

   Motion to recommend Approval/Denial of the Certification of a SEIR

2. **File Nos. PGPA25-002 and PZC25-002** (General Plan Amendment & Zone Change)

   Motion to recommend Approval/Denial

H. ENVIRONMENTAL ASSESSMENT AND SPECIFIC PLAN REVIEW FOR FILE NO. PSP24-003: A public hearing to consider the Eucalyptus Business Park Specific Plan (File No.

PSP24-003) to establish the land use districts, development standards, design guidelines, infrastructure improvements, etc., for the potential development of 2,939,000 square feet of business park development, 10,000 square feet of commercial development and approximately 37-acres of open space/recreation on approximately 189 acres of land for property generally located along the northeast corner of Campus Avenue and Eucalyptus Avenue, within the AG (Agricultural Overlay) zoning district. The environmental impacts of this project were reviewed in conjunction with The Ontario Plan (TOP) 2050 Policy Plan Amendment (File No. PGPA25-002), for which a Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102) was prepared. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan. The project site is also located within the Airport Influence area of Chino Airport and was evaluated and found to be consistent with the policies and criteria of the Chino Airport Land Use Compatibility Plan; (APNs:1053-531-01, 1053-531-02, 1053-531-03, 1053-531-04, 1053-541-01, 1053-541-02, 1053-551-01, 1053-371-01, 1053-371-02, 1053-581-03, 1053-581-04, 0216-321-01, 0216-321-02, 0216-321-06, 0216-321-07, 0216-322-01, 0216-322-02, 0216-322-10) **submitted by Ontario Ranch Venture II, LLC. (c/o Sares Regis Group). City Council action is required.**

1. **CEQA Determination**

   Findings of – use of previous SEIR

2. **File No. PSP24-003** (Specific Plan)

   Motion to recommend Approval/Denial

MATTERS FROM THE PLANNING/HISTORIC PRESERVATION COMMISSION

1) Old Business

- Reports From Subcommittees
  - Historic Preservation (Standing): Met on April 8, 2026.

2) New Business

- Appointments of Subcommittees

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.

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I, Gwen Berendsen, Administrative Assistant, of the City of Ontario, or my designee, hereby certify that a true, accurate copy of the foregoing agenda was posted on **April 23, 2026**, at least 72 hours prior to the meeting per Government Code Section 54954.2 at 303 East "B" Street, Ontario.

CITY OF ONTARIO PLANNING COMMISSION/ HISTORIC PRESERVATION MEETING

MINUTES

March 24, 2026

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CITY OF ONTARIO PLANNING COMMISSION/ HISTORIC PRESERVATION MEETING

MINUTES

March 24, 2026

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

COMMISSIONERS Present: Chairman Ricci, Vice-Chairman DeDiemar, Anderson, Hagman and Lampkin,

Absent: Gage and Marks

OTHERS PRESENT: Community Development Executive Director Zeledon, Planning Director Noh, Assistant Planning Director Ruddins, Principal Planner Grahn, and Planning Secretary Berendsen

PLEDGE OF ALLEGIANCE TO THE FLAG

The Pledge of Allegiance was led by Commissioner Lampkin.

ANNOUNCEMENTS

Mr. Noh stated that the Consent Calendar Item A-01 and Item B are being continued to the April 28, 2026 meeting.

Mr. Lampkin spoke about the downtown art district and the 100-year-old post office building.

PUBLIC COMMENTS

No one responded from the audience.

CONSENT CALENDAR ITEMS

A-01. MINUTES APPROVAL

Planning/Historic Preservation Commission Minutes of February 24, 2026, continued to the April 28, 2026 meeting.

It was moved by DeDiemar, seconded by Lampkin, to continue the Planning Commission Minutes of February24, 2026, to the April 28, 2026 meeting. The motion was carried 5 to 0.

PUBLIC HEARING ITEMS

B. **ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV25-007:** A public hearing to consider a Development Plan to construct a 226 room hotel totaling 183,609 square feet (including a 158,272 square foot hotel and 25,337 square feet of commercial uses) on 3.41 acres of land located south of Riverside Drive and east of Hellman Avenue within the CCS (Convention Center Services Commercial) zoning district. Staff has prepared an Addendum to the Ontario Regional Sports Complex Environmental Impact Report (State Clearinghouse No. 2023110328, certified by the City Council on July 16, 2024). The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan; (APN: 218-111-67, 218-111-68, and 218-111-69) **submitted by Ontario Ranch Hotel, LLC.**

Mr. Noh stated this item is being continued to the April 28, 2026 meeting.

PUBLIC TESTIMONY

Mr. Ricci opened the public testimony and nobody wished to speak.

The public testimony remained open.

PLANNING COMMISSION ACTION

It was moved by Anderson, seconded by Hagman, to continue the Development Plan, File No. PDEV25-007, to the April 28, 2026 meeting. Roll call vote: AYES Anderson, DeDiemar, Hagman, Lampkin, and Ricci; NOES, none; RECUSE, none; ABSENT, Gage, and Marks. The motion was carried 5 to 0.

MATTERS FROM THE PLANNING COMMISSION

Old Business Reports From Subcommittees

Historic Preservation (Standing): This subcommittee met on March 11, 2026.

Ms. DeDiemar recapped the meeting.

New Business

- **Nomination of Chairman -**

Ms. Anderson nominated Ms. DeDiemar for Chairman and Mr. Gage for Vice-Chairman.

Mr. Hagman seconded the nomination.

Ms. DeDiemar accepted the nomination.

Mr. Ricci nominated Mr. Lampkin for Chairman,

Mr. Lampkin accepted and seconded the nomination.

Roll-call vote was taken for the first nomination of Ms. DeDiemar for Chairman.

Roll call vote: AYES Anderson, DeDiemar, and Hagman; NOES, Lampkin and Ricci; RECUSE, none; ABSENT, Gage, and Marks. The motion was carried 3 to 2.

- **Nomination for Vice-Chairman –**

Roll call vote was taken for the Vice-Chairman nomination of Mr. Gage.

Roll call vote: AYES Anderson, DeDiemar, and Hagman; NOES, Lampkin and Ricci; RECUSE, none; ABSENT, Gage, and Marks. The motion was carried 3 to 2.

Ms. DeDiemar thanked Mr. Ricci for the great job he did as Chairman the past 2 years.

NOMINATIONS FOR SPECIAL RECOGNITION

None at this time.

DIRECTOR'S REPORT

Mr. Noh stated Monthly Activity Reports are in the packet.

ADJOURNMENT

Mr. Ricci adjourned the meeting at 6:48 PM.

_____
Secretary Pro Tempore

_____
Chairman, Planning Commission

CITY OF ONTARIO PLANNING DEPARTMENT

PLANNING COMMISSION AGENDA REPORT

April 28, 2026

303 East B Street, Ontario, California 91764 Phone: 909.395.2036 / Email: PlanningDirector@OntarioCA.gov

FILE NO: PADV26-003 (related file PADV21-004)

SUBJECT: An amendment to the Conceptual Grand Park Master Plan to reflect revisions to establish consistency with The Ontario Plan, update the project name, and revise the list of permitted land uses within the programming of the park. **City Initiated. City Council action is required.**

RECOMMENDED ACTION: That the Planning Commission consider and adopt a Resolution recommending the City Council approve the Conceptual Grand Park Master Plan Amendment, pursuant to the facts and reasons contained in the staff report and attached Resolution.

PROJECT SETTING: The Ontario Grand Park is approximately 370 acres and extends over 3-1/2 miles in an east-west direction from Haven Avenue to Campus Avenue, with anticipated widths ranging from 280 to 1,600 feet.

PROJECT ANALYSIS: The Conceptual Grand Park Master Plan Amendment guides the future phased improvements and development of the Grand Park, which seeks to provide a major amenity for Ontario residents as a key organizational element of land use development. The amendment clarifies and cleans up items in the document and incorporates language that aligns with the objectives and requirements outlined in Proposition 70 and Senate Bill (SB) 1124. The amendment revises the project location map, extending the park to Euclid Avenue on the west and aligning with The Ontario Plan (TOP) 2050; describes the project setting language and programming related to adjacent land use; and reconfigures conceptual renderings based on previous adjacent land uses. The proposed amendments include:

(1) Amendment to Establish Consistency with TOP 2050

Revises the Project Location Map, Project Setting Language, Programming related to adjacent land use, and reconfigures conceptual renderings based on previous adjacent land uses.

(2) Amendment to Update the Name

Update the previous name from Ontario Great Park to Ontario Grand Park.

Case Planner:	Jamie Richardson
Planning Director Approval:	
Submittal Date:	N/A

Hearing Body	*Date*	*Decision*	*Action*
DAB			
PC	04/28/2026		Recommend
CC	05/19/2026		Final

(3) Amendment to Programming to Align with San Bernardino County's Amended and Restated Land Plan, as it relates to Proposition 70

In June 1988, Proposition 70, officially known as the California Wildlife, Coastal, and Park Land Conservation Act, received voter approval. Funding was earmarked for the "acquisition, development, rehabilitation, protection, or restoration of parks, wildlife, coastal, and natural lands in California, including lands supporting unique or endangered plants or animals." Within this allocation, $20 million was designated for San Bernardino County, specifically intended for land acquisition within the Chino Ag Preserve in alignment with the overarching goals and vision of Proposition 70. This allocation aimed to preserve the County's agricultural heritage.

In 2010, the provisions of Proposition 70 were amended by the Legislature with the passage of SB 1124, which allows the County to sell or exchange originally acquired Proposition 70 properties under various conditions, including the condition that lands preserved are dedicated to agricultural preservation or open-space purposes. SB 1124 also mandated the County develop, and the County and California Department of Parks and Recreation (DPR) adopt a Land Plan before engaging in any land transactions.

In 2012, the County approved a Land Plan, which was conditionally approved by the DPR. The 2012 Land Plan outlined the County's intention to sell dairy properties in the cities of Chino and Ontario, initially acquired using the County's Proposition 70 funds. Since then, the County has sold and exchanged some of the properties. The 2012 Land Plan faced challenges during implementation, which prevented its successful realization. Additionally, the strategies for selling the remaining properties and acquiring replacement land did not unfold as initially envisioned in the 2012 Land Plan. In 2025, the County drafted the 2025 Land Plan to supersede the 2012 Land Plan, to address challenges arising from the implementation of the 2012 Land Plan.

The 2025 Land Plan identifies parcels that the County may sell or acquire with associated conservation easements, over multiple phases, within the Chino Ag Preserve and the City of Ontario's Grand Park. Upon DPR approval of the 2025 Land Plan, the acquired parcels will fulfill specified requirements for acreage and habitat value replacement by preserving additional open space, habitat, and public-use land to meet the requirements of Proposition 70 and SB 1124.

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

On April 19, 2011, the City Council of the City of Ontario approved and adopted the ONT ALUCP, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties,

and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the recommending body for the Project, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting documentation against the ONT ALUCP compatibility factors, including [1] Safety Criteria (ONT ALUCP Table 2-2) and Safety Zones (ONT ALUCP Map 2-2), [2] Noise Criteria (ONT ALUCP Table 2-3) and Noise Impact Zones (ONT ALUCP Map 2-3), [3] Airspace protection Zones (ONT ALUCP Map 2-4), and [4] Overflight Notification Zones (ONT ALUCP Map 2-5). As a result, the Planning Commission finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ONT ALUCP.

On August 2, 2022, the City Council of the City of Ontario approved and adopted a Development Code Amendment to establish the Chino Airport (CNO) Overlay Zoning District (OZD) and Reference I, Chino Airport Land Use Compatibility Plan (CNO ALUCP). The CNO OZD and CNO ALUCP established the Airport Influence Area for Chino Airport, solely within the City of Ontario, and limits future land uses and development within the Airport Influence Area, as they relate to safety, airspace protection, and overflight impacts of current and future airport activity. The CNO ALUCP is consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook. The proposed Project is located within the Airport Influence Area of Chino Airport and was evaluated and found to be consistent with the California Airport Land Use Planning Handbook and the CNO ALUCP. As the recommending body for the Project, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting documentation against the CNO ALUCP compatibility factors, including Safety, Airspace Protection, Overflight. As a result, the Planning Commission finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the California Airport Land Use Planning Handbook and the Chino ALUCP.

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

(1) City Council Goals

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

(2) Vision

Distinctive Development that integrates our varied and diverse focal points, districts, centers, corridors, and neighborhoods to provide a feeling of coherence without sacrificing uniqueness.

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.

Development Quality

- Unique and authentic districts, centers, and corridors of varied scales that establish Ontario as one of the most vital and diverse locales in Southern California.

- Superior quality and design of the built environment and open spaces through careful attention to detail at every scale, including public and private spaces and structures.

(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.

- *G1-1 Consistency with Policies*. We require that staff recommendations to the City Council be consistent with adopted City Council Priorities (Goals and Objectives) and The Policy Pan.

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

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

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

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

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

Community Economics Element:

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

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

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

Community Design Element

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

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

- *CD-1.2 Place Types*. We establish Place Types in urban, mixed use, and transit-oriented areas to foster the City's identity as a premier community and require new development within each Place Type to incorporate prescribed urban patterns, forms, and placemaking priorities.

- *CD-1.3 Existing Neighborhoods*. We require the existing character of viable residential and non-residential neighborhoods be preserved, protected, and enhanced.

- *CD-1.4 Transportation Corridors*. We will enhance our major transportation corridors within the City through landscape, hardscape, signage and lighting. The extent of enhancement should be appropriate to the use, type, and context of each corridor.

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

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

    1. Building volume, massing, and height to provide context-appropriate scale and proportion;

    2. 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

    3. Exterior building materials that are articulated, high quality, durable, and appropriate for the architectural style.

- *CD-2.5 Streetscapes*. We design new and, when necessary, retrofit existing streets to improve walkability, bicycling and transit integration, strengthen connectivity, and enhance community identity through improvements to the public right-of-way such as sidewalks, street trees, parkways, curbs, street lighting and street furniture.

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

- *CD-2.9 Landscape Design*. We encourage durable, sustainable, and drought-tolerant landscaping materials and designs that enhance the

aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.

- *CD-2.10 Parking Areas*. We require all development, including single-family residential, to minimize the visual impact of surface, structured, and garage parking areas visible from the public realm in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include surface parking, shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field.

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

ENVIRONMENTAL REVIEW: The Conceptual Grand Park Master Plan is exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15262 (Feasibility and Planning Studies) of the CEQA Guidelines, which consists of projects involving only feasibility or planning studies for possible future actions that the City has not approved, adopted, or funded, and does not require the preparation of an EIR or Negative Declaration, but does require consideration of environmental factors.

Exhibit A: PROJECT LOCATION MAP

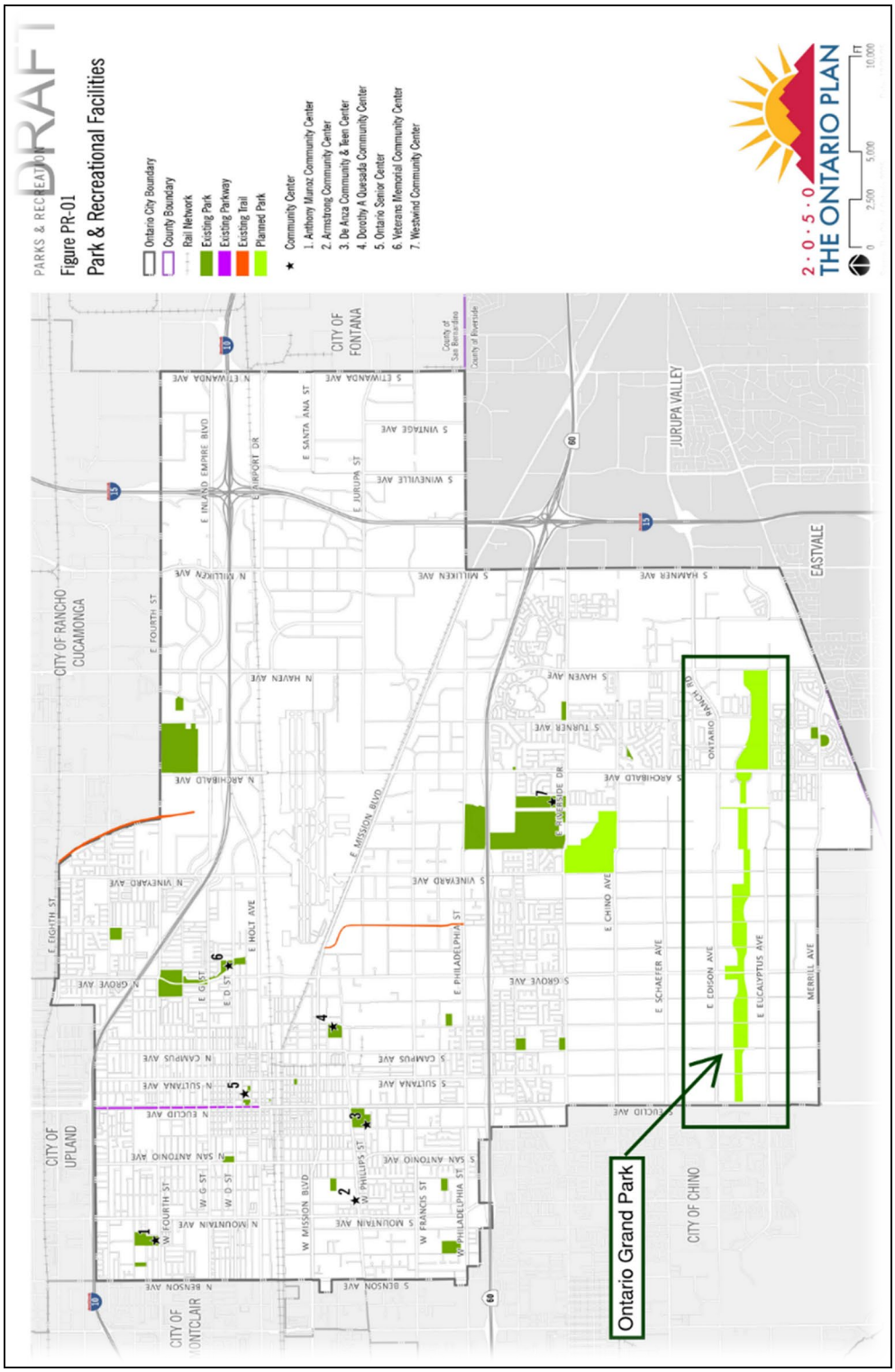
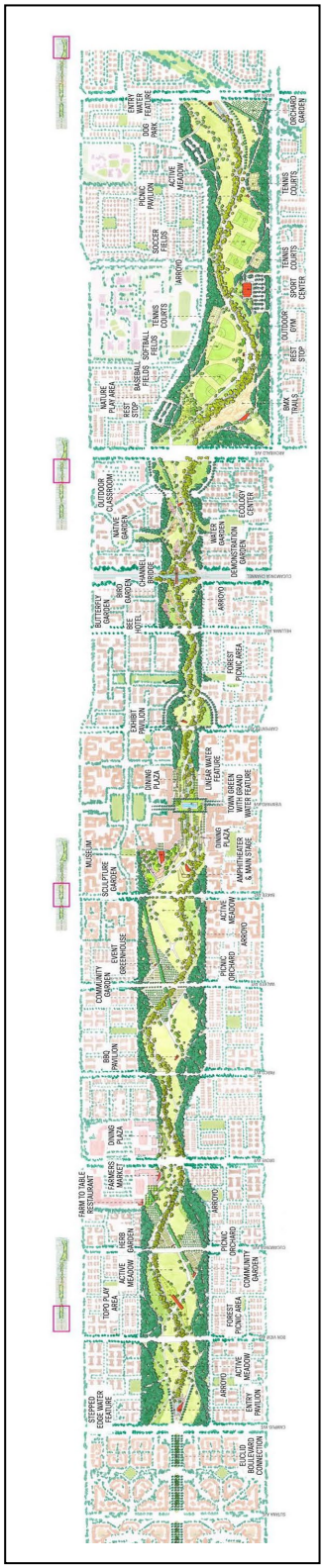


Exhibit B: SITE PLAN: Conceptual Grand Park Master Plan



Attachment A:
Resolution for File No. PADV26-003

(Document to follow this page)

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL APPROVE FILE NO. PADV26-003, AN AMENDMENT TO THE CONCEPTUAL GRAND PARK MASTER PLAN, TO ESTABLISH CONSISTENCY WITH THE ONTARIO PLAN, UPDATE THE PROJECT NAME, AND REVISE THE LIST OF PERMITTED LAND USES WITHIN THE PROGRAMMING OF THE PARK.

WHEREAS, City of Ontario (Applicant) has filed an Application for the approval of an Amendment to the Conceptual Grand Park Master Plan, as described in the title of this Resolution (hereinafter referred to as Application or Project); and

WHEREAS, the Conceptual Grand Park Master Plan encompasses approximately 370 acres of land that extends over 3-1/2 miles in an east-west direction, from Haven Avenue to Campus Avenue, and has a varying width of 280 feet to 1,600 feet. Furthermore, the preliminary design for Phase 1 of the 'Great' Park encompasses approximately 130 acres of land bordered by Grand Park Street to the north, Eucalyptus Avenue to the south, Haven Avenue on the east, and Archibald Avenue on the west; and

WHEREAS, the Conceptual Grand Park Master Plan, approved in 2012, guides the future phased improvements and development of the Grand Park, which seeks to provide a major amenity for Ontario residents as a key organizational element of land use development; and

WHEREAS, the Amendment to the Conceptual Grand Park Master Plan revises the Project Location Map, Project Setting Language, Programming related to adjacent land use, and reconfigures conceptual renderings based on previous adjacent land uses; and

WHEREAS, the Amendment to the Conceptual Grand Park Master Plan updates the previous name from Ontario Great Park to Ontario Grand Park; and

WHEREAS, the Amendment to the Conceptual Grand Park Master Plan aligns with the County's 2025 Amended and Restated Land Plan, which identifies parcels that the County may sell or acquire with associated conservation easements, over multiple phases, within the Chino Ag Preserve and the City of Ontario's Grand Park. Upon the Department approval of the 2025 Land Plan, the acquired parcels will fulfill specified requirements for acreage and habitat value replacement by preserving additional open space, habitat, and public-use land to meet the requirements of Proposition 70 and SB 1124; and

WHEREAS, on April 28, 2026, 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: ***Environmental Determination and Findings.*** As the recommending authority for the Project, the Planning Commission has reviewed and considered the information contained in the administrative record, including all written and oral evidence presented to the Planning Commission, the Planning Commission finds as follows:

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

(2) The Project is exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15262 (Feasibility and Planning Studies) of the CEQA Guidelines, which consists of projects involving only feasibility or planning studies for possible future actions that the City has not approved, adopted, or funded, and does not require the preparation of an EIR or Negative Declaration but does require consideration of environmental factors; and

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

SECTION 2: ***Housing Element Compliance.*** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending body for the Project, the Planning Commission finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the Project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan 2050.

SECTION 3: ***Airport Land Use Compatibility Plan (ALUCP) Compliance.*** The California State Aeronautics Act (Public Utilities Code Section 21670, et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan.

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

(2) On August 2, 2022, the City Council of the City of Ontario approved and adopted a Development Code Amendment to establish the Chino Airport (CNO) Overlay Zoning District (OZD) and Reference I, Chino Airport Land Use Compatibility Plan (CNO ALUCP). The CNO OZD and CNO ALUCP established the Airport Influence Area for Chino Airport, solely within the City of Ontario, and limits future land uses and development within the Airport Influence Area, as they relate to safety, airspace protection, and overflight impacts of current and future airport activity. The CNO ALUCP is consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook. The proposed Project is located within the Airport Influence Area of Chino Airport and was evaluated and found to be consistent with the California Airport Land Use Planning Handbook and the CNO ALUCP. As the recommending body for the Project, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting documentation against the CNO ALUCP compatibility factors, including Safety, Airspace Protection, Overflight. As a result, the Planning Commission finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the California Airport Land Use Planning Handbook and the Chino ALUCP.

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

(1) The proposed Conceptual Grand Park Master Plan Amendment is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Goals components of The Ontario Plan (TOP).

(2) The proposed Conceptual Grand Park Master Plan Amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.

SECTION 5: ***Planning Commission Action.*** Based upon the findings and conclusions set forth in the Sections above, the Planning Commission hereby RECOMMENDS THE CITY COUNCIL APPROVE the herein described Application.

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

SECTION 7: ***Certification to Adoption.*** 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 28th day of April 2026, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Nancy DeDiemar
Planning Commission Chairperson

ATTEST:

Henry K. Noh
Planning Director and
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. ____ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on April 28, 2026, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Gwen Berendsen
Secretary Pro Tempore

Flow to and Flow through

A Vision for the Ontario Grand Park District

Amended 2026

swa

CITY OF ONTARIO

CONCEPTUAL GRAND PARK MASTER PLAN

CITY COUNCIL APPROVED ON DECEMBER 21, 2021
Amended (Month Day, 2025)

ACKNOWLEDGEMENTS

CITY COUNCIL
Paul S. Leon, *Mayor*
Alan D. Wapner, *Mayor pro Tem*
Jim W. Bowman, *Council Member*
Debra Dorst-Porada, *Council Member*
Daisy Macias, *Council Member*

PLANNING COMMISSION
Nancy DeDiemar, *Chairperson*
Rick Gage, *Vice Chairman*
Nicola Ricci, *Commissioner*
D'Andre Lampkin, *Commissioner*
Guadalupe Anderson, *Commissioner*
Timothy Marks, *Commissioner*
Jonathon Hagman, *Commissioner*

Prepared by
SWA Group Laguna Beach, a California Corporation
570 Glenneyre Street
Laguna Beach, CA
&
City of Ontario, Planning Department

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Project Location - Ontario Grand Park

Project Setting: The Ontario Grand Park is approximately 370 acres that extend over 3-1/2 miles in an east-west direction from Haven Avenue to Cam-pus Avenue and has varying widths anticipated be-tween 280 to 1,600 feet within the center portion of Ontario Ranch.

RIVERSIDE AV
CAMPUS AV
BON VIEW AV
GROVE AV
WALKER AV
VINEYARD AV
CHINO AV
Countryside
Armstrong Ranch
CARPENTER AV
HELLMAN AV
CUCAMONGA CREEK CH
ARCHIBALD AV
Elementary School
TURNER AV
HAVEN AV
MILL CREEK AV
Edenglen
West Haven
Rich Haven
HAMNER AV
SCHAEFER AV
The Avenue
ONTARIO RANCH RD
EUCLID AV
SULTANA AV
EDISON AV
Parkside
Grand Park
Esperanza
EUCALYPTUS AV
EUCALYPTUS AV
ONT Ranch Business Park
South ONT Logistics
Merrill Commerce Center
West ONT CC
Subarea 29
BELLEGRAVE AV
MERRILL AV
MERRILL AV
CCC East
CCC West
COUNTY LINE CH
REMINGTON AV

Legend

- Ontario Grand Park
- Southern California Edison Trail
- Flood Control Channel Trail
- Cucamonga Creek Trail
- Multipurpose Trails

ONTARIO GRAND PARK LOCATION MAP

0 0.125 0.25

File Path S:\Public Facilities\CAD and GIS Projects\Maps\Ontario Great Park Location Map

Project Analysis

In April 2017, the City of Ontario prepared a Request for Qualifications and Proposal for the City of Ontario Conceptual ‘Great’ Park Master Plan and Consulting Services. In November 2019, the City Council authorized the City Manager to execute a Professional Services Agreement with SWA Group, a California Corporation, of Laguna Beach to prepare the City of Ontario Conceptual ‘Great’ Park Master Plan. The park was renamed Ontario Grand Park.

Inspiration

Vision

Framework

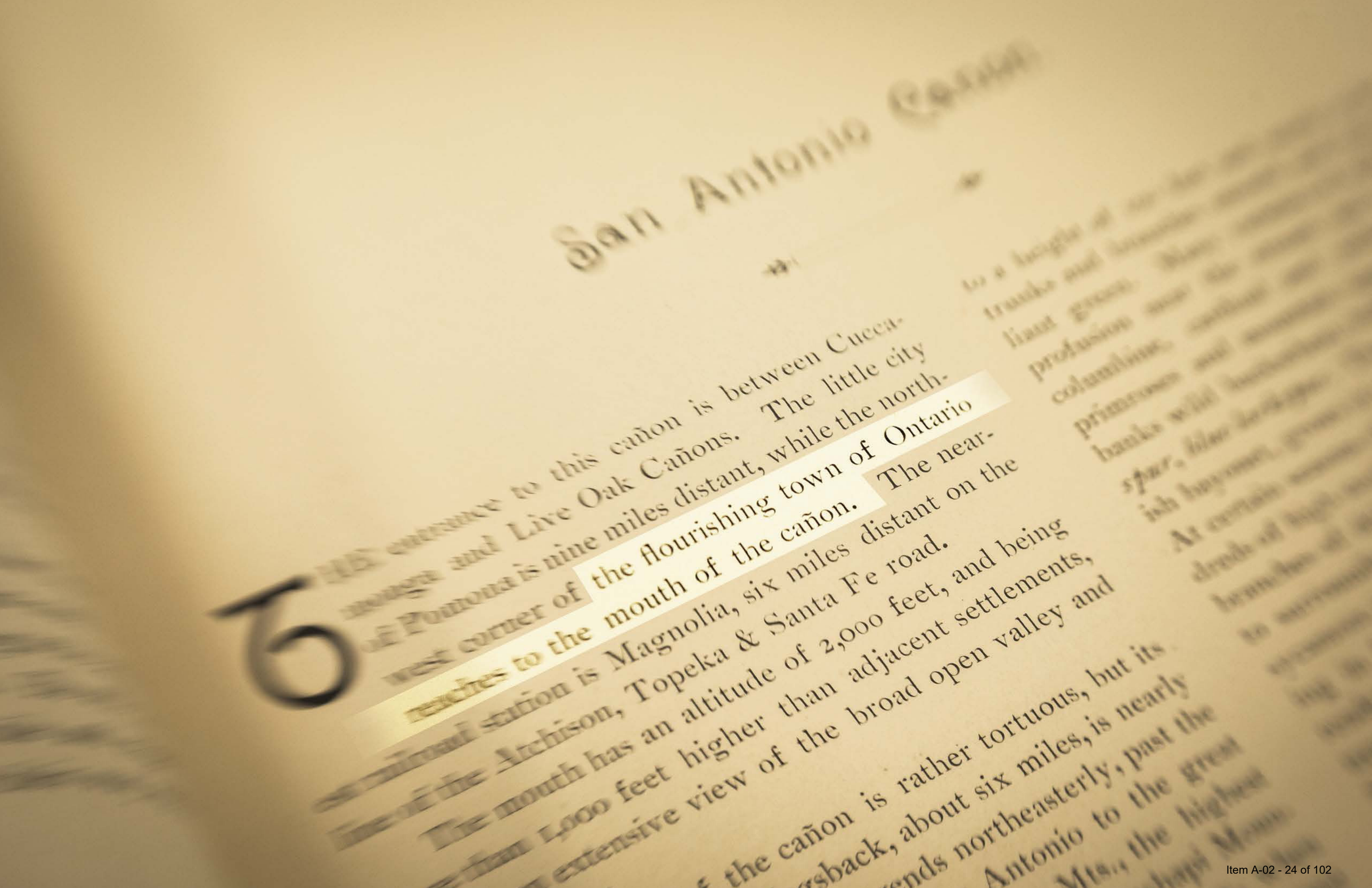
Inspiration










San Antonio Canon
THE entrance to this cañon is between Cucca-
monga and Live Oak Cañons. The little city
of Pomona is nine miles distant, while the north-
west corner of the flourishing town of Ontario
reaches to the mouth of the cañon. The near-
railroad station is Magnolia, six miles distant on the
line of the Atchison, Topeka & Santa Fe road.
The mouth has an altitude of 2,000 feet, and being
than 1,000 feet higher than adjacent settlements,
extensive view of the broad open valley and
the cañon is rather tortuous, but its
sback, about six miles, is nearly
ends northeasterly, past the
Antonio to the great
Mts., the highest

A Landscape in Flux



From Native Flora...



...where spring water flowed down the mountain sides into tree-lined creeks through the meadows



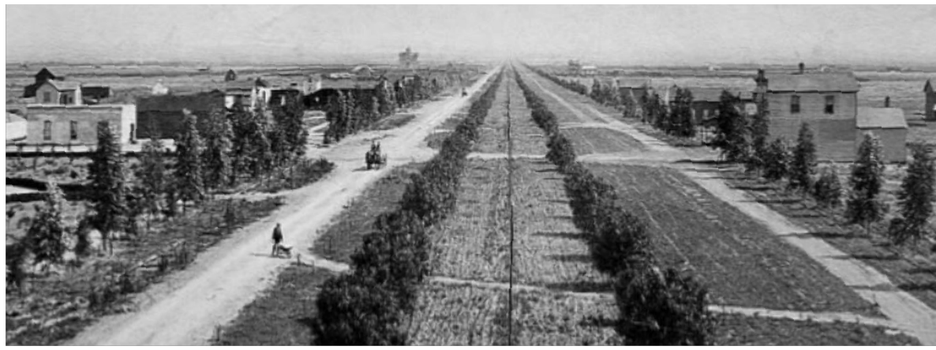




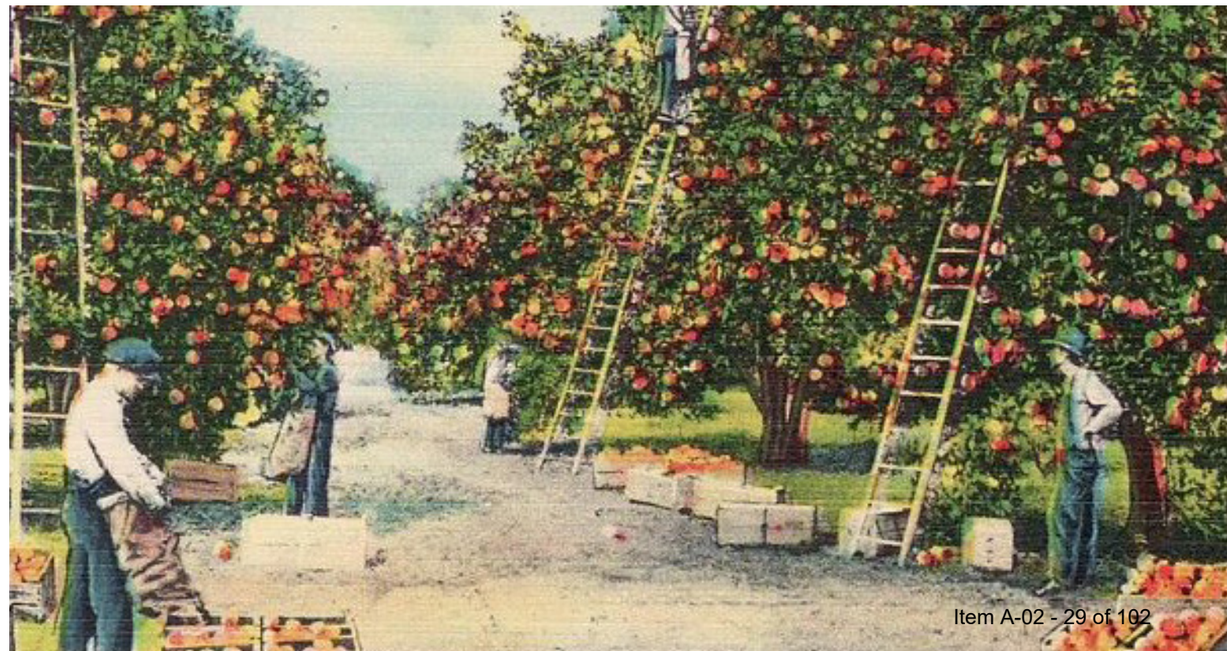
...to Cultivated Fields...







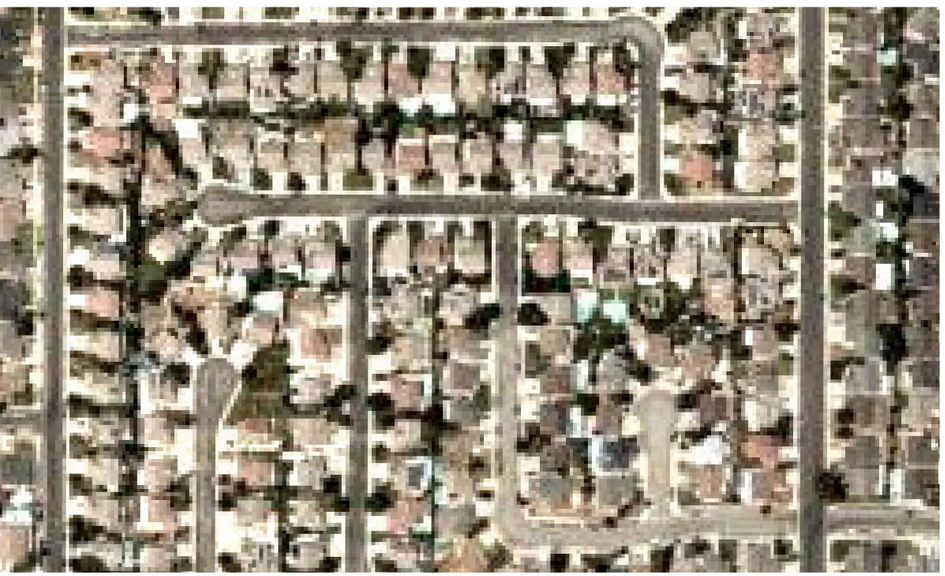
...where water was captured and controlled, and land organized into a grid of roads and orchards and row crops



...to a Residential Patchwork





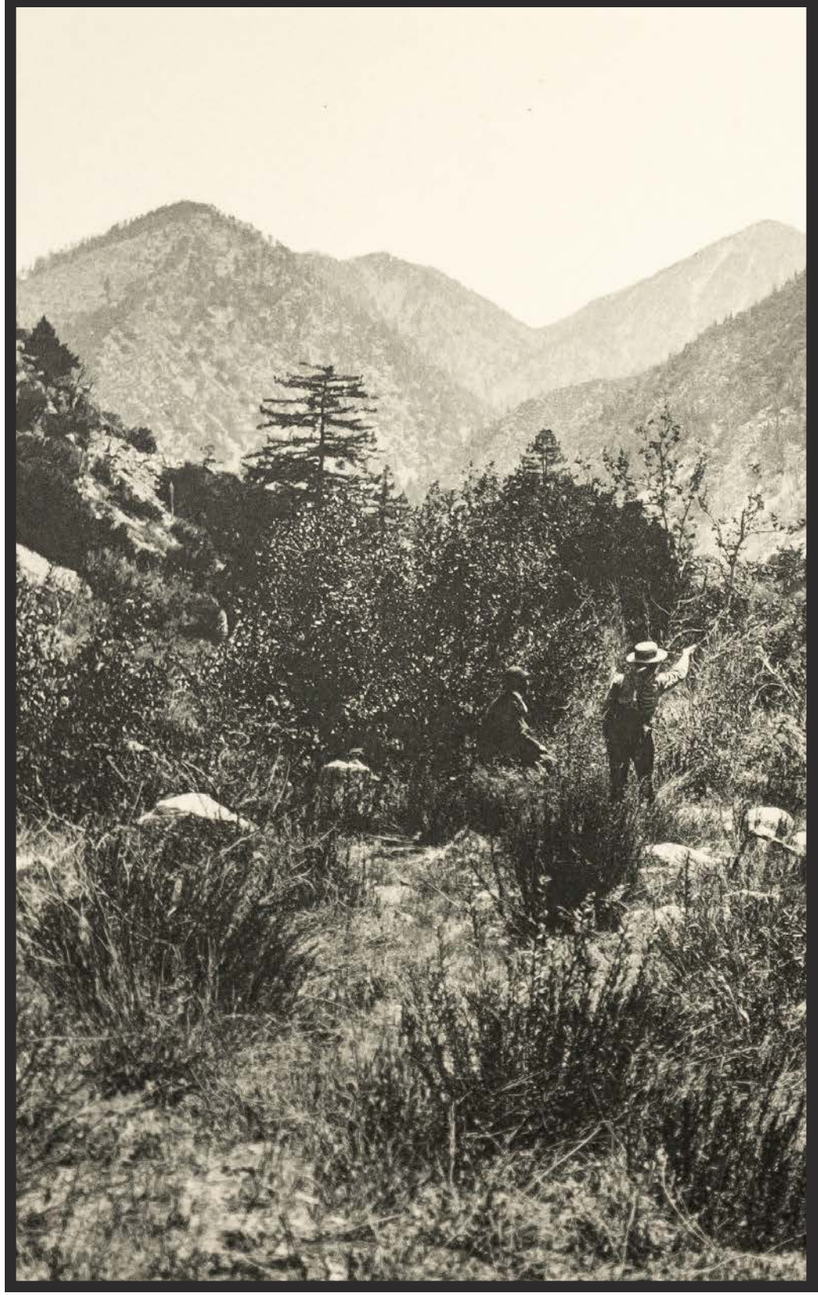


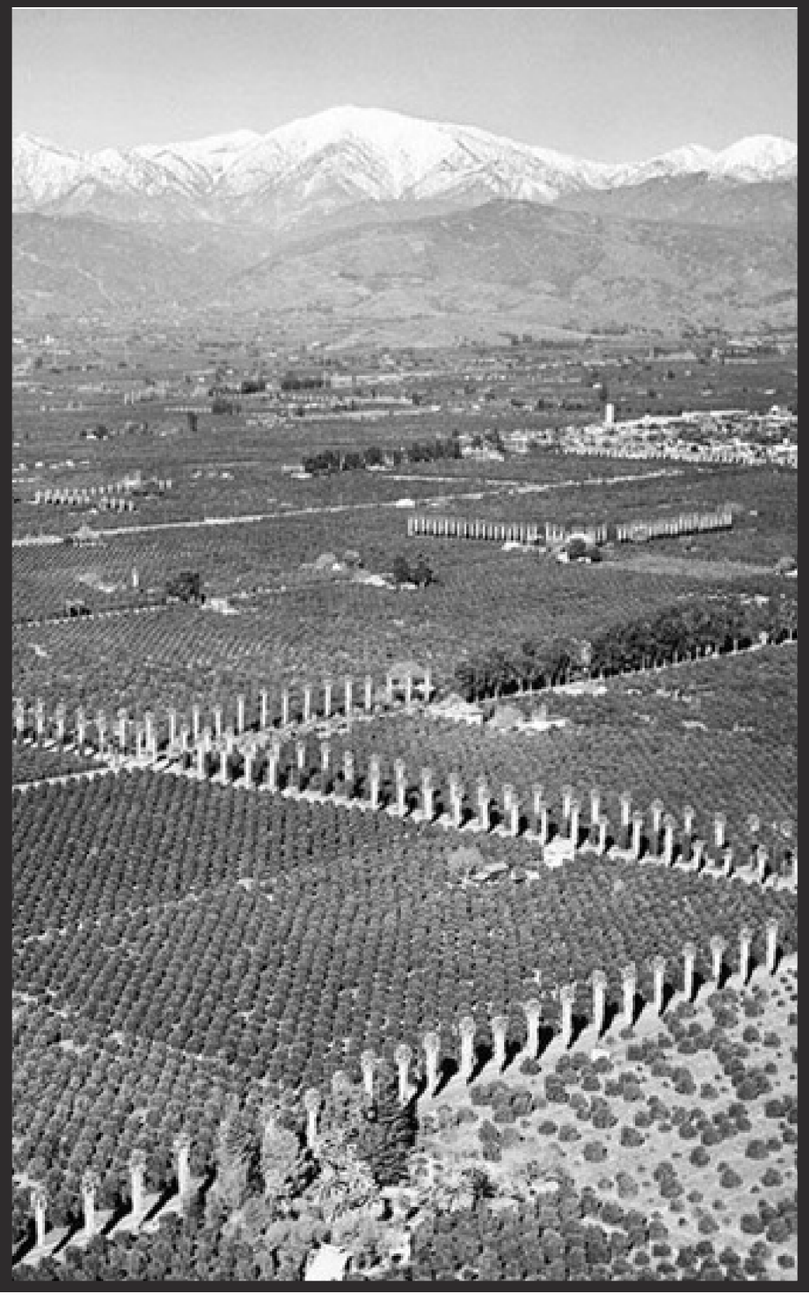


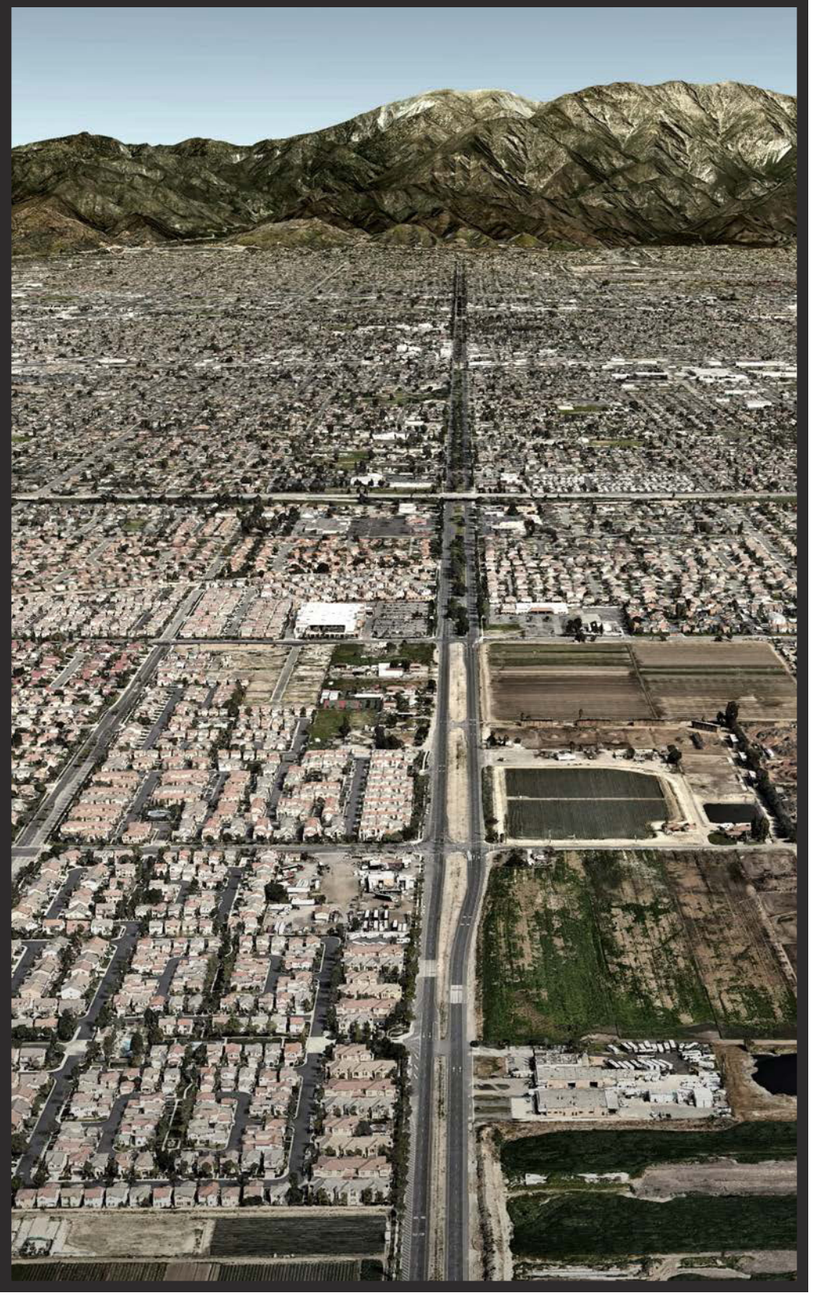
...where grids of homes supersede fields of crops and orchards of trees.



Native + Agrarian + Urbanizing





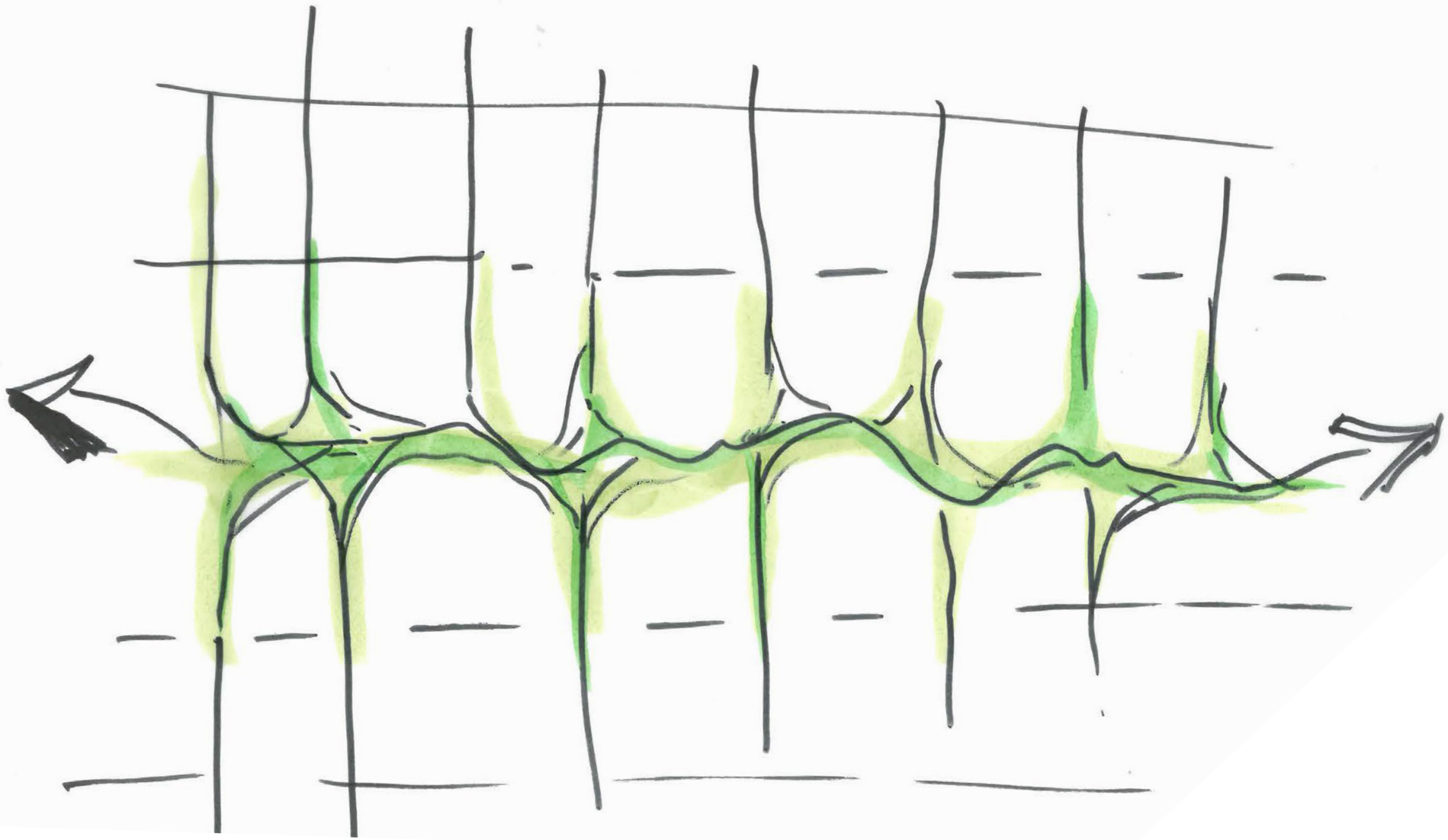


Great Opportunities

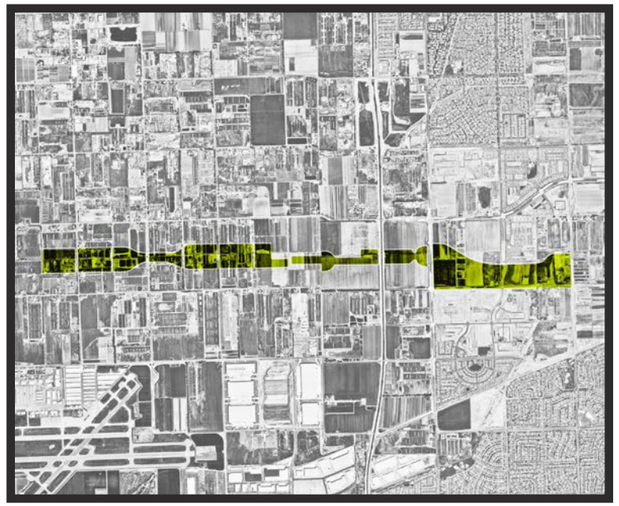
- Re-connect the people of Ontario to their native landscape and cultural heritage
- Celebrate the agrarian legacy
- Build a distinct destination
- Create flow through the grid

Vision:

A Grand Park District



A Big Park Needs Big Ideas



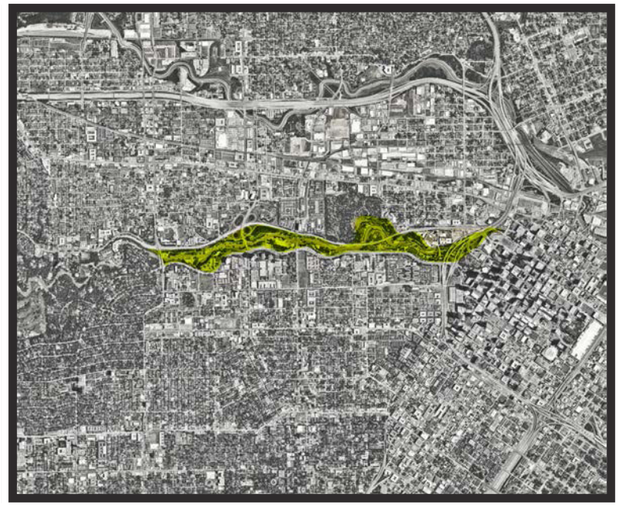
Ontario Grand Park
Ontario, California
346 acres





Jeffrey Linear Park
Irvine, California
54 acres





Buffalo Bayou Park
Houston, Texas
160 acres



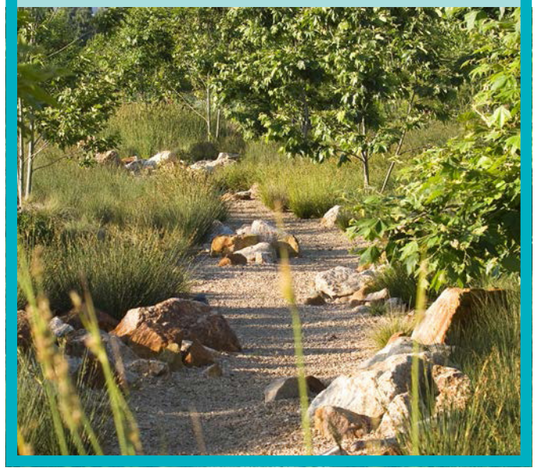


Central Park New
York City, New York
843 acres



A Distinct yet Flexible Park Framework

Water



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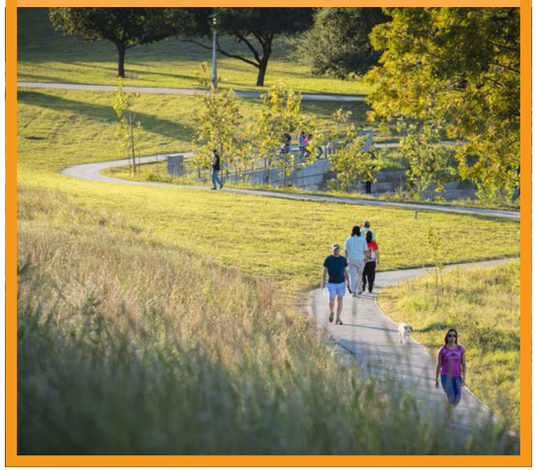
Circulation



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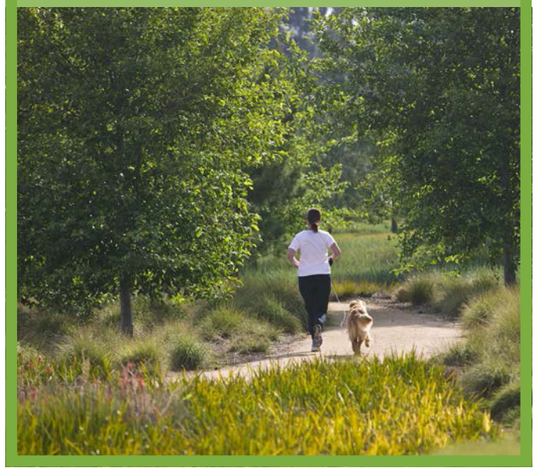
Landscape



+

Interface



Diverse Programs Added over

Water

Circulation

Landscape

Interface

+

Program



Park Feels Complete through Phased Build-Out

Water

Circulation

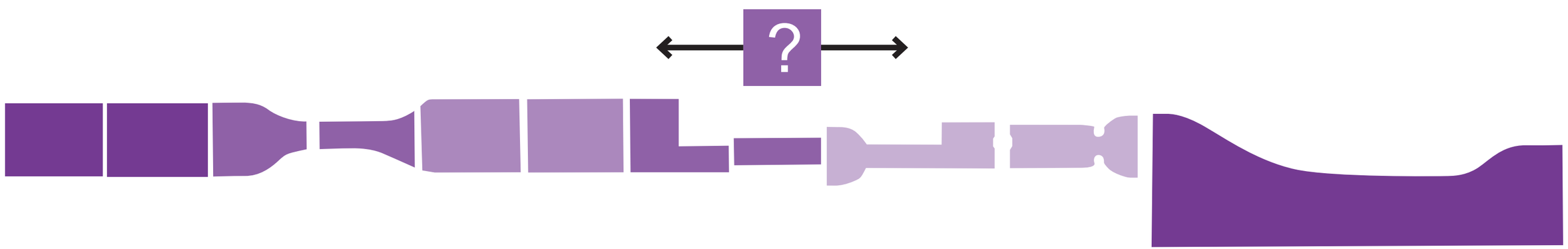
Landscape

Interface

Program

Phasing

?



StormwaterManagement Drives Topography

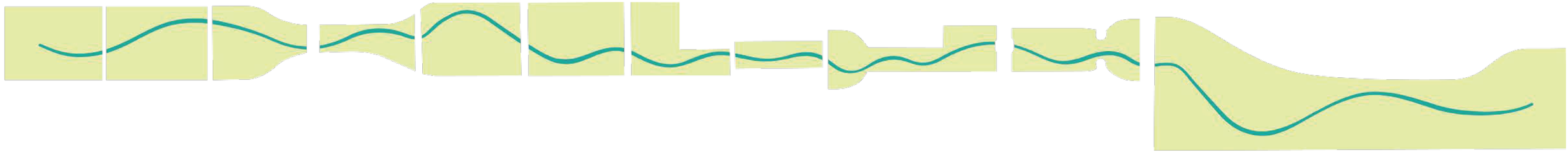
- Capture and infiltrate stormwater on site in beautiful and multi-functional ways
- Engineering principles drive park design
- Drainage systems connect park and community

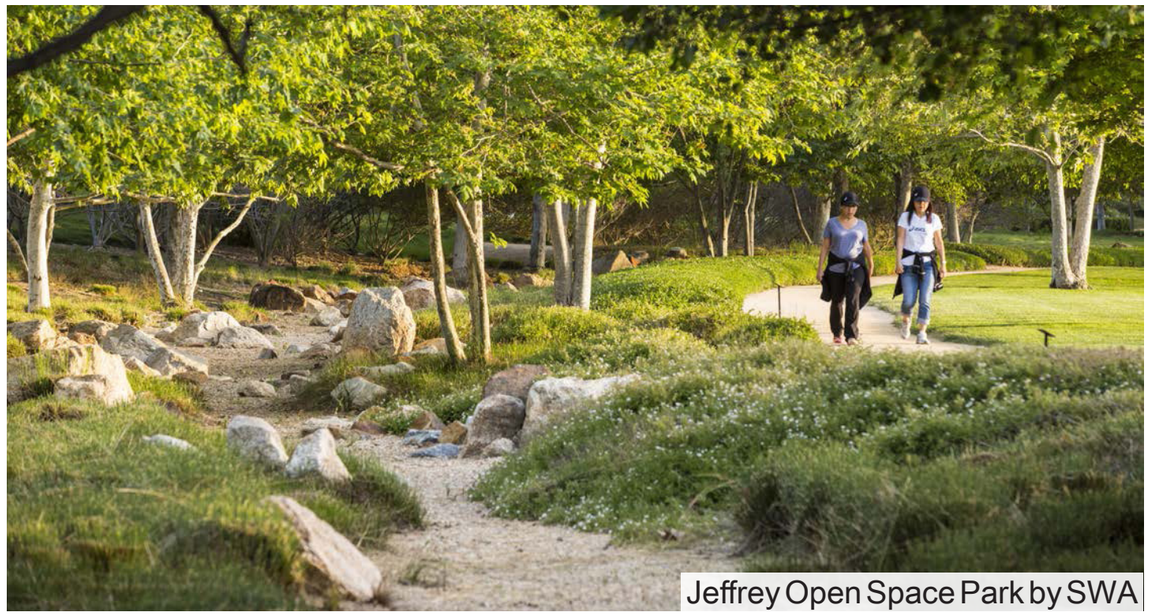
Jeffrey Open Space Park by SWA

Arroyo as Drainage Backbone

- Lowpoint in park
- Captures and infiltrates stormwater
- Functional element and unifying landscape feature







Jeffrey Open Space Park by SWA



Jeffrey Open Space Park by SWA

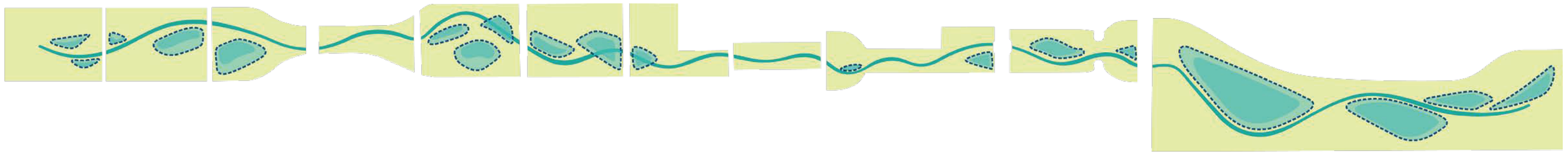


Lewis Avenue Corridor by SWA

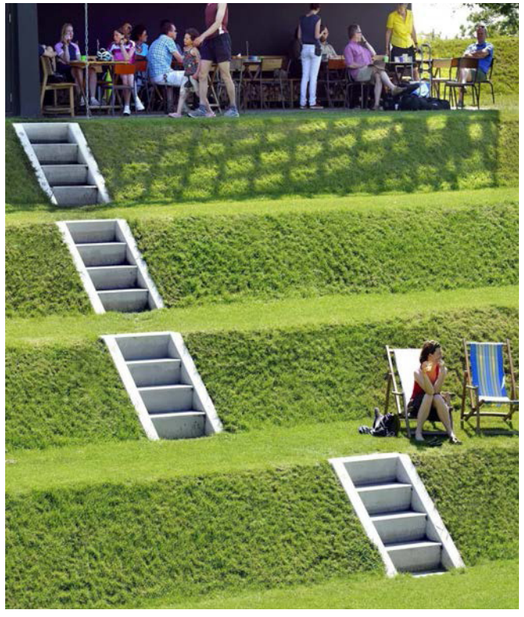
Depressed Meadows as Detention Basins

- Multi-functional
- Spaces for leisure and sports
- Hold excess water during storm events





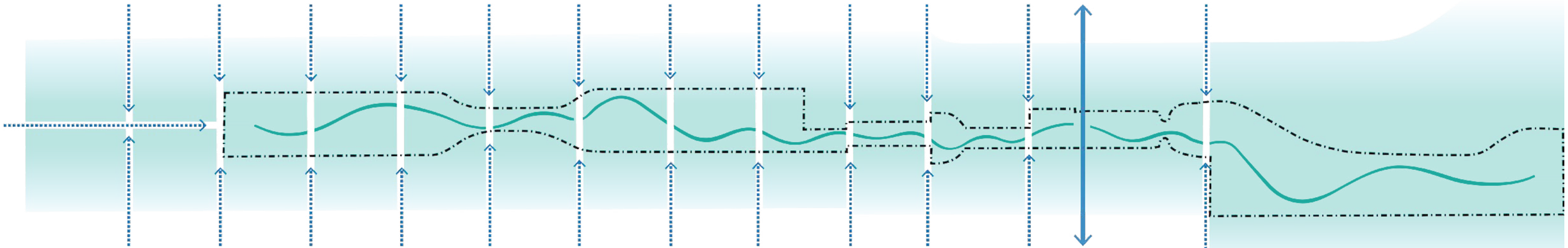






Capture Runoff from Adjacent Blocks

- The grand park district as one stormwater system
- Swales on streets intersecting the park
- Maximize use of park for natural infiltration





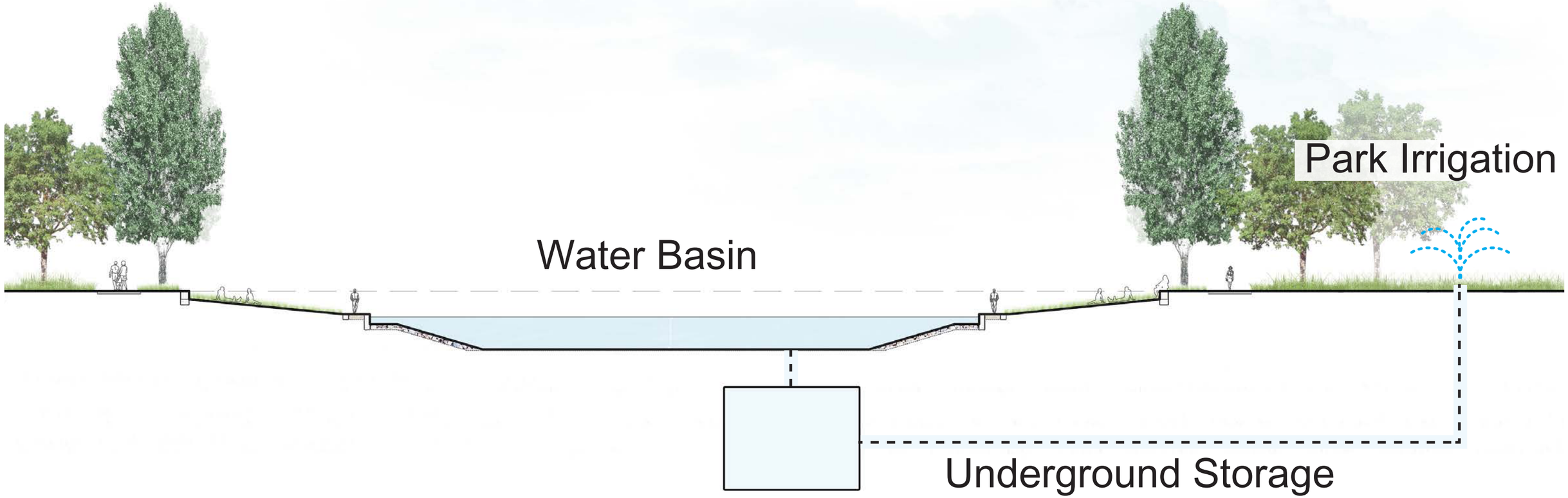


Potential for Capture and Reuse

- Retain instead of detain
- Permanent water reservoir as amenity
- Underground tanks for storage
- Recycled water irrigates park landscaping



Hermann Park by SWA



Trails Create Flow Through the Park

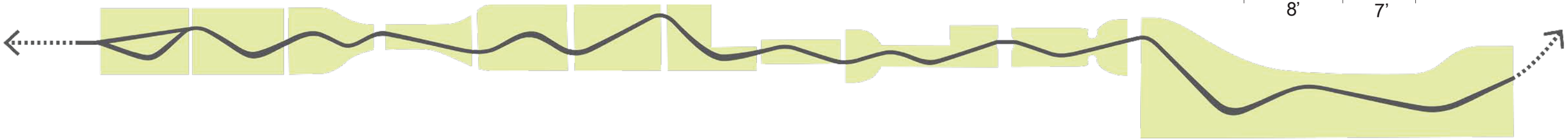
- Integrate park with adjacent neighborhoods and greater city
- Hierarchy of trails as park skeleton
- Strategic vehicular access

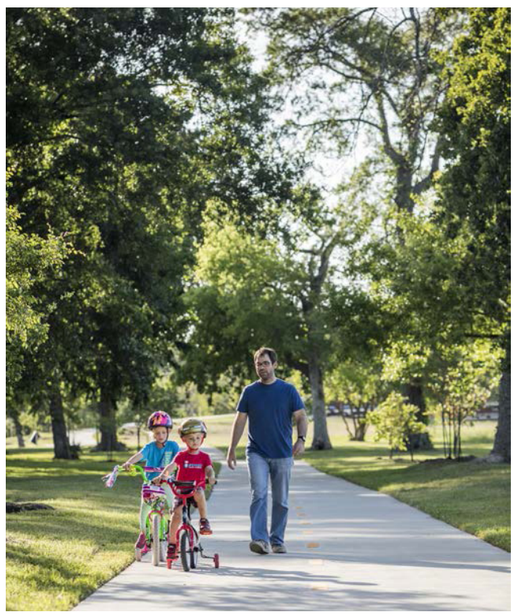
Buffalo Bayou by SWA

Primary Trail

- 15’ wide multi-use asphalt path as central spine
- Pedestrians and bicyclists
- Undulating trail creates varied experiences









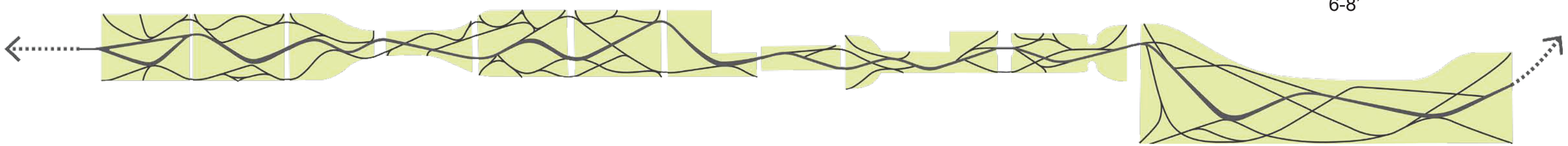
Jeffrey Open Space Park by SWA



Secondary Trails

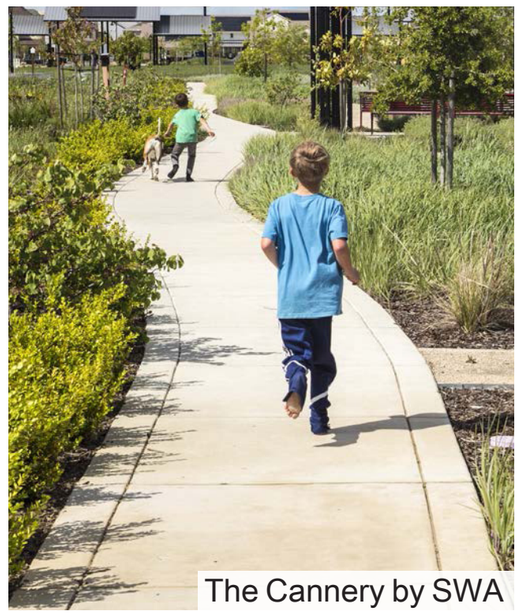
- 6’-8’ wide concrete or decomposed granite paths
- Pedestrians or bicyclists
- More trails added as programs evolve
- Connecting to neighborhood access points and city-wide






Jeffrey Open Space Park by SWA

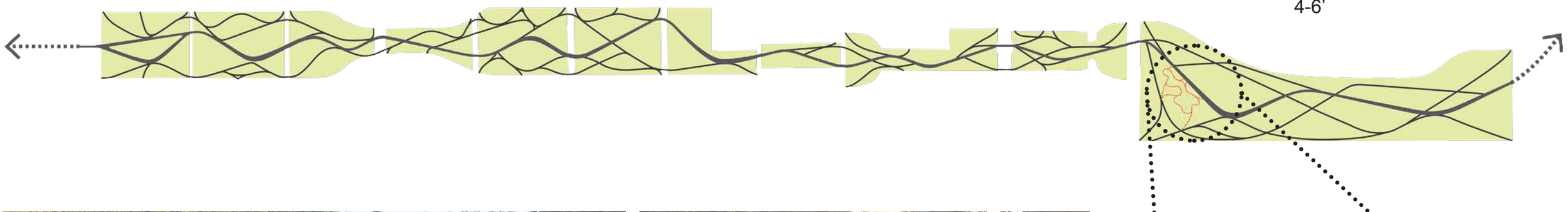

Katy Trail by SWA

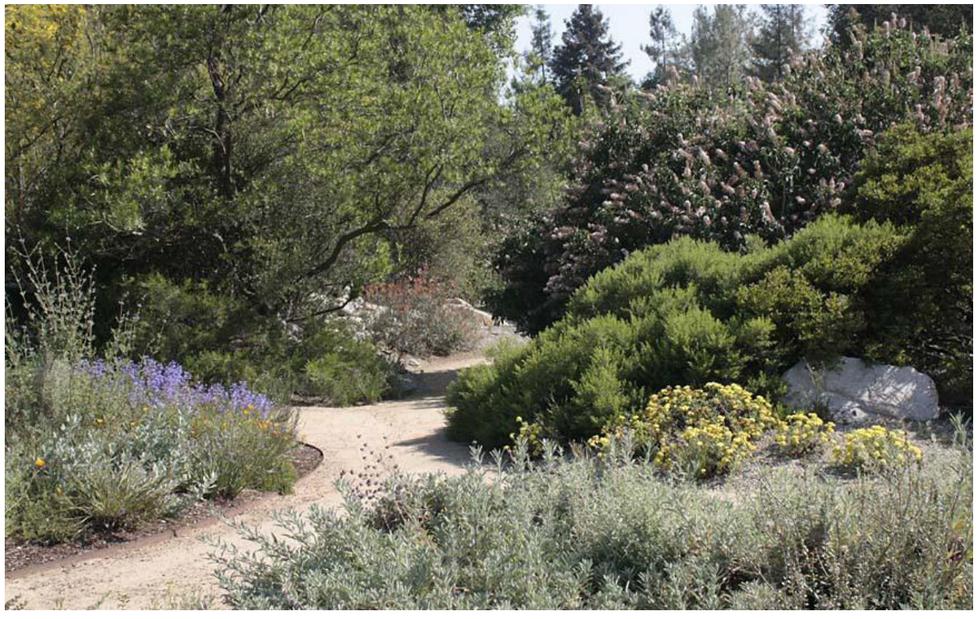

The Cannery by SWA

Discovery Paths

- 4’-6’ wide decomposed granite or wood chip
- Pedestrians
- Smaller experiential loops into forest and garden







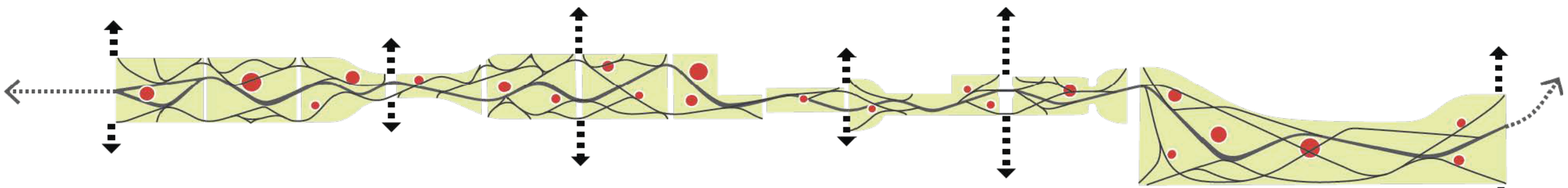


Esencia at RMV by SWA

Signage and Wayfinding

- Entry monumentation / trail heads
- Educational signage connect to heritage of Ontario
- Seasonal programming of banner signs



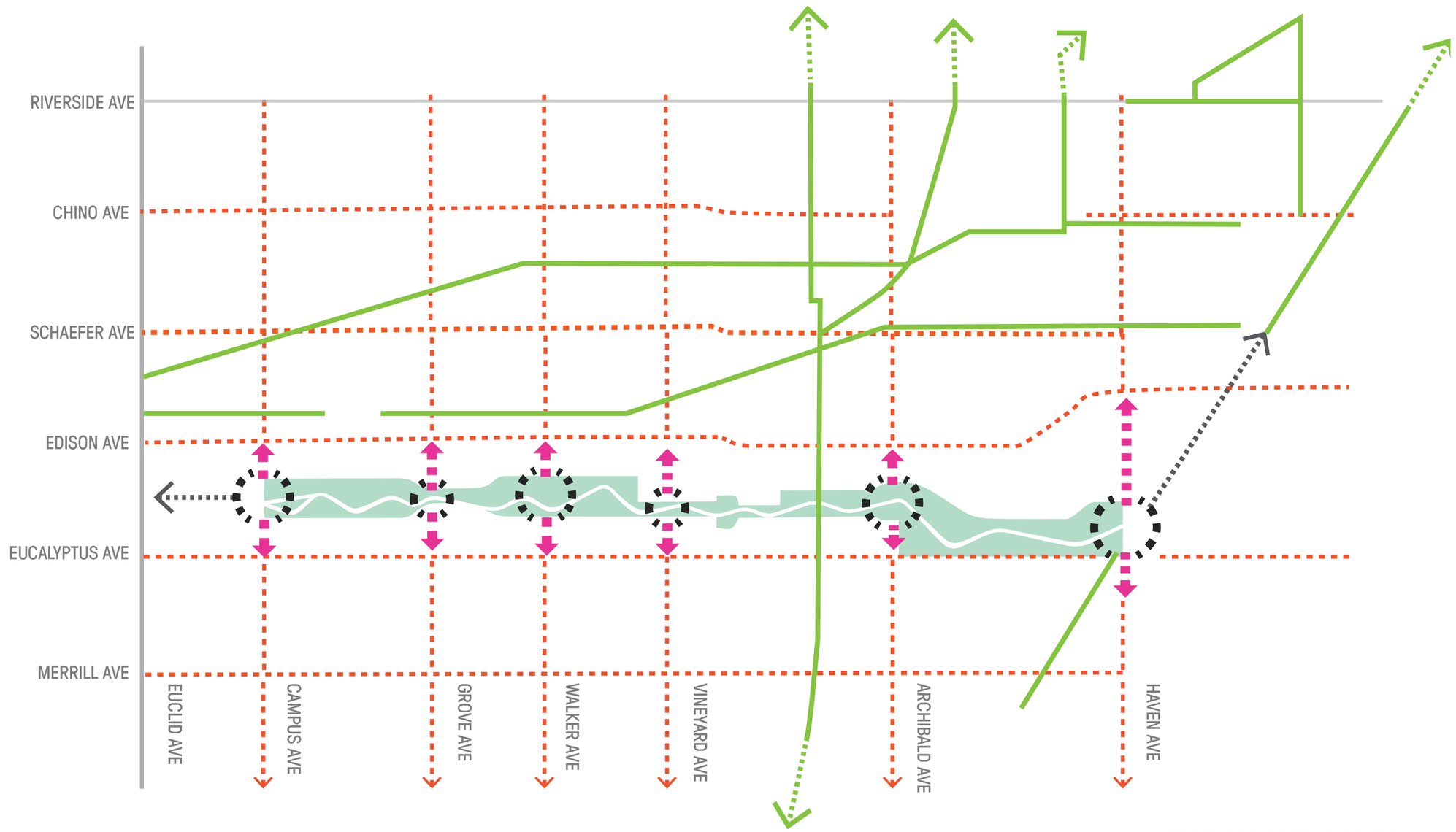




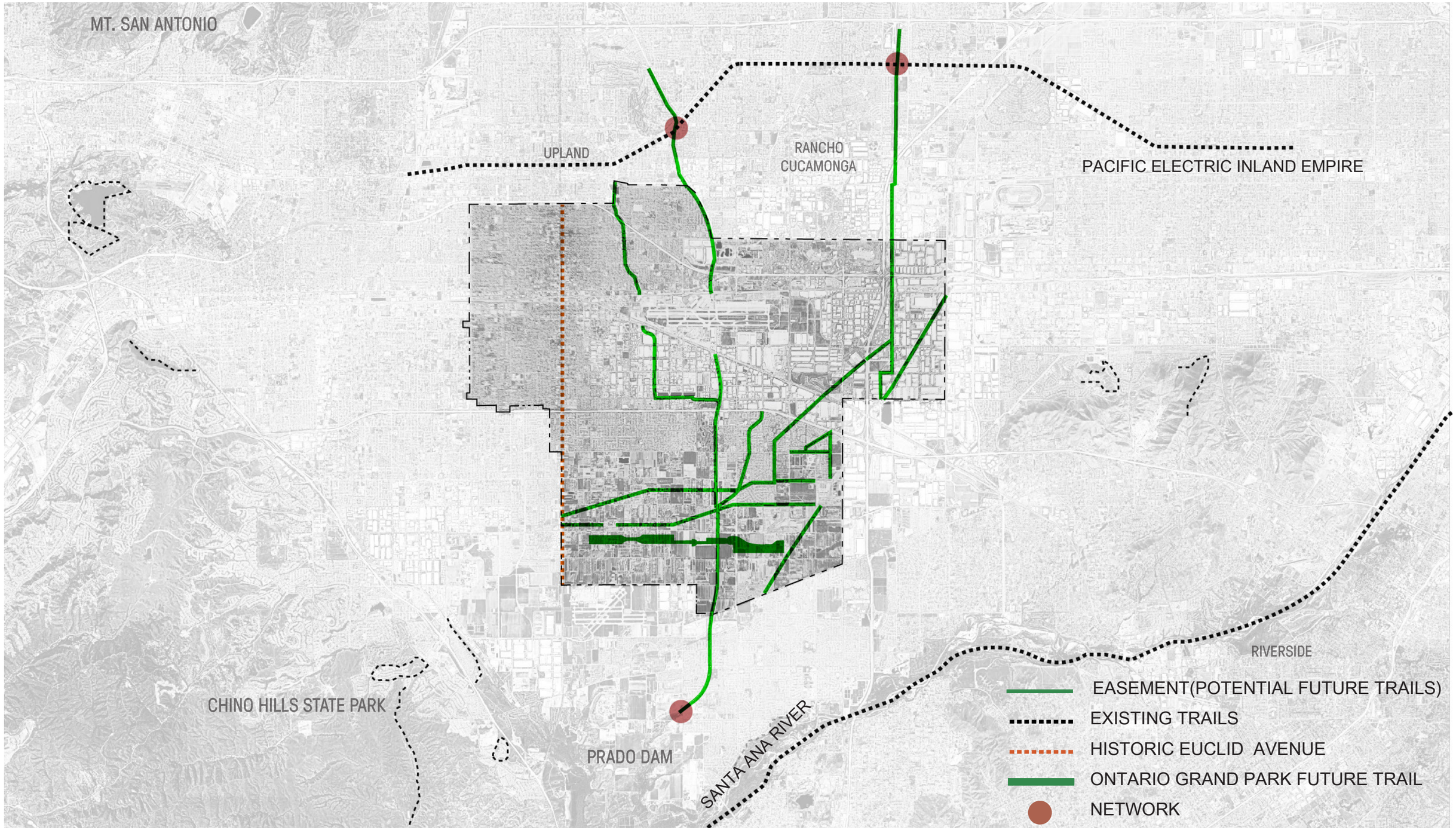




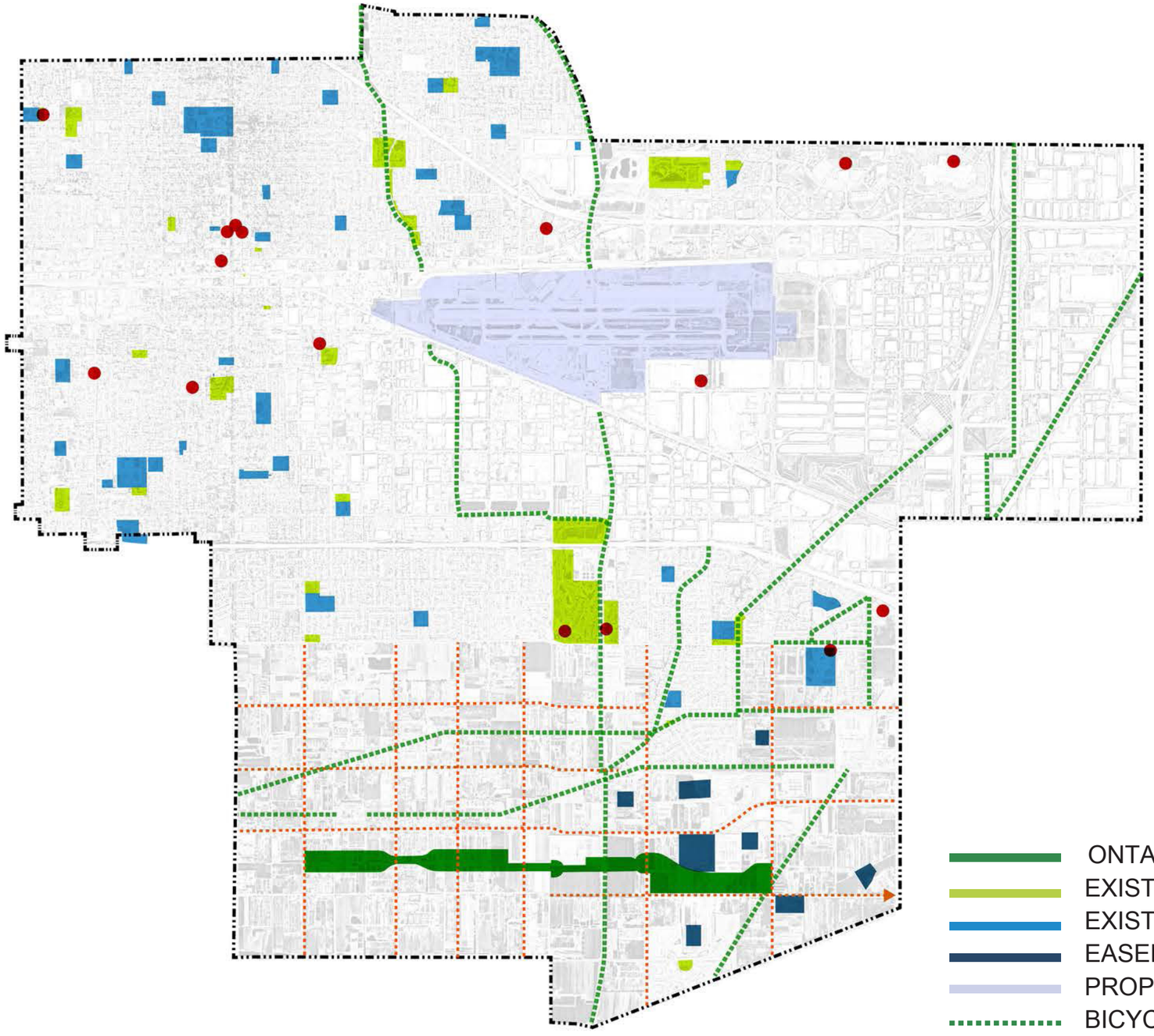
Neighborhood Linkages



Regional Linkages

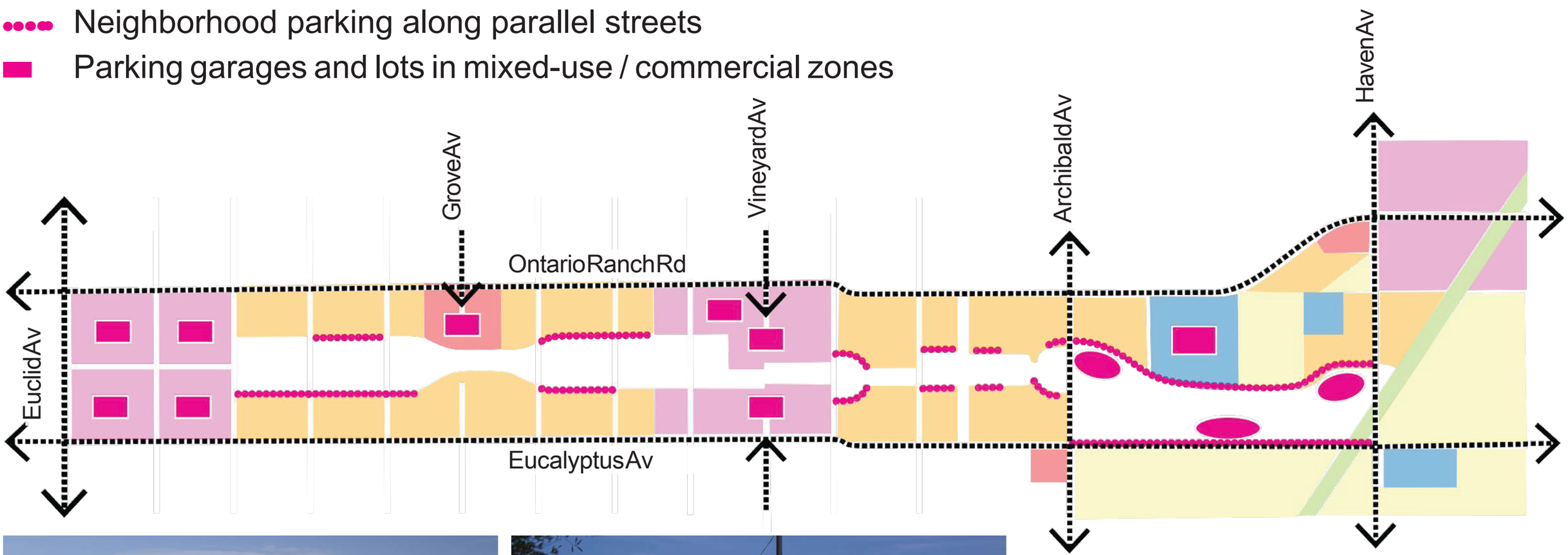


City-Wide Linkages

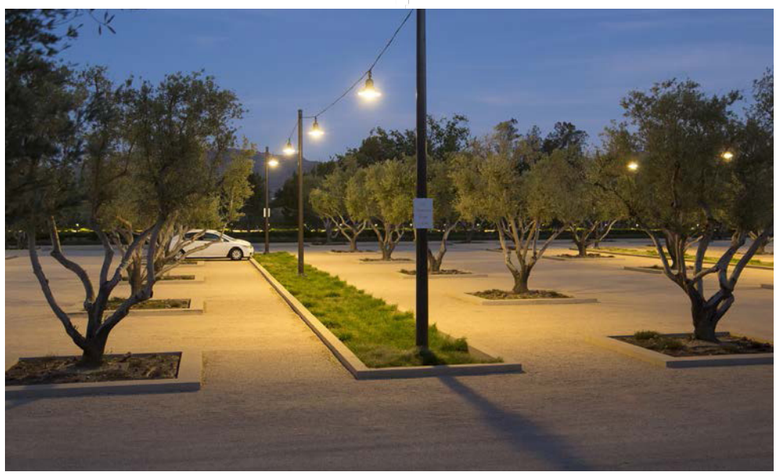


Vehicular Access and

- Parking lots integrated into park landscape
- Neighborhood parking along parallel streets
- Parking garages and lots in mixed-use / commercial zones

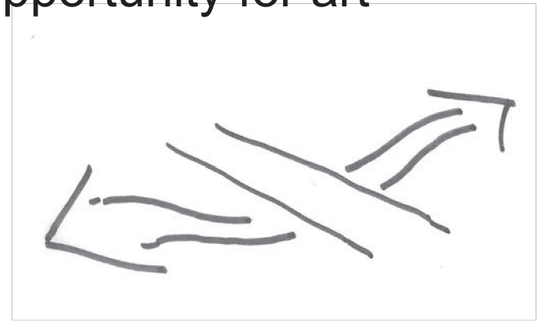






Pedestrian Crossings

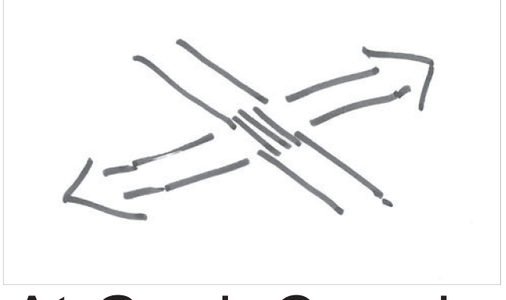
- Safe interface between vehicles and people
- Facilitate easy access between parts of park
- Opportunity for art



Underpass



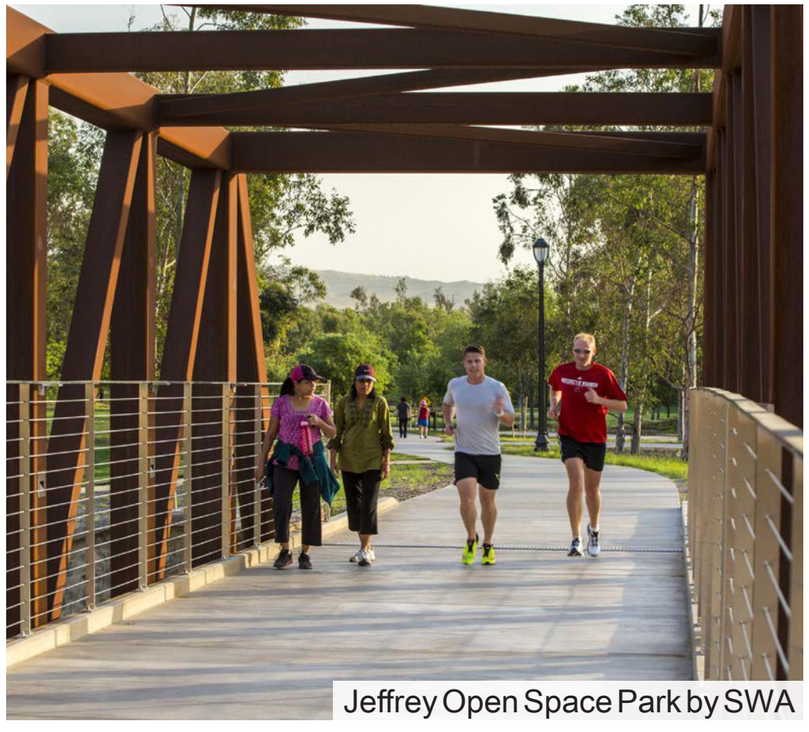
Overpass



At-Grade Crossing



Jeffrey Open Space Park by SWA



Jeffrey Open Space Park by SWA



Victoria Gardens by SWA

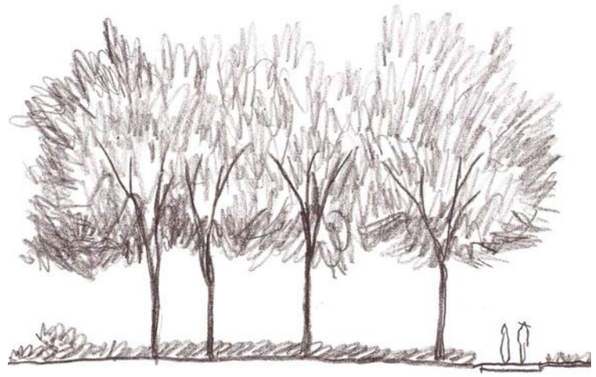
Landscape Defines the Park

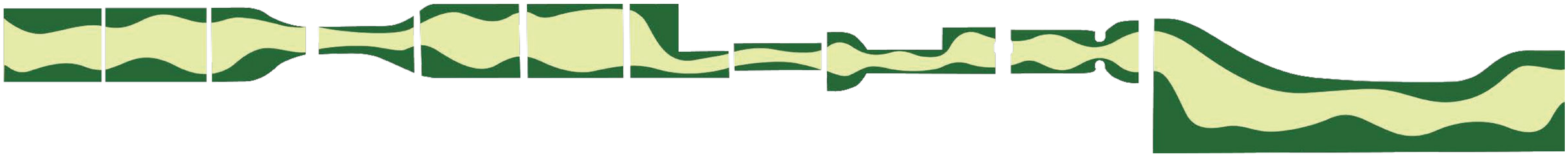
- Distinct landscape typologies
- Evolution from passive to active areas as user demand grows
- Sustainability through native and drought tolerant plant material
- Use the park as its own nursery

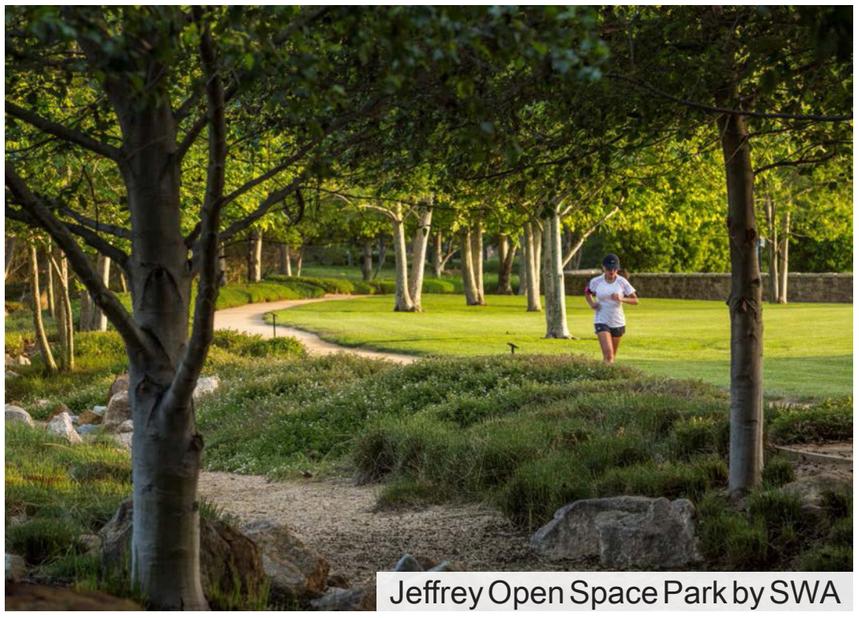
Jeffrey Open Space Park by SWA

The Tall Canopy Forest

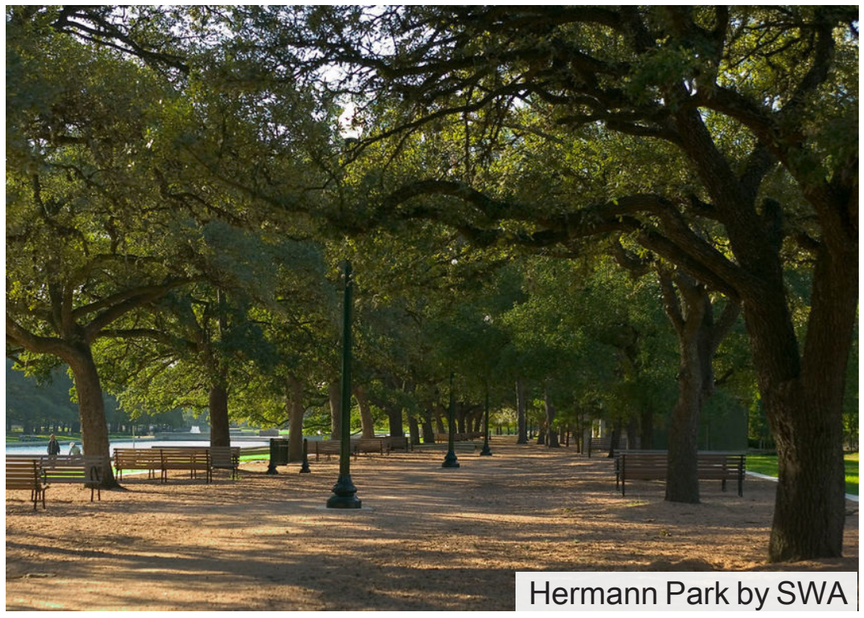
- Defines park edge
- Provides shade and wind protection
- Visually permeable







Jeffrey Open Space Park by SWA



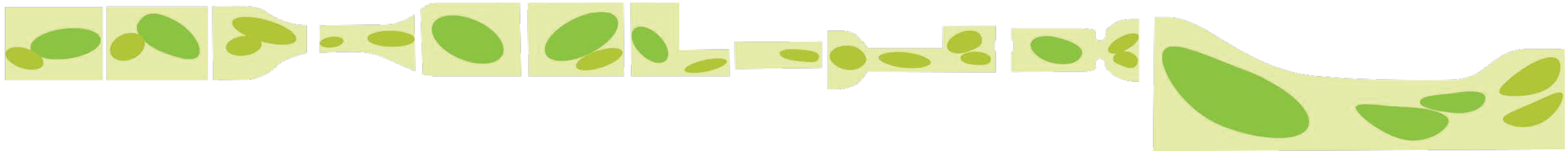
Hermann Park by SWA



The Meadows

- Passive use areas
- Active use areas between the Cucamonga Flood Control Channel and Haven Avenue
- Establish with native and drought tolerant plant







Mountain House by SWA

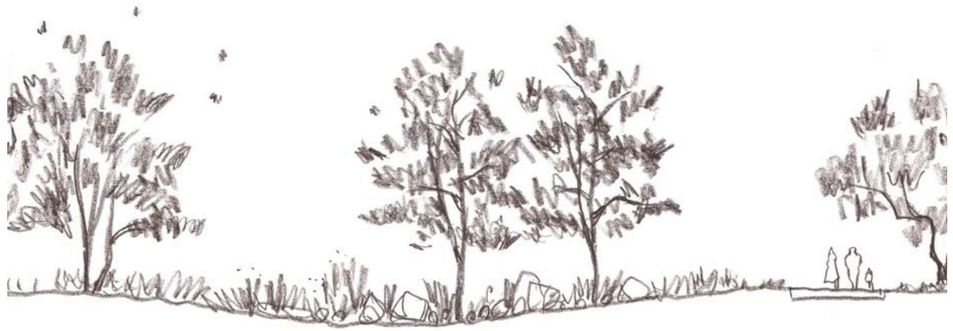


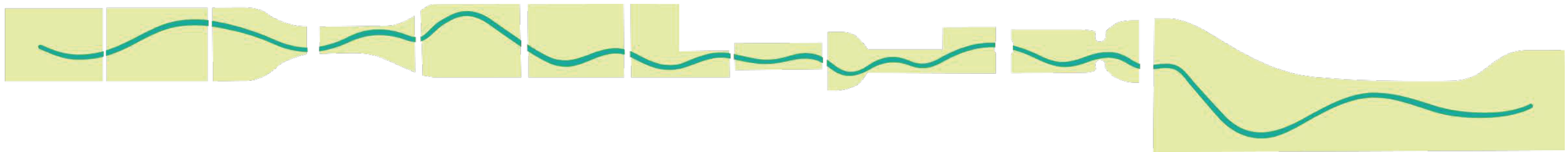
Jeffrey Open Space Park by SWA

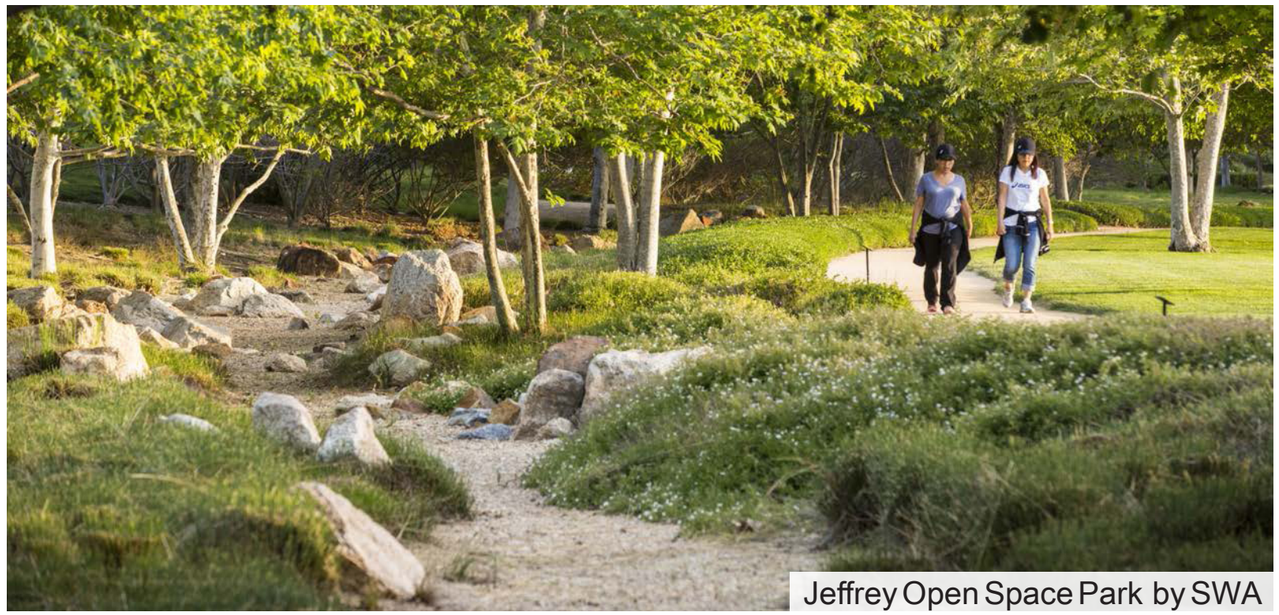


The Arroyo

- Landscaped arroyo follows trail system
- From naturalistic to stylized depending on adjacent programs







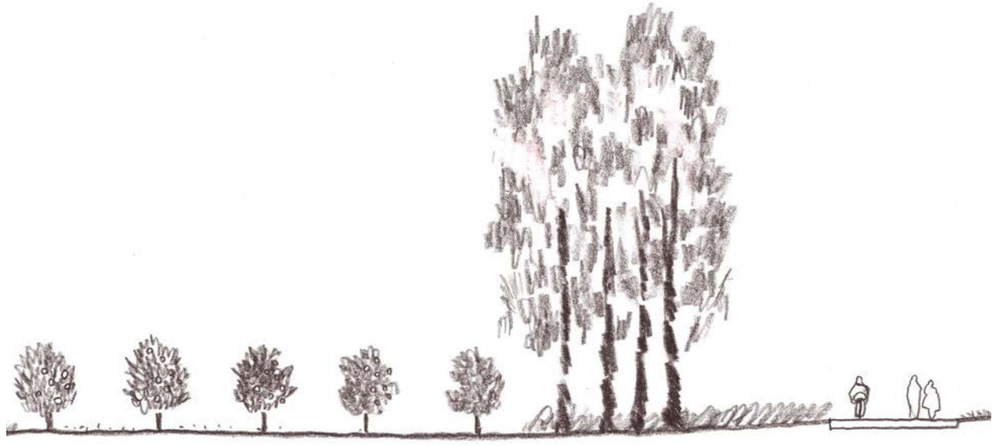
Jeffrey Open Space Park by SWA

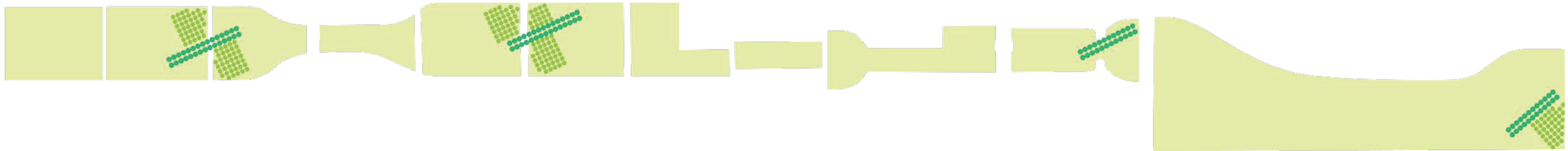


Lewis Avenue Corridor by SWA

The Orchards and Windrows

- Heritage landscape typology
- Contrasts the naturalistic park framework
- Creates intimate spaces for small-scale programs







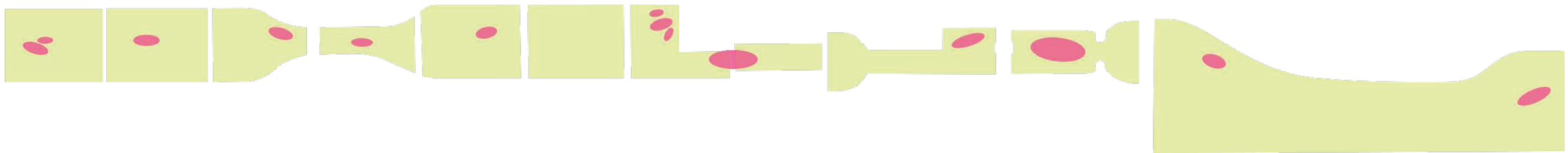




The Park Gardens

- Smaller gardens throughout park
- Native / Pollinator / Educational / Ornamental
- Specific to adjacent land use - marries great park to the community







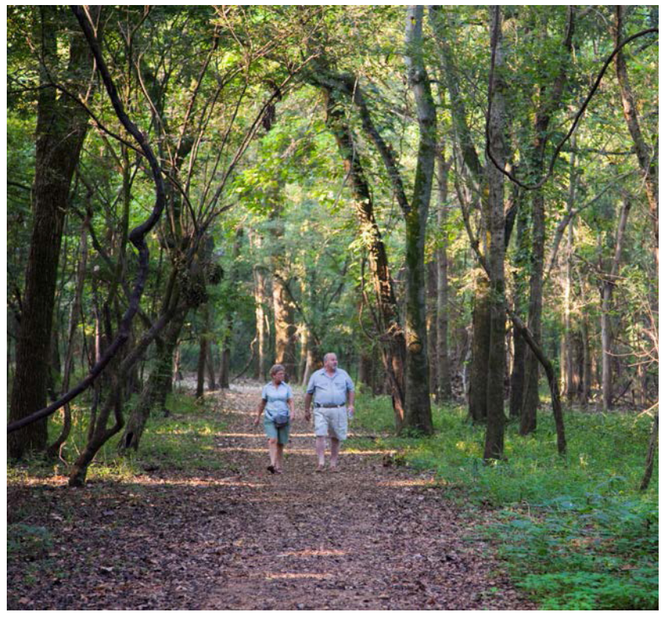


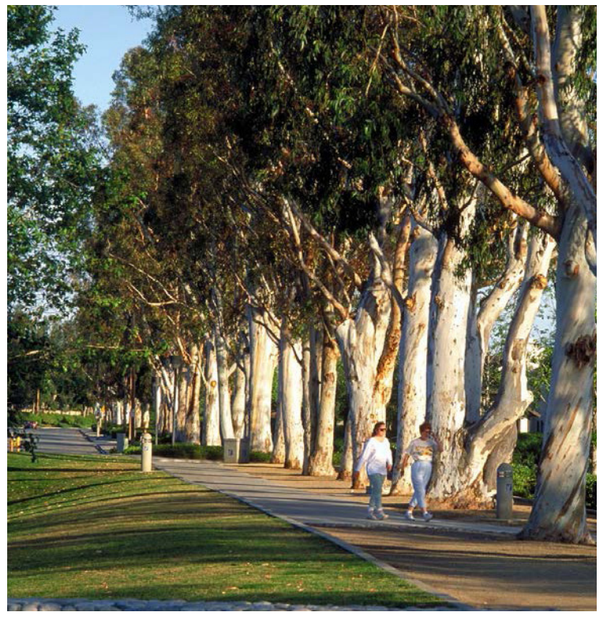


Typical Landscape Cross-Section



Front Entry | Forest | Orchard | Windrow | Meadow | Arroyo | Meadow | Forest | Street









Permeable Interface Marries Park and Community

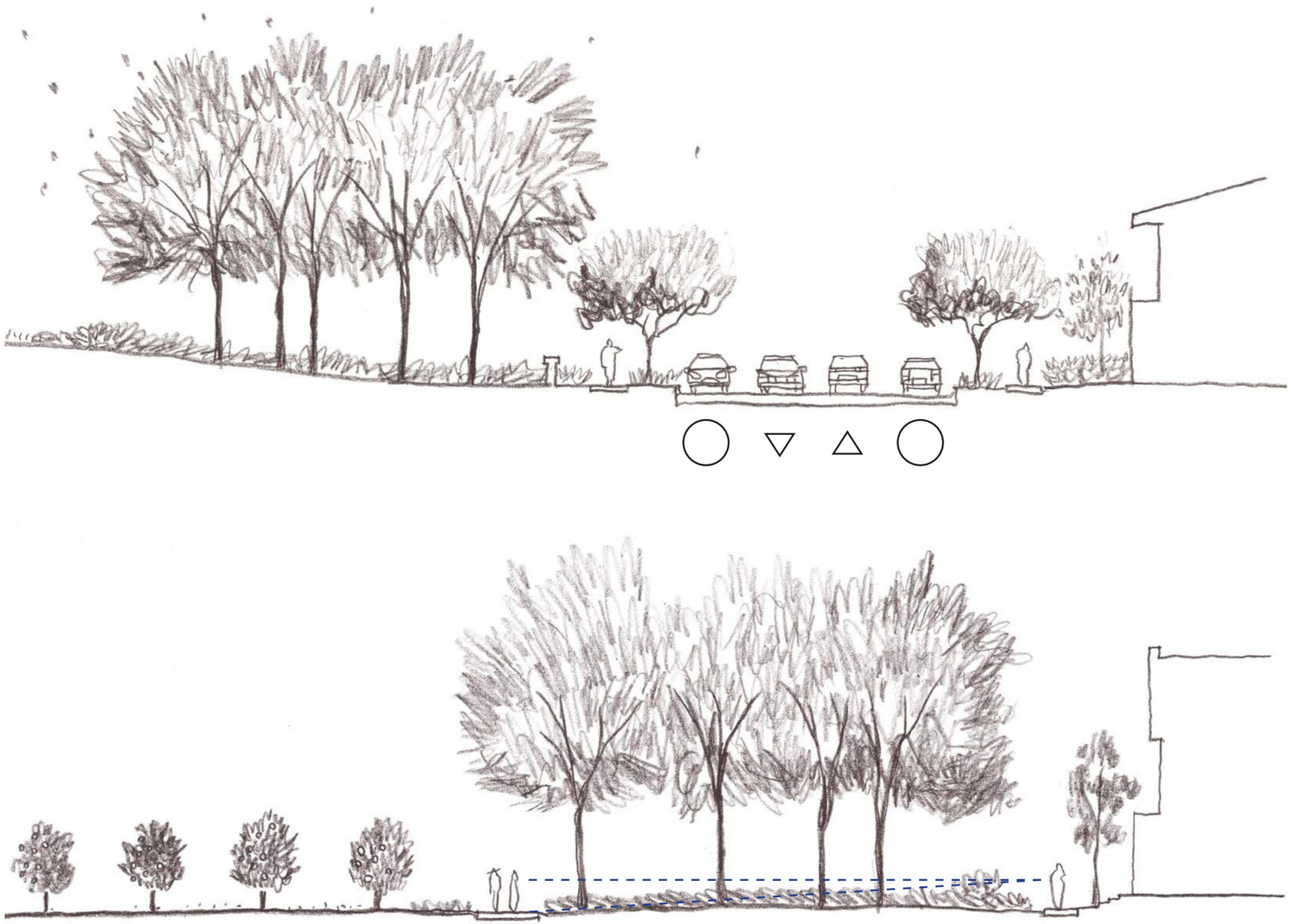
- Physical and visual connections between park and adjacent neighborhoods
- Build walks, not walls
- Eyes on the street / eyes on the park improves safety for all



Jeffrey Open Space Park by SWA

Permeable Neighborhood Interface

- Parking along park edge
- No block walls
- Gateways enhance neighborhood interface



Neighborhood Gateways



Jeffrey Open Space Park by SWA

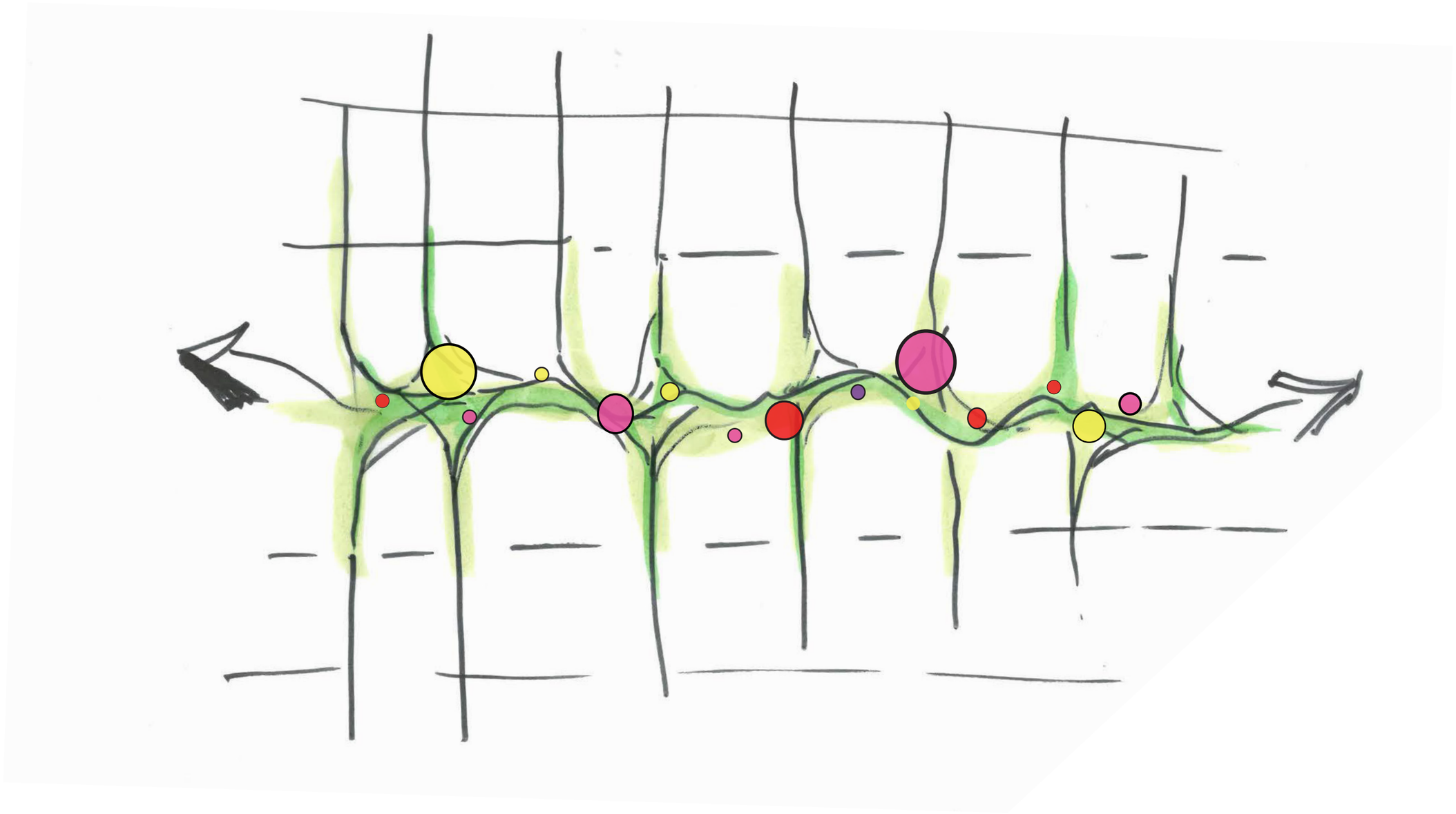


Jeffrey Open Space Park by SWA



Woodbury by SWA

Program

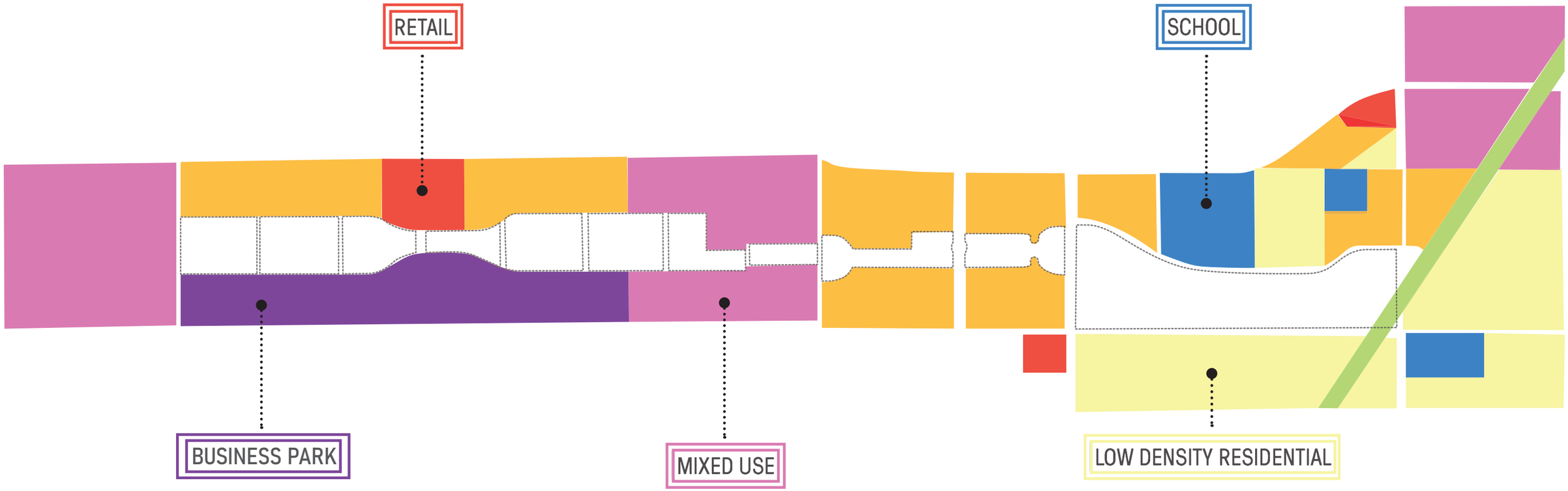


Diverse Programs Drive Flow to the Park

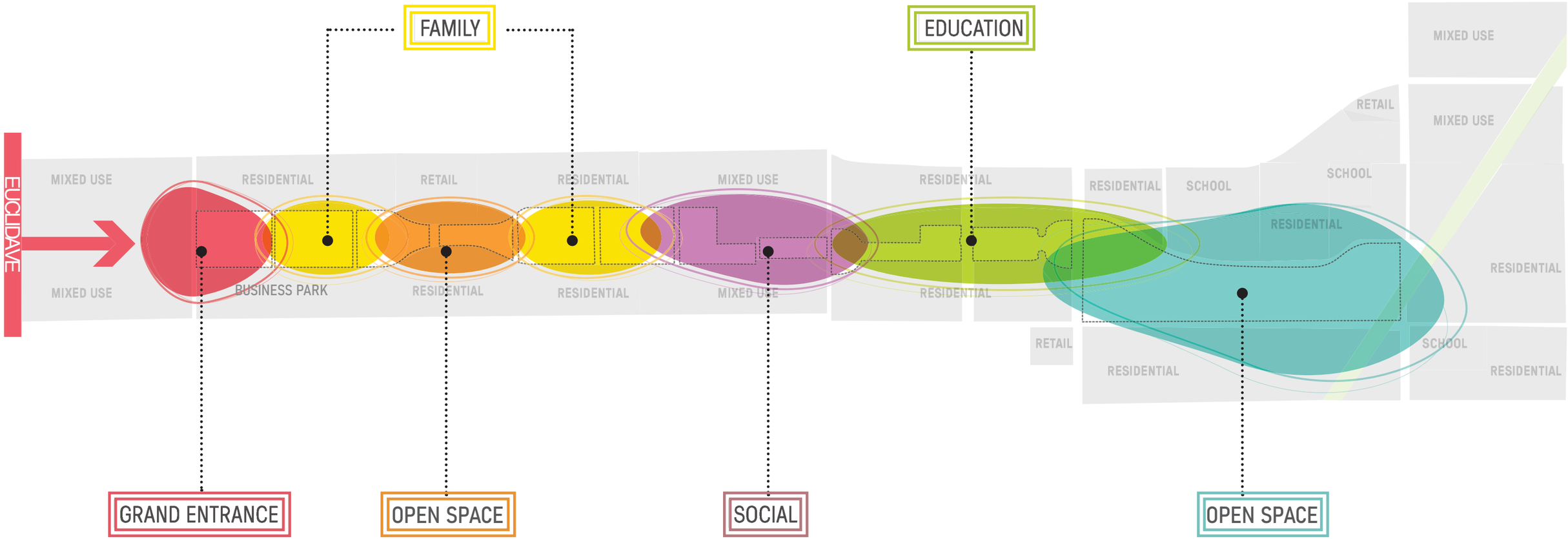
- Locate programs in relation to adjacent uses
- Program offerings grow with park district expansion
- Programs reinforce sense of community

Guthrie Green by SWA

Programming Relates to Adjacent



Programming Relates to Adjacent Land





ONTARIORANCHROAD

EUCLID AVENUE CONNECTION

FARMER'S MARKET

TOPO PLAY

HERB GARDEN

MEADOWS

ENTRY PAVILION

ARROYO

FARM HUB

FOREST PICNIC

COMMUNITY GARDEN

PICNIC ORCHARD

EUCLIDAVE

EUCALYPTUS AVE

SULTANA AVE

CAMPUS AVE

BON VIEW AVE

CUCAMONGA AVE



FARM HUB

FARMERS MARKET

AGRICULTURE

BBQ PAVILION

COMMUNITY GARDEN

GREENHOUSE

AGRICULTURAL MUSEUM

ORCHARDS

ARROYO

PICNIC ORCHARD

MEADOWS

ARROYO

PICNIC PLAZA

OPEN SPACE AMPHITHEATER

GROVE AVE

PARCO AVE

WALKER AVE

BAKER AVE



PICNIC PLAZA

EXHIBIT PAVILION

BUTTERFLY GARDEN

BEE BARNS

BIRD GARDEN

CHANNEL BRIDGE

NATIVE GARDEN

OUTDOOR CLASSROOM

WATER

TOWN GREEN WITH WATER FEATURE

FOREST PICNIC

ARROYO

WATER GARDEN

DEMONSTRATION GARDEN

ECOLOGY CENTER

VIEWYARD AVE

CARPENTER AVE

HELLMAN AVE

CUCAMONGA CHANNEL

ARCHIBALD AVE



PARKING AREA

DOG PARK

FORESTED EDGE

PICNIC PAVILION

PARKING AREA

OPEN FIELDS

FARM HUB

CHILDREN'S PLAY AREA

OPEN TURF

HAVEN AVE

WALKWAY TO PEDESTRAIN BRIDGE

TRAILS

PARKING AREA

AMPHITHEATER

MAINTENANCE YARD

Facilitate Active Lifestyle

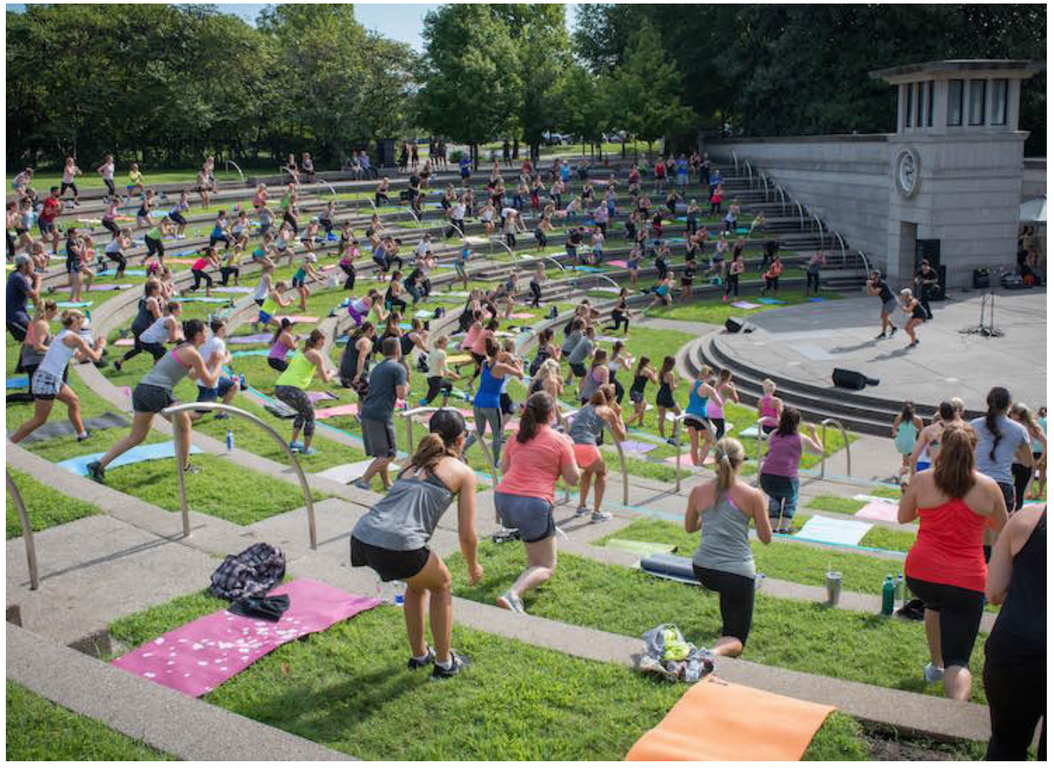
- Flexible open spaces
- Social activety areas
- Outdoor group classes
- Dog parks





Jeffrey Open Space Park by SWA





Offer Educational Opportunities

- Native / pollinator gardens
- Interpretive signage
- Outdoor classroom
- Youth camp









Encourage Play

- Integrate play with topography and landscape
- Thematic playgrounds
- Water play
- Cater to all ages





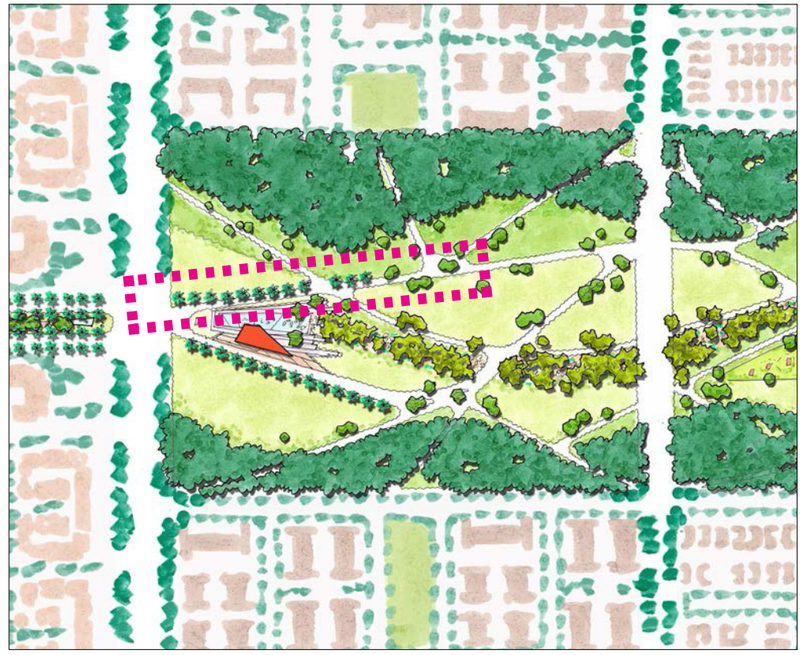


Buffalo Bayou by SWA



Celebrate History and Culture

- Agruiclutral uses, easements, and opportunities
- History trail
- Interpretive signage
- Agriculture-inspired monumentation





Jeffrey Open Space Park by SWA







Celebrate History and Culture

- Museum
- Landscape installations
- Local artist’s exhibits





Buffalo Bayou by SWA

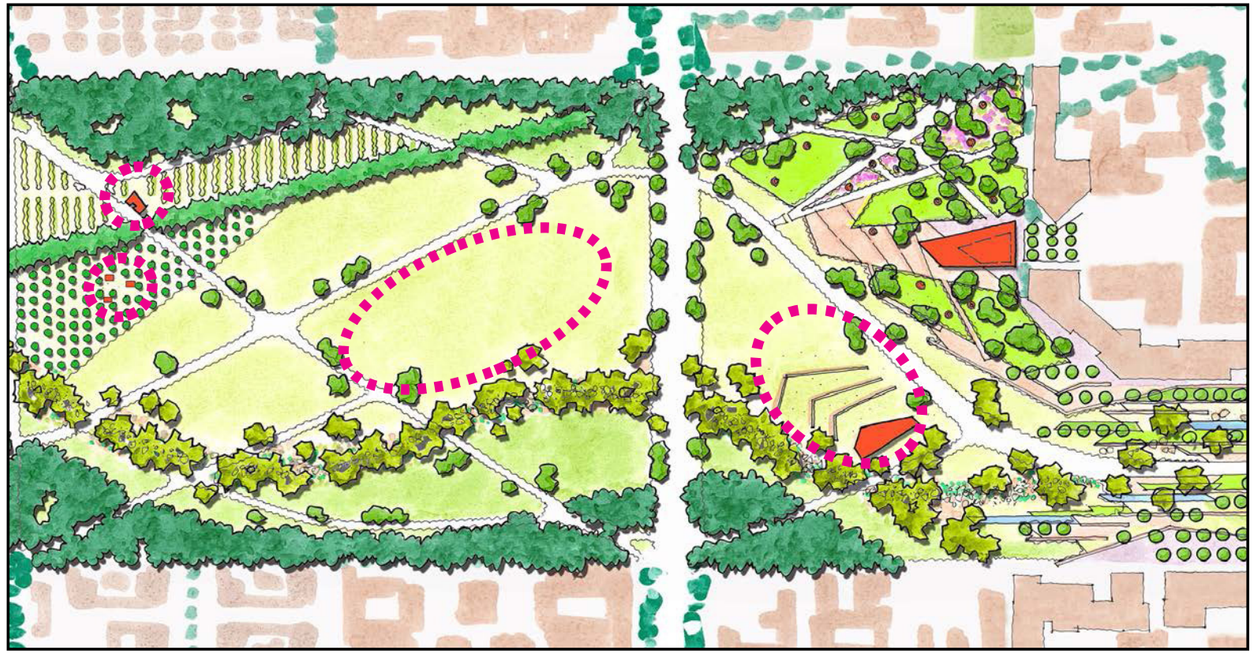




Buffalo Bayou by SWA

Provide Social Gathering Spaces at Multiple Scales

- Town green
- Retail plaza
- Performance venue
- Picnic pavilions
- BBQ spaces





Sonoma State University Weill Lawn by SWA



Rancho Mission Viejo by SWA



Guthrie Green by SWA

Highlight Local Food and Drink Experiences

- Farmers market
- Farm to table restaurant
- Food truck area
- Micro brewery / winery
- Pop-up dining



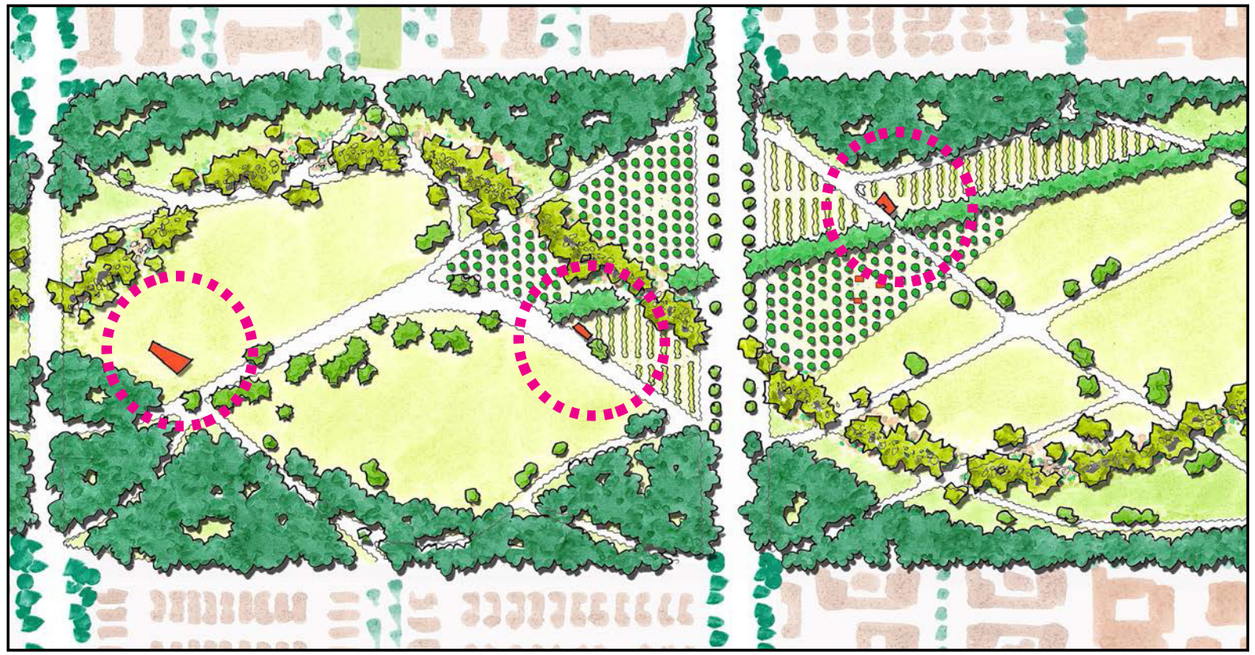






Incorporate Revenue Generating Programs

- Leasable event space
- Pop-up stores
- Agricultural / Nursery / Botanic Gardens areas







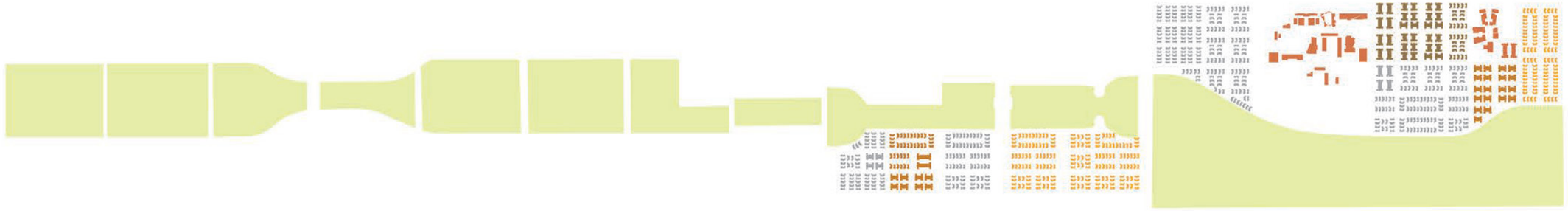


Strong Framework Creates Consistency through Phased Build-Out

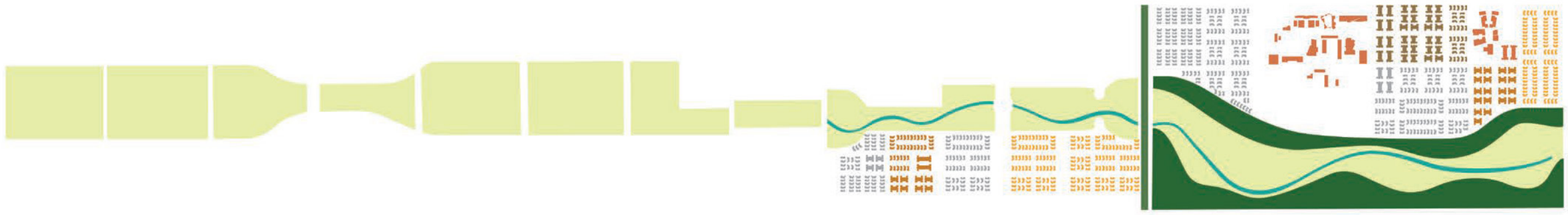
- Park evolves in tandem with community
- Multiple possible phasing strategies

Park Framework: Phasing

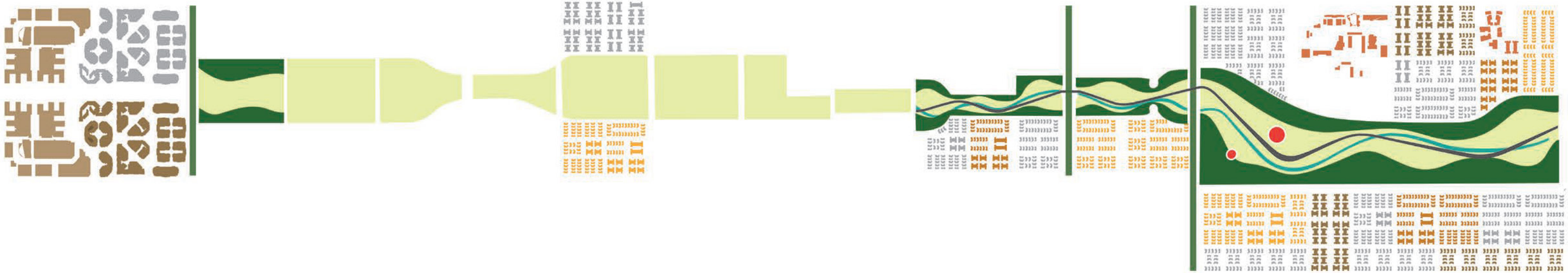
Park Framework: Phasing



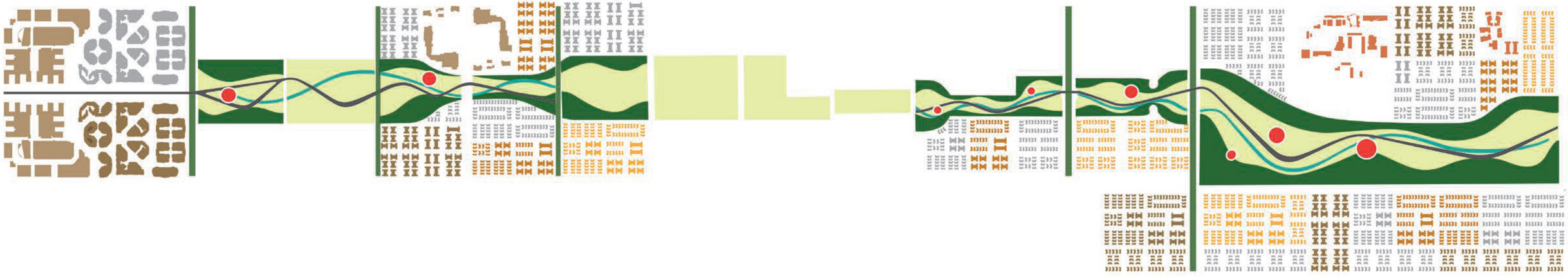
Park Framework: Phasing



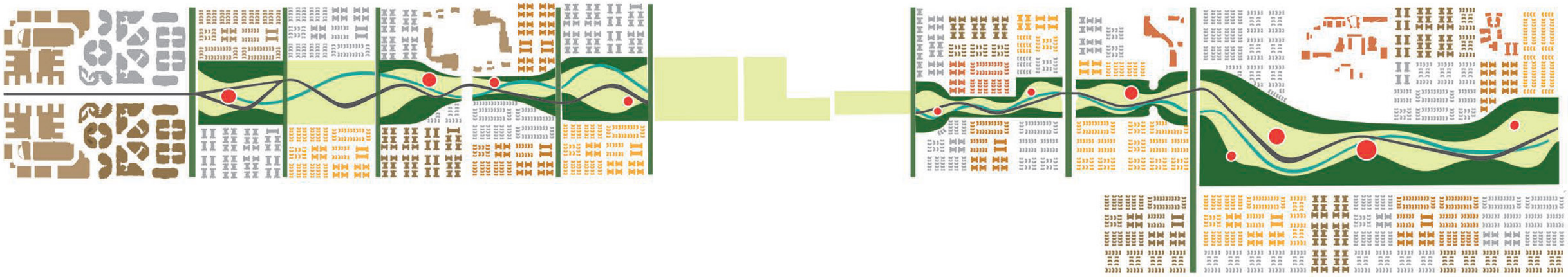
Park Framework: Phasing



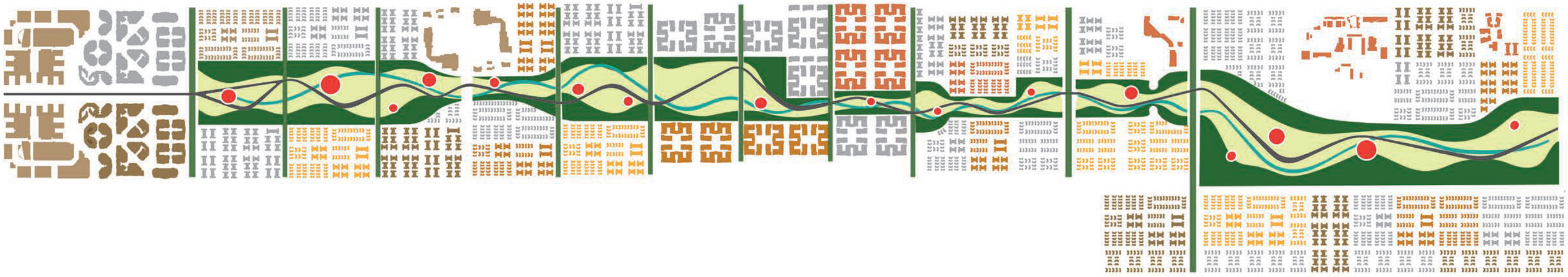
Park Framework: Phasing



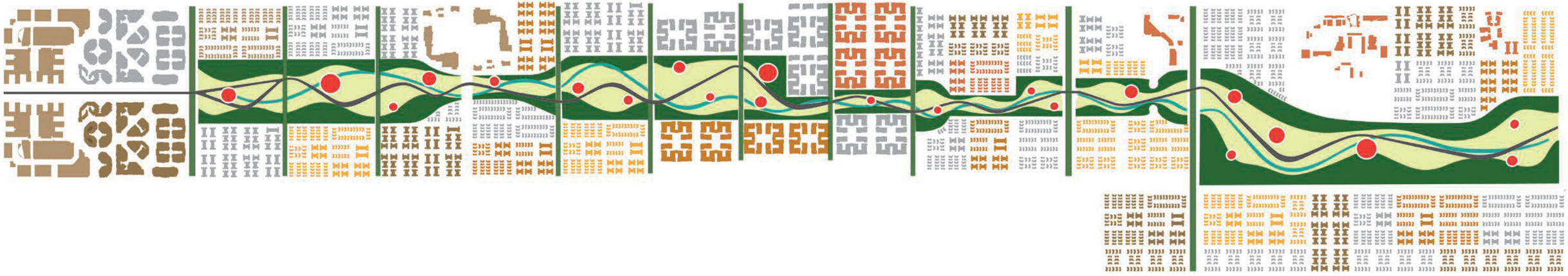
Park Framework: Phasing



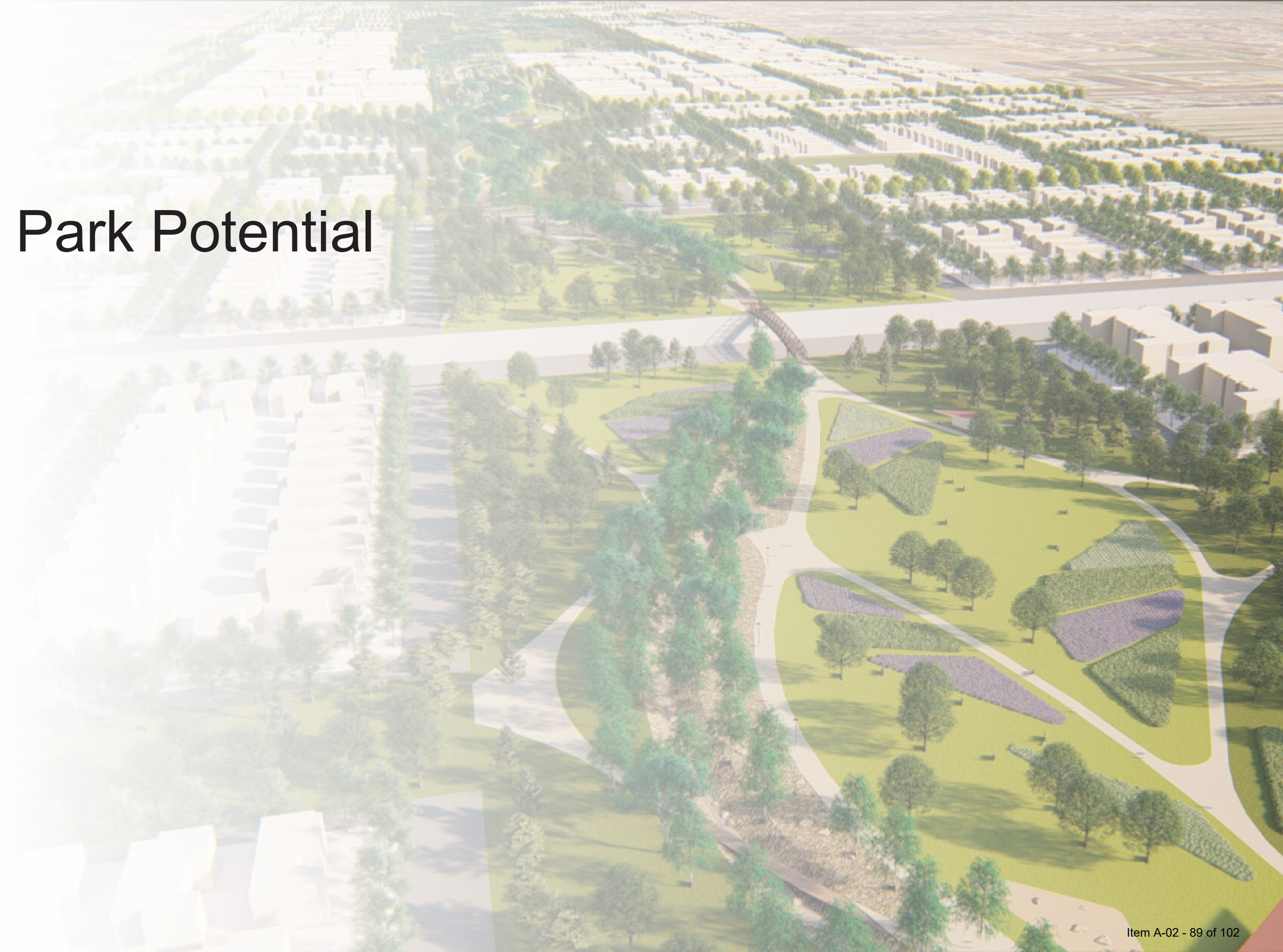
Park Framework: Phasing



Park Framework: Phasing



Great Park Potential









Picnic Parks in Forest



Playgrounds Integrated with Landscape



Outdoor Fitness Stations



Active Meadows with Gathering Spaces



Garden Discoveries along Trails



Community Gardens as Shared Backyard



Flexible Market Spaces



Retail and Dining Faces Park



Formalized Arroyo Marries Natural and Urban



A park is a living organism, ever-evolving as its surroundings and its users change. With a flexible framework celebrating the natural landscape and cultural heritage of Ontario, the Grand Park can build a legacy in the present while remaining adaptable to the needs of future generations.

PLANNING/HISTORIC PRESERVATION COMMISSION AGENDA REPORT

April 28, 2026

303 East B Street, Ontario, California 91764 Phone: 909.395.2036 / Email: PlanningDirector@OntarioCA.gov

FILE NO: PHP26-006

SUBJECT: 2026 "Model Colony" Awards

PROPERTY OWNER: N/A

RECOMMENDED ACTION: That the Historic Preservation Commission consider and accept the 2026 "Model Colony" Award nominations.

BACKGROUND: In 2000, the City Council adopted the Model Colony Awards to recognize outstanding efforts to restore, rehabilitate, and preserve Ontario's historic places. This is the twenty-sixth consecutive year that the City has conducted the awards program. The award categories include Restoration, Rehabilitation, John S. Armstrong Landscape, Founder's Heritage Award, George Chaffey Memorial Award, and Merit. Past Model Colony Award recipients included Ontario's schools, churches, single-family residences, multiple-family properties, commercial, and joint public/private preservation projects.

There are 5 nominations this year, including 2 local landmark commercial buildings and 3 single-family residences. The nominees represent excellence in preservation of the community's heritage. The 2026 Model Colony Awards will be presented to award recipients by the City Council during a special ceremony which has been tentatively scheduled for June 2, 2026.

2026 AWARD NOMINEES: For their outstanding efforts in the field of historic preservation, the nominees are:

Rehabilitation Award: Bank of Italy Building and Bumstead Bicycles Building, 200 North Euclid Avenue

Award Recipient: Ontario Park Plaza One, LLC.

This rehabilitation project focuses on the adaptive reuse of two adjoining, city-designated landmarks: the Bank of Italy Building (Local Landmark No. 86) and the Bumstead Bicycles Building (Local Landmark No. 87). The project integrates these 1910-era structures into a cohesive 8,460-square-foot hospitality destination, featuring three distinct restaurants and bar operators anchored by a 4,200-square-foot outdoor dining patio.

Case Planner:	Elly Antuna/Diane Ayala
Planning Director Approval:	
Submittal Date:	N/A

Hearing Body	*Date*	*Decision*	*Action*
HPSC			
PC	4/28/26		Final
CC	6/02/26		Presentation



The Bank of Italy Building, constructed in 1923, is a 6,900-square-foot Beaux-Arts brick structure characterized by its rectangular footprint and stone base. The primary west elevation features monumental square corner columns and decorative terra cotta Iconic columns flanking the entrance. The south elevation is defined by matching terra cotta pilasters spaced between large plate glass window bays. Despite mid-century alterations, including the removal of original bronze doors, the boarding of windows, and the addition of a full second story floor, the building had retained its significant architectural detailing and historic integrity. The Bumstead Bicycles Building, constructed in 1912, is a 1,774-square-foot Brick Commercial style building with a square floor plan and flat roof. While the primary façade was previously obscured by stucco and plywood, assessments had revealed original red-clay brick walls and five arched window openings along the north elevation during the rehabilitation project.

Originally unified in the late 1960s for use as a beauty college, the buildings were designated as historic resources by the City Council in 2010. Following a period of "mothballing" to arrest deterioration, the rehabilitation project involved a comprehensive seismic retrofit utilizing an interior steel moment frame; repair of glazed terra cotta features, repointing of brick mortar, and the restoration of original window and door openings to their historic configurations; and installation of a new elevator, dual interior staircases, and upgraded MEP systems to support modern commercial kitchens on each floor. The project reinforced the attachment of the foundation and roof to the existing walls to ensure lateral stability. The original wood truss roof of the Bumstead Bicycles building was entirely removed and replaced with a modern, upgraded flat roof capable of supporting the new rooftop restaurant and its associated equipment. Two interior staircases, including the original mezzanine stairs, were demolished and in their place, a new structural core was built to house an elevator, a new staircase, and a second-floor commercial kitchen. Three new structural openings were cut into the north elevation of the Bank of Italy building to accommodate a single glass door, a double-wide glass door, and a service bar with a roll-down door for the outdoor patio.

The Bank of Italy houses the primary dining room, the Mule Car Smokehouse, complemented by an expansive outdoor patio featuring a wood-burning BBQ station and trellis-covered seating along the Ontario Town Square, while the Bumstead Bicycles building features a speakeasy lounge, the Bottle Shop, on the ground floor. A new rooftop restaurant and lounge, El Balcon, was added under a standing metal seam roof canopy.

Award of Merit: Bumstead Bicycles Building

Award Recipient: El Balcon Restaurant



The 1,668 square-foot rooftop unit located within the Bumstead Bicycles Building was initially constructed as an open-air space with a standing-seam metal canopy over a bar and seating area. Last year, during the tenant improvements process for El Balcon's tapas-style restaurant and bar, the operator requested a full enclosure to provide weather protection and better security after hours.

The design team carefully balanced the architectural sensitivity of this second-story addition with the functional requirements of environmental control and unobstructed views. This was achieved through the installation of a multi-track, aluminum-framed sliding glass window system along the perimeter of the rooftop dining area. These windows are mounted atop a new pony wall, constructed discreetly behind the existing 42-inch parapet. The system extends the full height of the opening (approximately 7'9") and utilizes a stacking configuration for maximum transparency. Furthermore, the secondary exit was enclosed with fixed glass panels and a coordinating door, all featuring a dark bronze aluminum finish compatible with the historic character.

Following the Secretary of the Interior's Standards for Rehabilitation, this project returns the property to a state of contemporary utility while preserving its significant historic and cultural features. The new installations remain differentiated from the original fabric but are compatible in scale, material, and proportion, ensuring the long-term integrity of the historic resource.

Award of Merit: 734 East F Street

Award Recipient: Gilbert Caughman



The accessory residential structure infill project at 734 East F Street represents a thoughtful and highly compatible addition to an eligible historic resource. In May 2023, the property owner received Certificate of Appropriateness approval to facilitate the construction of a 1,136 square-foot, two-story detached accessory residential structure, incorporating a two-car garage at the ground level and a one-bedroom accessory dwelling unit above. The project successfully balanced development requirements with preservation objectives, ensuring that the new construction enhanced the property's functionality while maintaining its historic integrity.

Situated within a diverse residential neighborhood developed primarily in the 1920s, the project site is anchored by a 1926 Craftsman Bungalow originally constructed by G. G. Wheatley. The principal historic residence retains character-defining features of the Craftsman style, including horizontal wood siding, a cross-gabled roof, exposed rafter tails, and distinctive multi-paned wood windows. Despite incremental changes in the surrounding neighborhood over time, the subject property has remained a strong contributor to the area's historic character. The new accessory structure was carefully sited at the rear of the lot, preserving the visual prominence and spatial hierarchy of the original residence.

The design of the accessory structure demonstrates a high level of sensitivity to the character-defining features of the historic home. The new building incorporates a multi-gabled roof form, horizontal plank siding, and window fenestration, materials, and detailing that closely match the primary residence. Features such as simple wood posts, compatible trim, and Arts and Crafts style lighting elements reinforce a cohesive visual relationship between the historic and new construction. The massing and scale were also carefully considered, with appropriate setbacks ensuring the new structure remains subordinate and largely invisible from the public right-of-way.

Consistent with the Secretary of the Interior's Standards for Rehabilitation and the City's Infill Development Guidelines, the project exemplifies best practices in historic preservation by clearly differentiating new construction while maintaining compatibility with the historic resource. The result is a seamless integration of contemporary residential needs within a historic context, achieved without compromising the defining characteristics of the original structure. This project stands as a model for sensitive infill development on historic properties and merits recognition for its excellence in preservation-oriented design.

Award of Merit: The Avenue Boarding House

Award Recipient: Ed and Mary Rivas



Constructed in 1884 in the American Foursquare architectural style, the Avenue Boarding House is a significant contributing historic resource within the College Park Historic District and designated Local Landmark No. 9. Initially located at the northwest corner of C Street and Euclid Avenue, the structure was relocated in 1923 by Fred Clapp, a swim instructor at Chaffey High School, to its current Princeton Street location to accommodate the development of the Emmon's Building (Granada Theater). Character-defining features of the residence include its two-story rectangular form, hipped roof with decorative cresting, horizontal shiplap wood siding, multi-paned wood windows, and a front porch with Eastlake-style detailing. The building

retains a high level of historic integrity and contributes to the architectural and cultural significance of the district.

In July 2022, the property owner submitted an application for a Certificate of Appropriateness to construct a 558 square-foot, two-story detached accessory residential structure at the rear (southeast corner) of the property. The infill project demonstrates a high level of sensitivity to the historic context of the site. The accessory structure is sited at the rear of the parcel, minimizing visibility from the public right-of-way and preserving the prominence of the Avenue Boarding House. Architectural elements of the new building, including a hipped roof, horizontal wood siding, and proportioned window openings, are compatible with those of the Avenue Boarding House. During the early stages of the project development, the owners were intentional in ensuring that the new building was placed at least 17 feet from a healthy coast live oak tree to ensure it was protected in place during and after construction. The owners also salvaged the original front door of the historic Avenue Boarding House with the Euclid Avenue address numbers and used it inside their new structure.

The careful integration of new construction within a historic setting reflects an appropriate balance between preservation and continued residential use. The project serves as an exemplary model for context-sensitive infill on a historic property and within the College Park Historic District. It reflects a broader vision of stewardship, one that values the preservation of cultural resources while allowing them to evolve and remain relevant. By harmonizing new development with historic character, the project reinforces the identity of the College Park Historic District and sets a high standard for future preservation efforts.

Rehabilitation Award: 712 East H Street

Award Recipient: Barry Liu



The single-family residence located at 712 East H Street was constructed in the Mediterranean Bungalow architectural style in 1931 (est.). The one-story home features a flat roof design, smooth stucco exterior, a central entry covered by a small, shed tile roof, and hung and fixed windows. A one-car detached garage in the same architectural style is present at the rear of the property. After several years of neglect and disrepair, the residence was purchased by the current owner in 2023. The property had been neglected for some time and several unpermitted alterations had occurred that needed to be addressed as part of the project.

The project team made a significant effort to preserve and restore many of the building's original features. The unpermitted window alterations, awnings, and wing wall at the driveway were removed, restoring the original form of the home. The aluminum slider and

garden windows were replaced with appropriate hung and fixed windows. Interior work included the installation of a custom-built kitchen with shaker cabinets and stone countertops. The bathroom was updated with new flooring and fixtures, and a second bathroom was added. The interior floor plan was slightly modified to allow for a more functional design and new flooring was installed throughout. A new roof was installed, along with new electrical, plumbing, mini-split systems and a tank-less water heater. The detached garage was repaired and painted. The front yard also received an update with new landscaping and removal of overgrown vegetation. The rehabilitation project uncovered this beautiful Mediterranean Bungalow home.

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

(1) City Council Goals.

- Invest in the Growth and Evolution of the City's Economy
- Focus Resources in Ontario's Commercial and Residential Neighborhoods
- Encourage, Provide or Support Enhanced Recreational, Educational, Cultural and Healthy City Programs, Policies and Activities

(2) Vision.

Distinctive Development:

- Development Quality: A community that is so well maintained and litter-free that its properties uniformly convey a sense of prosperity that is readily apparent and a symbol of community pride.

Dynamic Stability:

- An appreciation for the "personality and charm" of this community, preserving important characteristics and values even as growth and change occur, all the while retaining a distinctive local feel where people love to be.

(3) Governance.

Decision Making:

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

➢ G 1-1. Consistency with Policies. We require that staff recommendations to the City Council be consistent with adopted City Council Priorities (Goals and Objectives) and The Policy Plan.

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

(4) Policy Plan (General Plan)

Community Design Element:

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

➢ CD-1.3 Existing Neighborhoods. We require the existing character of viable residential and non-residential neighborhoods be preserved, protected, and enhanced.

▪ Goal CD-4 Historic Preservation: Historic buildings, streets, landscapes, and neighborhoods, as well as the story of Ontario's people, businesses, and social and community organizations, have been preserved and serve as a focal point for civic pride and identity.

➢ CD-4.6 Promotion of Public Involvement in Preservation. We engage in programs to publicize and promote the City's and the public's involvement in preservation efforts.

➢ CD-4.7 Public Outreach. We provide opportunities for our residents to research and learn about the history of Ontario through the Planning Department, the Ontario Museum of History and Art, and the Robert E. Ellingwood Model Colony History Room.

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

➢ CD-5.4 Neighborhood Involvement. We encourage active community involvement to implement programs aimed at the beautification and improvement of neighborhoods.

CITY OF ONTARIO PLANNING DEPARTMENT

PLANNING/HISTORIC PRESERVATION COMMISSION STAFF REPORT

April 28, 2026

303 East B Street, Ontario, California 91764 Phone: 909.395.2036 / Email: PlanningDirector@OntarioCA.gov

FILE NO: PHP25-022

SUBJECT: A public hearing to consider a Certificate of Appropriateness to facilitate the adaptive reuse of, and the construction of a 1,298 square-foot second floor addition to an existing historic commercial building, designated Local Landmark No. 29 (W.W. Smith Grocery Building), on 0.09-acres of land located at 207 North Euclid Avenue within the Downtown West Planned Unit Development zoning district. **Submitted by Tamara Soussan Design.**

PROPERTY OWNER: City of Ontario

RECOMMENDED ACTION: That the Planning/Historic Preservation Commission consider and adopt a Resolution approving a Certificate of Appropriateness, File No. PHP25-022, pursuant to the facts and reasons contained in the staff report and attached Resolution, and subject to the conditions of approval appended to the attached Resolution as "Attachments A."

BACKGROUND: In August 2024, the City Council adopted Ordinance No. 3282 approving the Downtown West Planned Unit Development (DWPUD), which governs land use and development within the 8 1/2-block area generally located south of E Street, north of Holt Boulevard, west of Euclid Avenue, east of Palm Avenue, and the northern portion of the block between Fern and Palm Avenues and C and D Streets and is depicted in *Exhibit B: DWPUD Area*. The DWPUD allows for the development of multiple-family residential units, constructed within a density range of 25 to 75 dwelling units per acre, and a maximum floor area ratio is 2.0 for commercial uses. The specific land use designations for each block are listed below:

- The Downtown Mixed-Use Retail Core (MU-RC) — This zone is comprised of 4 City blocks (Blocks A-D) that front onto Euclid Avenue from Holt Boulevard to D Street and is envisioned as an 18-hour entertainment, shopping, and dining destination, whereas Holt Boulevard, a future multi-modal corridor, is envisioned as the primary east-west connection from the Ontario International Airport/Hospitality zoning district to the downtown.

- The Downtown Mixed-Use Transitional (MU-T) — This zone is comprised of 4 City blocks (Blocks E-H), bordered by Laurel Avenue to the east, Palm Avenue to the west, D Street to the north, and Holt Boulevard to the south and is envisioned to

Case Planner:	Elly Antuna
Planning Director Approval:	
Submittal Date:	4/8/25

Hearing Body	*Date*	*Decision*	*Action*
HPSC	04/08/26	Approval	Recommend
PC	04/28/26		Final
CC			

enable a mix of commercial uses, a variety of multiple-family residential housing types, and mixed-use development. The goals of the MU-T zone are to support development flexibility with allowing a variation of building heights to respond to the surrounding context, identifying B Street as an extension of Euclid Avenue as a more walkable retail "Main Street" atmosphere, enhancing the public realm with decorative crosswalks, "bulb out" curb extensions, public art, bicycle infrastructure, and introducing new "placemaking" elements such as suspended lighting and parklets. To safeguard the existing single family residential neighborhood, Block H limits land use to residential.

- The Downtown Residential (DR) — This zone is a half city block (Block I) located west of Palm Avenue, east of Fern Avenue, south of D Street, and north of the public alley. The primary goal of the DR zone is to ensure compatible housing types with the surrounding residential neighborhood and create an appropriate transition of land uses and building scale.

A total of 57 of the 76 properties located within the DWPUD area have been surveyed and evaluated for historic significance or are eligible for survey. There are 50 properties that are listed on the Ontario Register of Historic Resources and 14 properties that have been designated by City Council as local landmarks, including the Project site. Additionally, the area is part of a potential local historic district.

In July 2024, the City Council approved a Disposition and Development Agreement (DDA) with the Applicant for a mutual benefit that would further the goals of The Ontario Plan (TOP) Policy Plan (general plan) and the DWPUD for an intensive mixture of retail, office, and residential land uses in a pedestrian friendly atmosphere, the activation of the north-south alley located between Euclid Avenue and Laurel Avenue, and the adaptive reuse of historic sites and buildings, while ensuring that the historic character of the Downtown is preserved. The DDA includes requirements for the Applicant to adhere to certain deadlines for project entitlements and construction completion for the disposition of the property.

The Applicant filed a Certificate of Appropriateness application, File No. PHP25-022, to facilitate the adaptive reuse of the W.W. Smith Grocery Building to include shell improvements and construction of a 1,298 square-foot second floor addition and covered rooftop patio.

On April 8, 2026, the Historic Preservation Subcommittee considered and recommended approval to the Historic Preservation Commission of the Certificate of Appropriateness, File No. PHP25-022.

PROJECT SETTING: The Project site is comprised of 0.09-acres of land located within the Downtown Mixed-Use Retail Core sub-district of the DWPUD at 207 North Euclid Avenue and is depicted in *Exhibit A: Project Location Map* and *Exhibit B: Site Photographs*. The Project site is located on the west side of Euclid Avenue, bound by C Street to the north and B Street to the south, within the Proposed Downtown Historic District. The site is

surrounded by one- and two-story commercial and mixed-use buildings fronting Euclid Avenue and are depicted in *Exhibit C: Surrounding Properties*. A 20-foot-wide alley running north-south and a public parking lot are west of the Project site. The Project site is developed with a multi-level, commercial building constructed in 1910 in the Commercial style of architecture. The 9,841 square-foot building, known as the "W.W. Smith Grocery Building," has zero setbacks along the street (east) and interior property lines, and is setback 7 feet 9 inches from the rear (alley) property line. The existing surrounding land uses, zoning, Policy Plan, and specific plan land use designations are summarized in *Table 1: Surrounding Zoning & Land Uses*.

PROJECT ANALYSIS:

(1) Certificate of Appropriateness

(a) Historic Context — Wilber W. Smith and his family arrived in Ontario in 1886; Smith constructed the building in 1910 and operated a grocery store at this location until his retirement from the grocery business in 1919. The building was operated as a grocery store until 1934, and then housed a hardware store until 1957. In 1962, Donald E. Wight moved the family jewelry store, established in Ontario in 1922, into the building at 207 North Euclid Avenue. In an effort to attract the "modern shopper," Wight removed the original storefront windows and bulkheads and installed a new storefront and large aluminum panels on the upper part of the front façade, covering the original brick and concrete façade. On June 2, 1998, the City Council designated the W.W. Smith Grocery Building as Local Landmark No. 29, finding that it exemplified special elements of the City's history and contributes to the significance of a historic area.

(b) Architectural Description — The W.W. Smith Grocery Building is a rectangular mass measuring approximately 118 feet long by 32 feet wide. There is a basement that runs the length of the building, and the first floor spans the footprint of the building. The building was designed with 2 separate second floor spaces. The eastern section of the second floor is accessed by an external staircase that starts from the front (Euclid Avenue) sidewalk and rises along the south elevation of the building. This section of the second floor was originally constructed to provide 2 individual office spaces. The western section of the second floor is accessed from a wood staircase inside the building. The eastern section of the second-floor measures approximately 48 feet long by 32 feet wide, and the western section of the second level measures approximately 28 feet long by 32 feet wide. The length of flat roof between the 2 sections serves as the roof surface of the first level. The front (east) façade was substantially altered in 1962, when the original storefront, brick pediment, corbels and brick embellishments were removed and new large black aluminum panels were installed on the primary façade. The new storefront recesses at an angle into the store space, ending at the front entrance of the building. The new storefront was purposefully designed so a pedestrian heading north on North Euclid Avenue would be attracted by what catches their eye at the south end of the display windows, and they would be unconsciously "herded" to the end of the display window where the entrance to the store is located. The original wood hung windows remain intact on the second level of the primary façade.

The original brick construction of the building and the location of early window openings are visible on the rear (west) elevation. The brick walls are set in a Common Bond pattern, with a course of headers set every 6 rows. The bricked-up arched window openings would have originally provided natural light into the second-floor housewares sales area. A new set of rear entrance doors with surround was installed during the 1962 alterations.

(c) Project Description — The Applicant is requesting a Certificate of Appropriateness for building shell improvements, a second-floor addition, and minor interior demolition of non-significant historic spaces, as depicted in *Exhibit E: Proposed Elevations*, *Exhibit F: Conceptual Floor Plan*, and *Exhibit G: Conceptual Renderings*.

The project proposes a mixed-use space consisting of a ground-floor restaurant and 2 separate tenant spaces on the second floor. The basement will support the restaurant use with a food preparation area, as well as a trash room with compactor, storage, and a mechanical room. To accommodate the new use, non-structural walls, select interior staircases, a mezzanine, and the existing storefront will be demolished. Circulation throughout the building will be provided by a combination of new and existing interior stairways, along with the addition of an elevator and a wheelchair lift to ensure accessibility.

At the rear of the building, the existing roof over the western portion will be demolished to allow for construction of a 1,298 square-foot second-floor addition associated with the eastern tenant space. The addition is designed to be compatible yet differentiated, featuring a brick exterior and contemporary fenestration, including 2 single-glass doors flanking 4 windows over bronze-finished metal panels. The addition will provide access to a rooftop patio covered by a metal canopy and will be minimally visible from the public right-of-way.

The ground-floor restaurant will be accessed from the primary entrance along Euclid Avenue. The western second-floor tenant space will be accessed via an interior staircase, the eastern second-floor tenant space, including the rooftop patio, will have a separate entrance from the existing exterior stairway accessed from Euclid Avenue. A new primary elevator, serving the basement, ground floor, and eastern second-floor tenant space, will be accessed from a recessed storefront along Euclid Avenue. Restrooms will be provided on each level.

To support the proposed use, the project includes a seismic retrofit and structural upgrades, including the installation of an interior steel moment frame and reinforcement of the roof-to-wall and wall-to-foundation connections. Building systems will also be upgraded, including new plumbing, electrical, and HVAC systems, along with related service improvements.

The project proposes to remove the black metal panels installed in 1962 and restore the Euclid Avenue façade to its documented historic appearance as depicted in *Figure 1: Historic Photograph*. The original brick will be repaired and where deterioration has occurred, new brick will be installed to match the original. Character-defining

architectural features including the cornice, brackets, dentils, and quoins will be reconstructed based on historic documentation. These elements will be fabricated using glass fiber–reinforced polymers (GFRP), which can accurately replicate the form, profile, and surface detailing of historic concrete materials while offering durability and reduced structural load. The existing 5 double-hung wood windows will be replaced with aluminum-clad wood windows that match the original configuration, size, and operation. A new concrete sill, matching the original in dimension and profile, will be installed.

At the ground floor, a new metal storefront system with a bronze finish will be installed and will be recessed approximately 24 feet 6 inches from the Euclid Avenue property line. The storefront will feature a central double-door with transom, flanked by glazed curtain wall panels. A roll-up security door, designed to match the storefront, will enclose the recessed area during non-business hours. At the rear of the building (alley facing), a new storefront with transom and sidelights, metal awning, and 2 hung windows will be installed. Outdoor dining is proposed within the recessed entry and in the alley setback area.

(d) Certificate of Appropriateness — Development Code Section 4.02.050: Historic Preservation-Certificate of Appropriateness and Demolition of Historic Resources requires Certificate of Appropriateness approval for any exterior alterations of an historic resource with a designated, eligible, or nominated status. Certificate of Appropriateness approval ensures that the Project will not cause adverse effects to character-defining features of the historic resource. The Secretary of the Interior's Standards for the Treatment of Historic Properties, also referred to as "the Standards," provides a critical part of the framework of the national preservation program and are widely used at the federal, state, and local levels to guide work on historic resources and have been adopted and incorporated into the Development Code and DWPUD.

The preservation treatment proposed for the Project is the Standard for Rehabilitation. Rehabilitation is the process of returning a property to a state of utility, through repair or alteration, which makes possible a contemporary use while preserving those portions and features of the property which are significant to its historic, architectural, and cultural values. The Standards state that alterations will not destroy or alter historic features that characterize the historic resource, and that new work will be differentiated from the old and will be compatible with historic materials, features, size, scale, proportion, and massing to protect the integrity of the resource.

The proposed façade restoration, second-floor addition, exterior storefront window alterations, recess of the storefront, and construction of a roof top patio to create new outdoor seating patio areas are compatible with the historic W.W. Smith Grocery Building, thereby avoiding significant and adverse impacts to the historic resource.

The Planning Commission, serving as the Historic Preservation Commission, must consider and establish certain findings of fact for all Certificate of Appropriateness applications. The exterior alterations, in whole or in part:

(i) ***Will not detrimentally change, destroy or adversely affect any significant architectural feature of the resource.*** The Project proposes partial demolition of non-character defining features, façade restoration, to rehabilitate the building structural system and wall finishes, and proposes alterations that are compatible with the building architectural style, thereby avoiding significant and adverse impacts to the historic resource; and

(ii) ***Will not detrimentally change, destroy or adversely affect the historic character or value of the resource.*** The Project proposes partial demolition of non-character defining features, façade restoration, to rehabilitate the building structural system and wall finishes, and proposes alterations that are compatible with the building architectural style, thereby avoiding significant and adverse impacts to the historic resource; and

(iii) ***Will be compatible with the exterior character-defining features of the historic resource.*** The Project proposes partial demolition of non-character defining features, façade restoration, to rehabilitate the building structural system and wall finishes, and proposes alterations and finishes that are compatible with the building architectural style, thereby avoiding significant and adverse impacts to the historic resource; and

(iv) ***Will not adversely affect or detract from the character of the historic district.*** The building will continue to convey its association with the early commercial activity that was prevalent in this area of the City and will not adversely affect or detract from the character of the Proposed Downtown Historic District.

PUBLIC NOTIFICATION: The subject applications were advertised as a public hearing in at least one newspaper of general circulation in the City of Ontario (the Inland Valley Daily Bulletin newspaper). In addition, notices were mailed to all owners of real property located within a minimum of 300 feet of the exterior boundaries of the property that is the subject of the hearing, as shown on the records of the County Assessor.

CORRESPONDENCE: As of the preparation of this Agenda Report, Planning Department staff has not received any written or verbal communications from the owners or occupants of properties surrounding the Project site or from the public in general, regarding the subject application.

AGENCY/DEPARTMENT REVIEWS: Each City agency/department has been provided the opportunity to review and comment on the subject application and recommend conditions of approval to be imposed upon the application. At the time of the Resolution preparation, recommended conditions of approval were provided and are appended to the attached Resolution as Attachment A.

AIRPORT LAND USE COMPATIBILITY PLAN COMPLIANCE: The California State Aeronautics Act (Public Utilities Code Section 21670, et seq.) requires that an Airport Land Use Compatibility Plan (ALUCP) be prepared for all public use airports in the State; and

requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted ALUCP.

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

COMPLIANCE WITH THE ONTARIO PLAN 2050: 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 2050 (TOP). More specifically, the goals and policies of TOP that are furthered by the proposed Project are as follows:

(1) City Council Goals

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

(2) Vision

Distinctive Development that integrates our varied and diverse focal points, districts, centers, corridors, and neighborhoods to provide a feeling of coherence without sacrificing uniqueness.

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.

- A system of vibrant retail, town, and neighborhood centers responsive to market demands and woven into the fabric of the community.

Development Quality

- Unique and authentic districts, centers, and corridors of varied scales that establish Ontario as one of the most vital and diverse locales in Southern California.

- Superior quality and design of the built environment and open spaces through careful attention to detail at every scale, including public and private spaces and structures.

(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.

- *G1-1 Consistency with Policies*. We require that staff recommendations to the City Council be consistent with adopted City Council Priorities (Goals and Objectives) and The Policy Pan.

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

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

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

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

- *LU-2.1 Land Use Decisions*. We minimize adverse impacts on adjacent properties when considering land use and zoning requests.

- *LU-2.2 Buffers*. We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur. Additional mitigation is required when new uses could negatively impact environmental justice areas.

- *LU-2.5 Regulation of Uses*. We regulate the location, concentration, and operation of uses that have impacts on surrounding land uses.

- *LU-2.11 Context-Aware Transitions and Connections*. We require new development projects and land-planning efforts to provide context-aware and appropriate transitions and connections between existing and planned neighborhoods, blocks, sites, and buildings.

Community Design Element

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

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

- *CD-1.2 Place Types*. We establish Place Types in urban, mixed use, and transit-oriented areas to foster the City's identity as a premier community and require new development within each Place Type to incorporate prescribed urban patterns, forms, and placemaking priorities.

- *CD-1.3 Existing Neighborhoods*. We require the existing character of viable residential and non-residential neighborhoods be preserved, protected, and enhanced.

Goal CD-4 Historic Preservation: Historic buildings, streets, landscapes, and neighborhoods, as well as the story of Ontario's people, businesses, and social and community organizations, have been preserved and serve as a focal point for civic pride and identity.

- *CD-4.2 Collaboration with Property Owners and Developers*. We educate and collaborate with property owners and developers to implement strategies and best practices that preserve the character of our historic buildings, streetscapes, and unique neighborhoods.

HOUSING ELEMENT COMPLIANCE: The Project is consistent with the Housing Element of the Policy Plan component of The Ontario Plan 2050, as the Project site is not one of the properties in the Housing Element Sites contained in Tables B-1 and B-2 (Housing Element Sites Inventory) of the Housing Element Technical Report.

ENVIRONMENTAL REVIEW: The Project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15331 (Class 31, Historical Resource Restoration/Rehabilitation) of the CEQA Guidelines, the Project is consistent with The Secretary of the Interior's Standards for the Treatment of Historic Properties.

TECHNICAL APPENDIX:

Table 1: Surrounding Zoning and Land Uses

	Existing Land Use	***Policy Plan Designation***	***Zoning Designation***	***Planned Unit Development Land Use***
Site	Commercial-Vacant	MU-1/LUA-1 (Downtown Mixed Use/Euclid Avenue Entertainment)	Downtown West PUD	Downtown MU Retail Core
North	Commercial	MU-1/LUA-1 (Downtown Mixed Use/Euclid Avenue Entertainment)	Downtown West PUD	Downtown MU Retail Core
South	Commercial/Residential	MU-1/LUA-1 (Downtown Mixed Use/Euclid Avenue Entertainment)	Downtown West PUD	Downtown MU Retail Core
East	Open Space	OS-R (Open Space - Parkland)	Downtown Civic Center PUD	Civic Plaza
West	Commercial	MU-1/LUA-1 (Downtown Mixed Use/Euclid Avenue Entertainment)	Downtown West PUD	Downtown MU Retail Core

Exhibit A: PROJECT LOCATION MAP

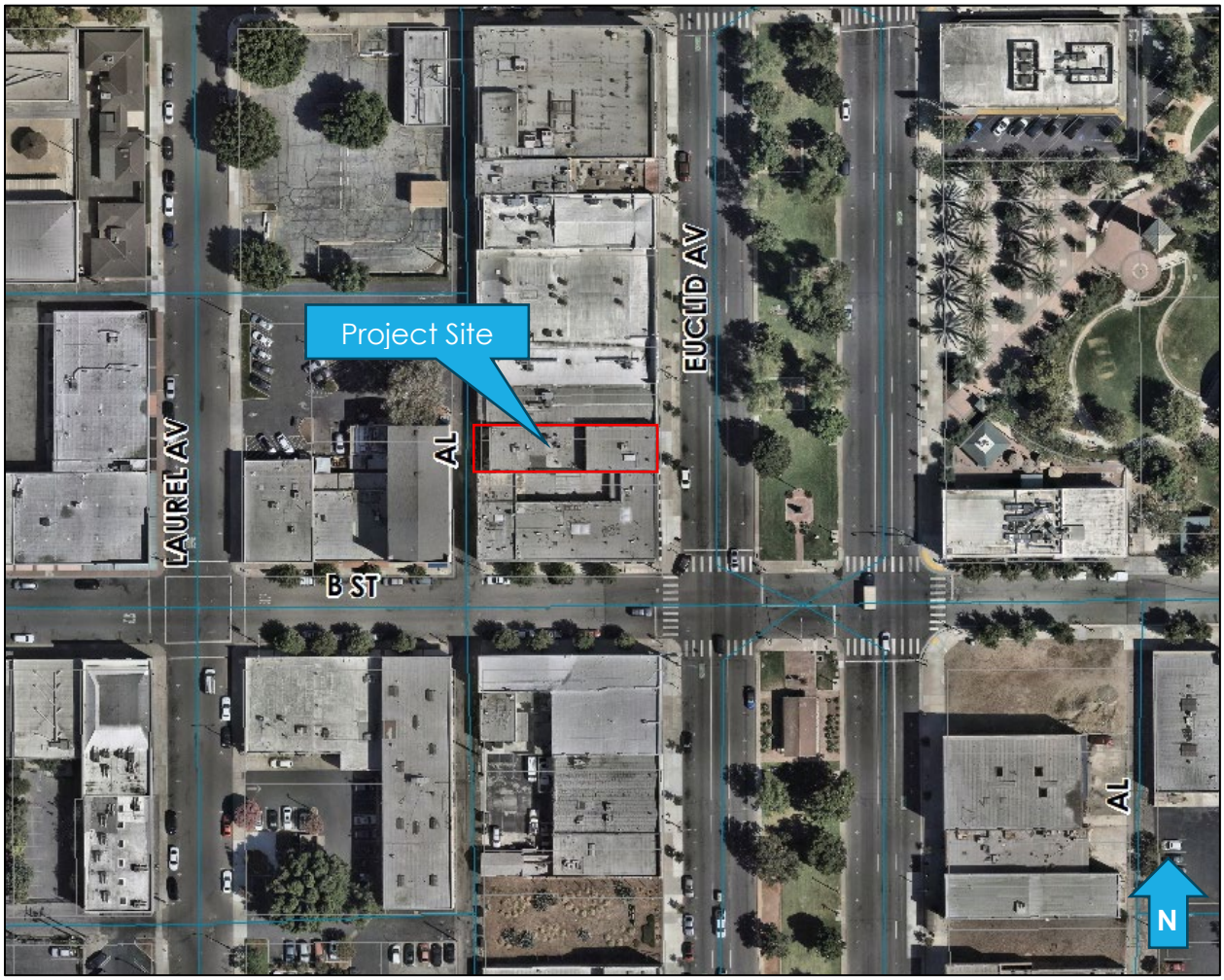


Exhibit B: SITE PHOTOGRAPHS



North and West View (above)



North and East View (above)

Exhibit B: SITE PHOTOGRAPHS CONTINUED



West (Alley) Elevation



West Elevation – Upper level

Exhibit C: SURROUNDING PROPERTIES



Mixed Use Commercial/Residential to the south – View looking west



Commercial to the north – View looking southwest

Exhibit C: SURROUNDING PROPERTIES



Alley – View looking north

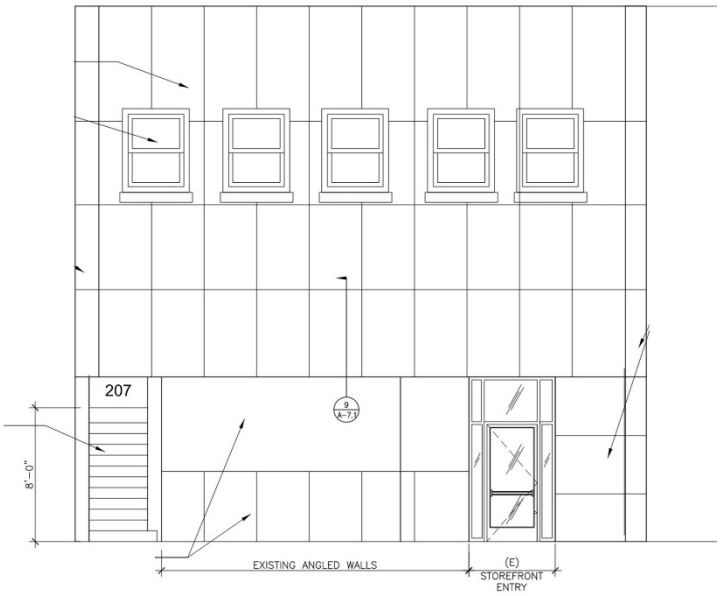


Alley – View looking south

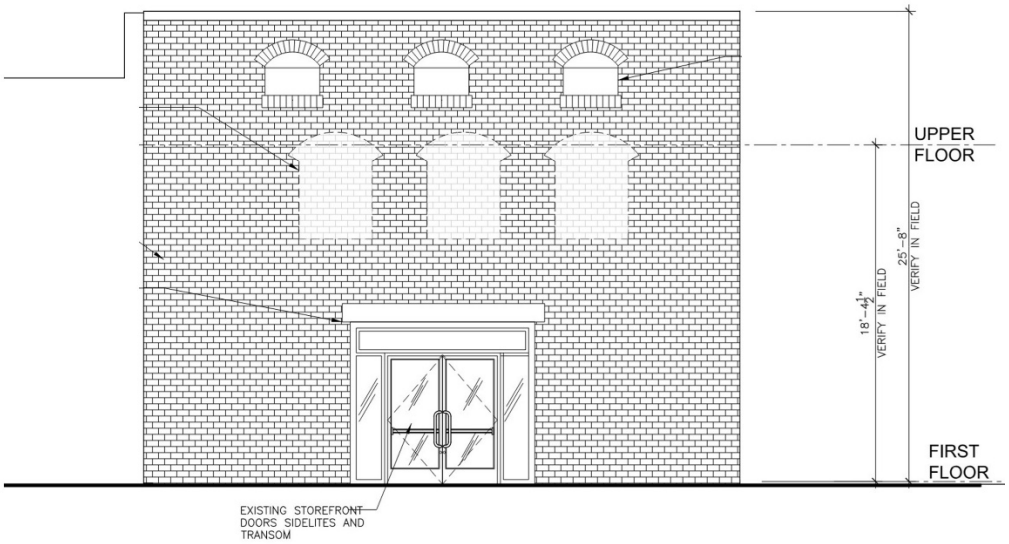


Parking lot to the west

Exhibit D: EXISTING ELEVATIONS

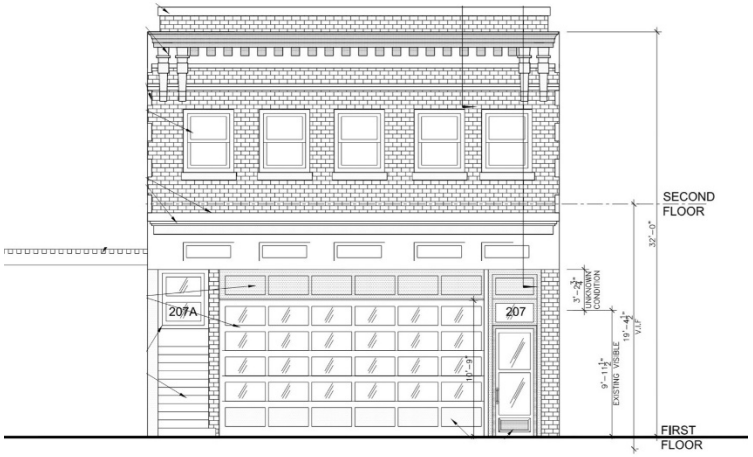


East Elevation (facing Euclid Avenue)

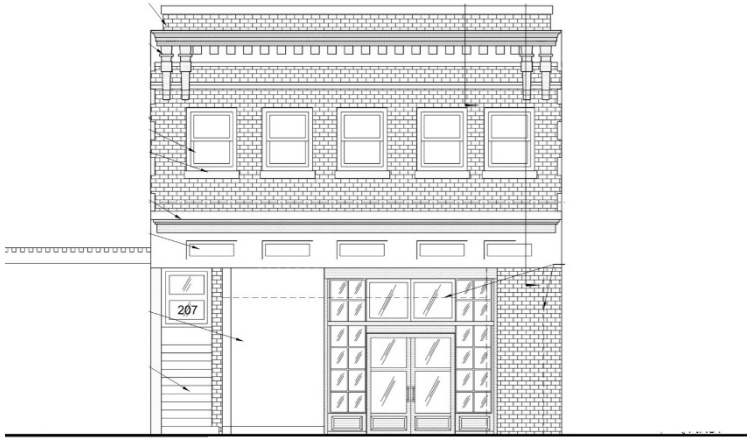


West Elevation (facing alley)

Exhibit E: PROPOSED ELEVATIONS

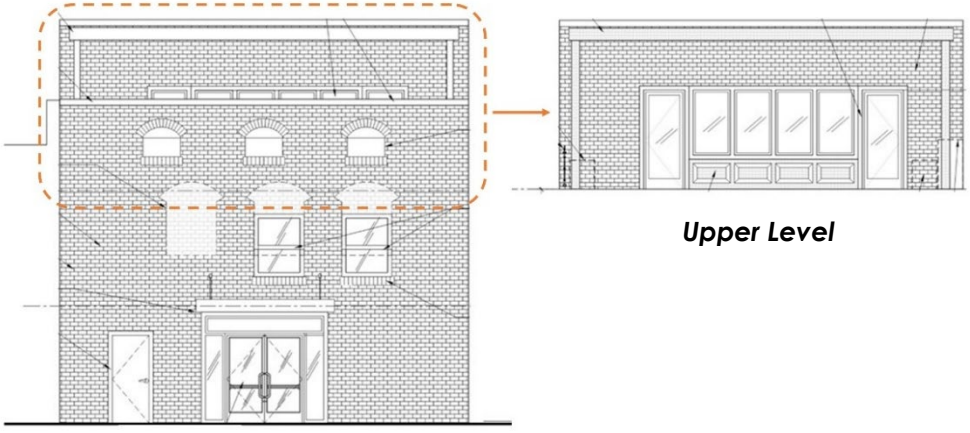


Roll-up door closed



Roll-up door open

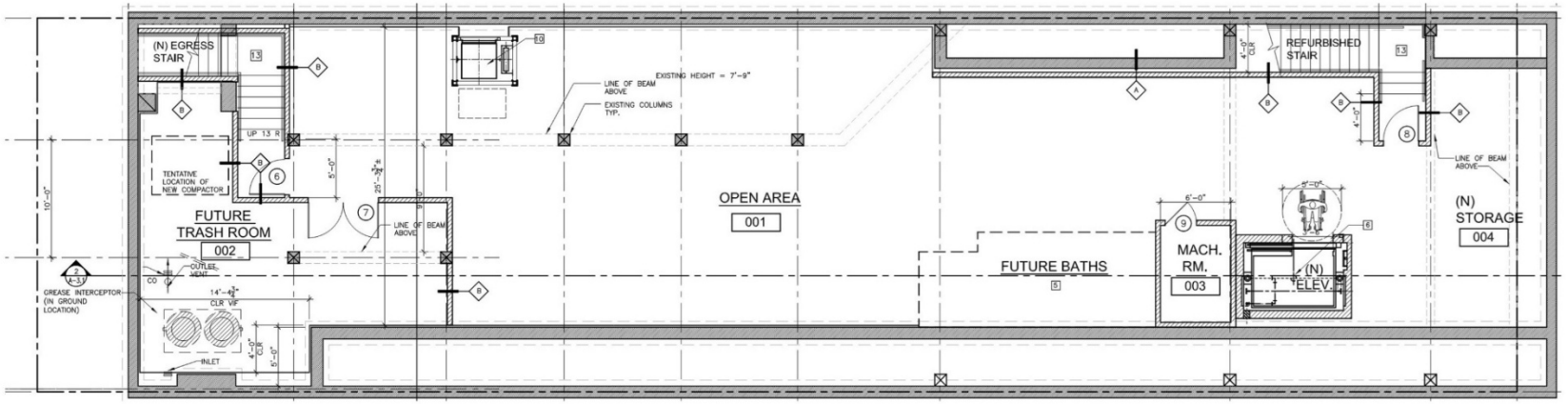
East Elevation (facing Euclid Avenue)



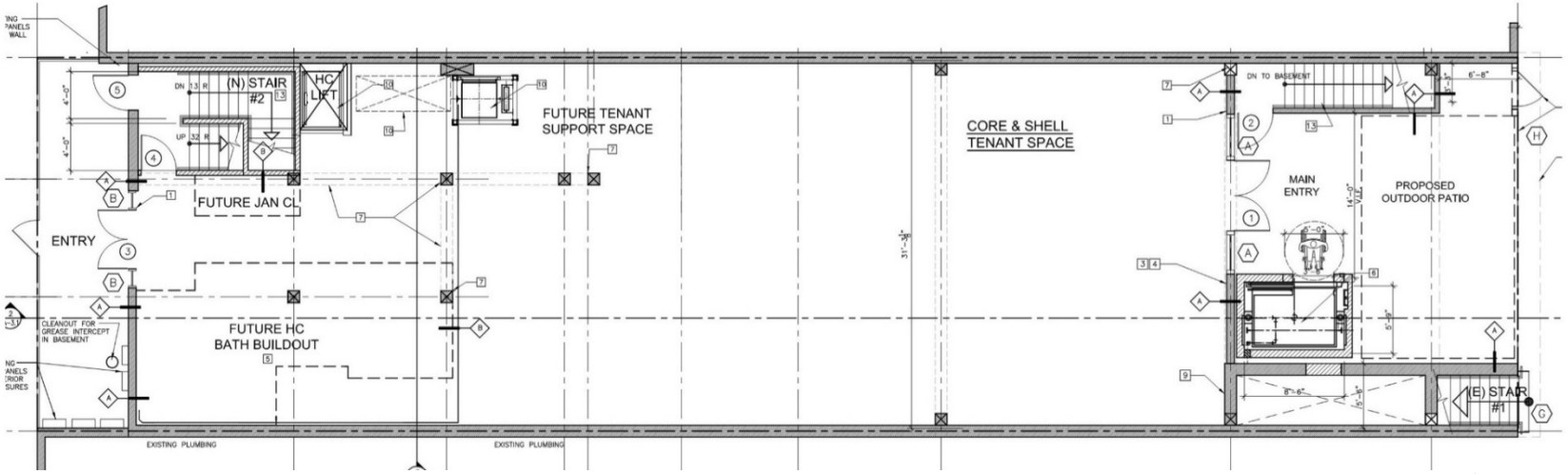
Upper Level

West Elevation (facing alley)

Exhibit F: CONCEPTUAL FLOOR PLAN

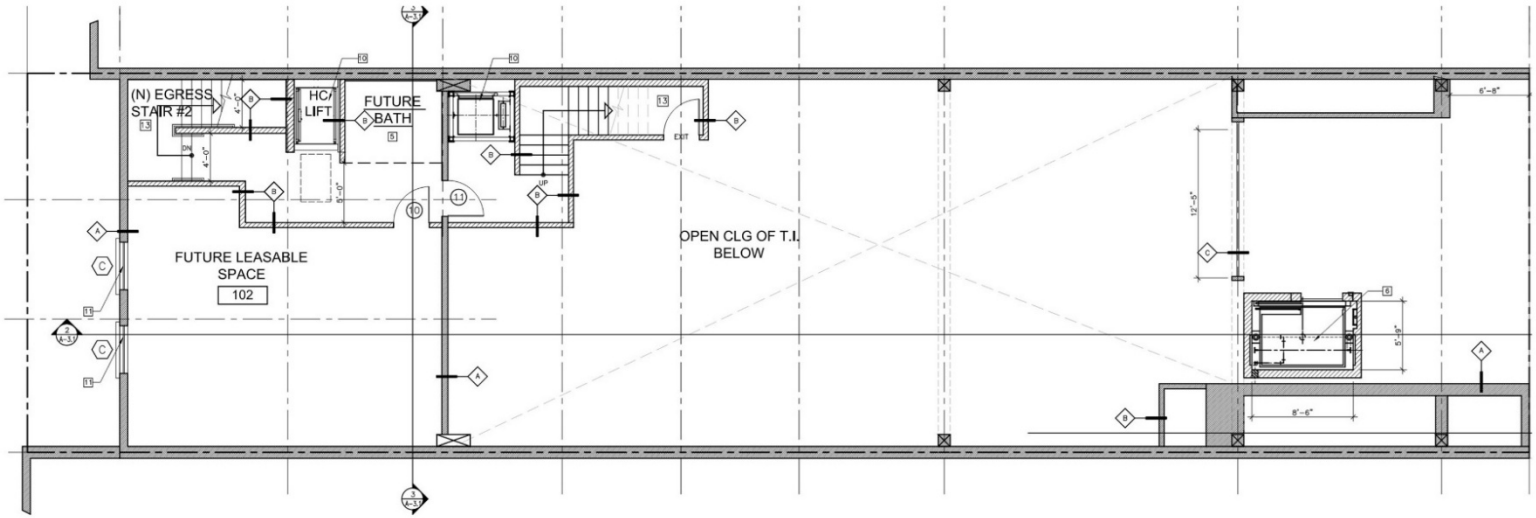


Basement

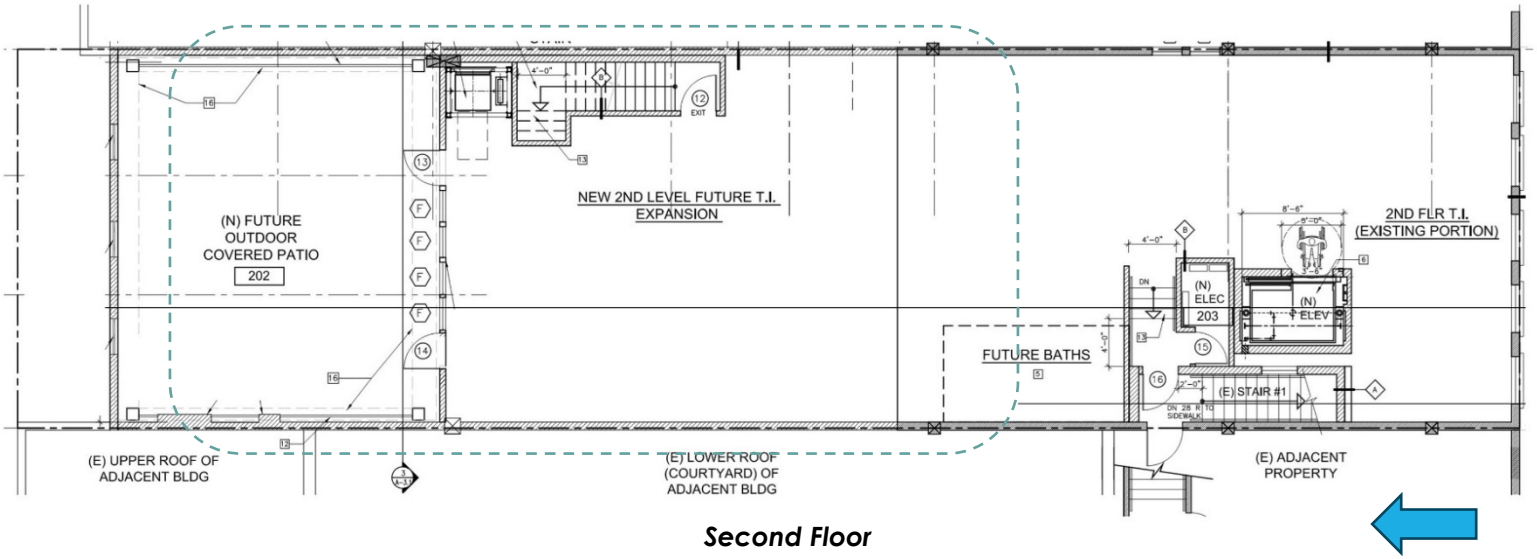


First Floor

Exhibit F: CONCEPTUAL FLOOR PLAN CONTINUED



Mezzanine (Partial)



Second Floor

Exhibit G: CONCEPTUAL RENDERINGS



View looking southwest – Primary façade during business hours



View looking southwest – Primary façade when closed

Attachment A:
Resolution for File No. PHP25-022

(Document to follow this page)

RESOLUTION NO.

A RESOLUTION OF THE HISTORIC PRESERVATION COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PHP25-022, A CERTIFICATE OF APPROPRIATENESS TO FACILITATE THE ADAPTIVE REUSE OF, AND THE CONSTRUCTION OF A 1,298 SQUARE-FOOT SECOND FLOOR ADDITION TO AN EXISTING HISTORIC COMMERCIAL BUILDING, DESIGNATED LOCAL LANDMARK NO. 29 (W.W. SMITH GROCERY BUILDING), ON 0.09-ACRES OF LAND LOCATED AT 207 NORTH EUCLID AVENUE WITHIN THE DOWNTOWN WEST PLANNED UNIT DEVELOPMENT ZONING DISTRICT, AND MAKING FINDINGS IN SUPPORT THEREOF—APN: 1048-565-09

WHEREAS, TAMARA SOUSSAN DESIGN (Applicant) has filed an Application for the approval of a Certificate of Appropriateness, File No. PHP25-022, as described in the title of this Resolution (hereinafter referred to as Application or Project); and

WHEREAS, the Application applies to 0.09 acre of land generally located at the northwest corner of Euclid Avenue and B Street, at 207 North Euclid Avenue within the Downtown West Planned Unit Development (DWPUD) and Euclid Avenue Overlay zoning districts, and is presently improved with a two-story historic building; and

WHEREAS, the properties to the north and south of the Project site are within the DWPUD and Euclid Avenue Overlay zoning districts and are developed with commercial buildings. The property to the west is within the DWPUD zoning district, and is developed with commercial buildings and a public parking lot. The property to the east is within the Downtown Civic Center Planned Unit Development and Euclid Avenue Overlay zoning districts, and is developed with Ontario Town Square; and

WHEREAS, the City's character and history are reflected in its cultural, historical, and architectural heritage with an emphasis on the "Model Colony" as declared by an act of the Congress of the Unites States and presented at the St. Louis World's Fair in 1904; and

WHEREAS, the City's historical foundations should be preserved as living parts of community life and development in order to foster an understanding of the City's past so that future generations may have a genuine opportunity to appreciate, enjoy, and understand Ontario's rich heritage; and

WHEREAS, the Community Development and the Aesthetic, Cultural, Open Space and Recreational Resources Elements of the Policy Plan Component of the Ontario Plan sets forth Goals and Policies to conserve Ontario's historic buildings and districts; and

WHEREAS, the W.W. Smith Grocery Building is worthy of preservation and was designated as Local Landmark No. 29 by the City Council on June 2, 1998; 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, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Historic Preservation Commission the responsibility and authority to review and act on the subject Application; and

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

WHEREAS, on April 8, 2026, the Historic Preservation Subcommittee of the City of Ontario conducted a hearing and issued Decision No. HPSC26-002, recommending the Historic Preservation Commission approve the Application; and

WHEREAS, on April 28, 2026, the Historic Preservation 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 Historic Preservation Commission of the City of Ontario, as follows:

SECTION 1: ***Environmental Determination and Findings.*** As the decision-making authority for the Project, the Historic Preservation 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 Historic Preservation Commission, the Historic Preservation Commission finds as follows:

a. The administrative record has been completed in compliance with CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines; and

b. The Project is categorically exempt from environmental review pursuant to Section 15331 (Class 31, Historical Resource Restoration/Rehabilitation) of the CEQA Guidelines, which consists of maintenance, repairs, stabilization, rehabilitation, restoration, preservation, conservation, or reconstruction of historical resources in a manner consistent with The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995), Weeks and Grimmer. The Guidelines were utilized in the development of the project design and, as a result, do not pose any adverse impacts to the historic resource; 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 Historic Preservation Commission.

SECTION 2: ***Housing Element Consistency.*** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the decision-making authority for the Project, the Historic Preservation Commission finds that based upon the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan, as the project site is not one of the properties in the Housing Element Sites Inventory contained in Tables B-1 and B-2 of the Housing Element Technical Report.

SECTION 3: ***Airport Land Use Compatibility Plan (ALUCP) Consistency.*** As the decision-making authority for the Project, the Historic Preservation Commission has reviewed and considered the facts and information contained in the Application and supporting documentation, and finds that, at the time of Project implementation, the Project will be consistent with the policies and criteria set forth within the ONT ALUCP.

SECTION 4: ***Concluding Facts and Reasons.*** Based upon the substantial evidence presented to the Historic Preservation Commission during the above-referenced hearing, and upon the specific findings set forth in Section 1 through 3 above, the Historic Preservation Commission hereby concludes as follows:

a. ***Will not detrimentally change, destroy, or adversely affect any significant architectural feature of the resource.*** The Project proposes partial demolition of non-character defining features, façade restoration, to rehabilitate the building structural system and wall finishes, and proposes alterations that are compatible with the building architectural style, thereby avoiding significant and adverse impacts to the historic resource.

b. ***Will not detrimentally change, destroy, or adversely affect the historic character or value of the resource****.* The Project proposes partial demolition of non-character defining features, façade restoration, to rehabilitate the building structural system and wall finishes, and proposes alterations that are compatible with the building architectural style, thereby avoiding significant and adverse impacts to the historic resource.

c. ***Will be compatible with the exterior character-defining features of the historic resource.*** The Project proposes partial demolition of non-character defining features, façade restoration, to rehabilitate the building structural system and wall finishes, and proposes alterations and finishes that are compatible with the building architectural style, thereby avoiding significant and adverse impacts to the historic resource.

d. ***Will not adversely affect or detract from the character of the historic district.*** The building will continue to convey its association with the early commercial activity that was prevalent in this area of the city and will not adversely affect or detract from the character of the Proposed Downtown Historic District.

SECTION 5: ***Historic Preservation Commission Action.*** Based upon the findings and conclusions set forth in the Sections above, the Historic Preservation 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 6: ***Indemnification.*** The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void, or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action, or proceeding, and the City of Ontario shall cooperate fully in the defense.

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

SECTION 8: ***Certification to Adoption.*** The Secretary shall certify to the adoption of the Resolution.

- - - - - - - - - - - - - -

The Secretary Pro Tempore for the Historic Preservation 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 Historic Preservation Commission of the City of Ontario at a regular meeting thereof held on the 28th day of April 2026, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Nancy Dediemar
Historic Preservation Commission
Chairperson

ATTEST:

Henry K. Noh
Planning Director and
Secretary to the Historic Preservation
Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Historic Preservation Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC25-001, was duly passed and adopted by the Historic Preservation Commission of the City of Ontario at their regular meeting held on April 28, 2026, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

File No. PHP25-022
Departmental Conditions of Approval

(Departmental conditions of approval to follow this page)

Historic Ontario

The "Model Colony"

CERTIFICATE OF APPROPRIATENESS

CONDITIONS OF APPROVAL

Date:	April 8, 2026
File No.:	PHP25-022
Location:	207 North Euclid Avenue (APN: 1048-565-09)
Prepared By:	Elly Antuna, Senior Planner
Description:	A Certificate of Appropriateness to facilitate the adaptive reuse of, and the construction of a 1,298 square foot second floor addition to an existing historic commercial building, designated Local Landmark No. 29 (W.W. Smith Grocery Building), on 0.09 acres of land located at 207 North Euclid Avenue within the Downtown West Planned Unit Development zoning district.

CONDITIONS OF APPROVAL

The above-described Project shall comply with the following Conditions of Approval:

1. The Certificate of Appropriateness shall become void 24 months from the date of approval unless a building permit has been issued and work authorized by this approval has commenced prior to the expiration date and is diligently pursued to completion.
2. The second-floor addition shall be constructed with a brick exterior and 2 single-glass doors flanking 4 windows over bronze-finished metal panels.
3. The original brick will be repaired and where deterioration has occurred, new brick will be installed to match the original.
4. Metal panels shall be removed from original brick using the gentlest means possible.
5. Cornice, brackets, dentils, and quoins, will be reconstructed based on historic documentation. These elements will be fabricated using glass fiber–reinforced polymers (GFRP).
6. The existing 5 wood double-hung windows will be replaced with aluminum-clad wood windows that match the original configuration, recess, size and operation. A new concrete sill, matching the original in dimension and profile, will be installed.
7. Any deviation from the approved plans shall require approval of the Planning Department and, if necessary, the Historic Preservation Commission.

CITY OF ONTARIO PLANNING DEPARTMENT

PLANNING COMMISSION AGENDA REPORT

April 28, 2026

303 East B Street, Ontario, California 91764 Phone: 909.395.2036 / Email: PlanningDirector@OntarioCA.gov

FILE NO: PDEV25-007

SUBJECT: Approval of a Development Plan pursuant to a previously adopted Addendum to the Ontario Regional Sports Complex Environmental Impact Report (State Clearinghouse No. 2023110328), certified by the City Council on July 16, 2024, to construct a 226 room hotel totaling 183,609 square feet (including a 158,272 square foot hotel and 25,337 square feet of commercial uses) on 3.41 acres of land located south of Riverside Drive and east of Hellman Avenue within the CCS (Convention Center Services Commercial) zoning district; (APNs: 218-111-67, 218-111-68, and 218-111-69); **submitted by Ontario Ranch Hotel, LLC.**

PROPERTY OWNER: Ontario Ranch Hotel, LLC

RECOMMENDED ACTION: That the Planning Commission consider and adopt a Resolution pursuant to a previously adopted Addendum to the Ontario Regional Sports Complex Environmental Impact Report (State Clearinghouse No. 2023110328), certified by the City Council on July 16, 2024, and approve a Development Plan (File No. PDEV25-007), pursuant to the facts and reasons contained in the staff report and attached Resolutions, and subject to the conditions of approval appended to the attached Resolutions as Attachment A.

BACKGROUND: The Ontario Regional Sports Complex Environmental Impact Report (ORSC EIR) (State Clearinghouse No. 2023110328) was certified on July 16, 2024, and evaluated the development of a variety of recreational opportunities on an approximately 199-gross-acre site. The land use plan under the ORSC EIR comprised 7 planning areas (PA) – Baseball Stadium (PA 1); Commercial Retail (PA 2), Baseball Stadium Retail-Hospitality (PA 3), Baseball Stadium Retail -Hospitality South (PA 4), City Park-Active Fields (PA 5), City Park-Indoor Athletic Facility (PA 6), and Community Recreation Center (PA 7). The ORSC EIR evaluated PA 2 as containing retail uses and PA 3 containing both commercial and hotel land uses; here, the proposed hotel Project (Proposed Hotel Project) would be located in PA 2.

The ORSC EIR evaluated the direct physical effects and reasonably foreseeable indirect environmental impacts resulting from implementation of the overall ORSC, with a particular focus on land use changes associated with buildout of the site and the effects of resulting employment growth in the City. The Proposed Hotel Project would relocate the hotel use from Planning Area 3 to Planning Area 2, along with a corresponding

Case Planner:	Thomas Grahn
Planning Director Approval:	
Submittal Date:	May 2, 2025

Hearing Body	*Date*	*Decision*	*Action*
DAB	11/17/2025	Approval	Recommend
PC	04/28/2026		Final
CC			

relocation of associated commercial uses. The adopted Addendum to the ORSC EIR assessed the Proposed Hotel Project and the related adjustments in land use distribution.

On May 2, 2025, the Applicant submitted a Development Plan (File No. PDEV25-007) for a 226-room hotel dual-branded hotel (Ontario Residence Inn and Aloft Hotel) totaling 158,272 square feet with commercial and retail space on 3.41 acres of land within the Ontario Regional Sports Complex (ORSC).

On November 17, 2025, the Development Advisory Board conducted a public hearing regarding the Development Plan and recommended that the Planning Commission approve File No. PDEV25-007.

On November 25, 2025, the Planning Commission conducted a public hearing regarding the Development Plan and approved an addendum to the Ontario Regional Sports Complex EIR and File No. PDEV25-007.

On December 5, 2025, Jordan Sisson, representing UNITE HERE Local 11, filed an appeal of the Planning Commission decision approving the Development Plan for File No. PDEV25-007; the appeal was heard at the January 20, 2026, City Council meeting. A summary of the appellant's claims and the City Council agenda report response is provided below for reference.

- Appellant's Claim #1: The Development Plan requires a conditional use permit.

  Response to Claim #1: The City is currently considering whether to amend Development Code Section 5.03.250 to remove this CUP requirement.

- Claim #2: The Restated Development Agreement referenced in the Sports Complex Addendum should have been considered and recommended by the Planning Commission for approval by the City Council. (ODC § 4.01.015.B & D.)

  Response to Claim #2: Ontario Development Code section 4.01.015 concerning development agreements considered by the City pursuant to Government Code section 65864, et seq. The Restated Development Agreement referenced in the Sports Complex Addendum is related to the February 18, 2025, Disposition and Development Agreement that the City is now interested in amending and restating, to address certain issues that have come to light following the approval of the original Disposition and Development Agreement. This document is not subject to Government Code section 65864, et seq., and thus not subject to Ontario Development Code section 4.01.015. As such, this claim has no merit.

- Claim #3: The Sports Complex EIR addendum should have found that modifications to the Sports Complex Project proposed in the Development Plan would increase energy consumption, GHG emissions, and increase vehicle trips beyond that disclosed in the Sports Complex EIR.

Response to Claim #3: T&B Planning, Inc., the environmental consulting firm that prepared the Addendum to the Sports Complex EIR has prepared a Memo with detailed responses to Appellant's claims regarding the adequacy of the Addendum. The Memo concludes that the addendum's analyses and conclusions are correct and that the addendum has been appropriately prepared to satisfy CEQA compliance requirements. As such, this claim has no merit.

- Claim #4: The City took steps towards approval of the Development Plan before preparing the Sport Complex EIR Addendum, such as the February 18, 2025, approval of the Disposition and Development Agreement.

  Response to Claim #4: Appellant has noted some procedure confusion regarding the preparation of the addendum to the Sports Complex EIR and the City Council's planned consideration of the Amended and Restated Development Agreement. Specifically, the City agrees that the addendum to the Sports Complex EIR should not be adopted, nor the Development Plan for File No. PDEV25-007 approved, until after the Council has considered and approved, pursuant to the adoption of an addendum to the Sports Complex EIR, the Amended and Restated Disposition and Development Agreement.

The City Council decision made the following 4 actions:

- First Action: The City Council denied the Appeal as to Claims #2 and #3.

- Second Action: The City Council granted the Appeal as to Claims #1 and #4.

- Third Action: The City Council set aside the Planning Commission's adoption of the Sports Complex EIR addendum and approval of the Development Plan for File No. PDEV25-007.

- Fourth Action: The City Council confirmed that consideration of approval of the Sports Complex Hotel Development Plan (File No. PDEV25-007) can proceed only if the City Council has approved, pursuant to the adoption of the addendum to the Sports Complex EIR, and the Amended and Restated Disposition and Development Agreement.

On January 20, 2026, the City Council took the following actions:

- Adopted an addendum to the Certified Final Environmental Impact Report for the Ontario Regional Sports Complex (SCH No. 2023110328), certified by the City Council on July 16, 2024;

- Approved on first reading the Amended and Restated Disposition and Development Agreement (Agreement) between the City of Ontario and Ontario Ranch Hotels, LLC.; and

- Authorized the City Manager, or his designee, to sign all documents necessary to implement the Agreement

On February 17, 2026, the City Council:

- Approved, on second reading, Development Code Amendment (File No. PDCA25-003), which included removing the CUP requirement for full-service hotels.

- Approved, on second reading, the Amended and Restated Disposition and Development Agreement between the City and Ontario Ranch Hotels, LLC.

PROJECT SETTING: The Proposed Hotel Project site consists of 3.41 acres of land located at the northeast corner of South Champions Avenue and East Stadium Way within the CCS (Convention Center Services Commercial) zoning district, which is depicted in *Exhibit A: Project Location Map*. The Project site is vacant and was graded as part of the mass grading for the sports complex. The site is relatively flat with a gentle slope from north to south. There is no vegetation currently on site. Surrounding land uses to the immediate north, east, and south are within the Ontario Sports Empire and are vacant. The Ontario Sports Empire baseball stadium is located immediately to the west. The existing surrounding land uses, zoning, and Policy Plan (general plan) and specific plan land use designations are summarized in *Table 1: Surrounding Zoning & Land Uses.*

PROJECT ANALYSIS:

(1) Development Plan (File No. PDEV25-007)

(a) Site Design/Building Layout — The Proposed Hotel Project consists of a 183,609-square-foot dual-brand hotel and commercial building containing 226 guest rooms — 127 rooms for the Residence Inn and 99 rooms for the Aloft Hotel. The development will feature destination dining, retail space, a conference center, a fitness center, public gathering areas, and a range of guest amenities. The primary hotel entrance and lobby are located on the north elevation, while the conference center entrance is situated on the east elevation. The proposed restaurant uses (café and fast-food) are located along the west elevation with direct access from the public sidewalk, and Legends Attic, a sports-themed museum, will be accessed from entrances along the south elevation, also directly accessible from the public sidewalk.

The hotel building is situated on a 2.37-acre parcel, which accommodates the hotel structure itself along with a portion of the required parking. The overall Project site, however, encompasses a total of 3.41 acres. The remaining 1.04 acres — currently owned by the City and located within the Ontario Sports Empire area — will provide the majority of the required parking.

The hotel's primary entrance features a porte-cochère with decorative pavers and enhanced landscaping, creating a prominent and welcoming arrival experience. The first floor includes the shared dual-brand lobby serving both the Residence Inn and Aloft Hotel, along with guest amenities such as a lounge, an upscale café, a fast-food establishment (Yogurtland), a pantry retail area, a fitness center, a conference center, and Legends Attic.

Guest suites with contemporary amenities are located on the second through fourth floors. The fifth floor contains additional guest rooms as well as the Aloft lobby and bar, which opens onto an outdoor deck and balcony offering elevated views of the Ontario Sports Empire baseball stadium and an activated social space.

(b) Minor Adjustment/Alteration — The Project proposes a Minor Adjustment/Alteration consistent with Development Code Section 4.02.020.C.2.d, which may allow a 50 percent reduction in minimum building setback and separation requirements, and the encroachment of balconies into a required street-facing property line setback up to a maximum of 66 percent of the required setback, not to exceed 10 feet. The CCS zoning district requires a 15-foot setback between the property line and building. The Project proposes a 7-foot building projection within the 15-foot required setback on the west side of the building, and also proposes a 10-foot balcony projection into the 15-foot setback for the fifth floor balcony on the west side of the building. The application shall be denied if one or more of the below-listed findings cannot be established.

(i) **The strict or literal interpretation and enforcement of the specified regulation would result in practical difficulty or unnecessary physical hardship inconsistent with the objectives of the development regulations contained in this Development Code.** The Policy Plan promotes a diversity of development types to accommodate evolving demographics and reinforce the long-term economic sustainability of Ontario. In alignment with this objective, the Development Code authorizes the Planning Director to approve a Minor Adjustment/Alteration to permit a reduced building setback and balcony projection within the CCS (Convention Center Services) zoning district. A strict or literal interpretation of the Development Code would unduly restrict the ability to construct a hotel on the subject site, and could necessitate a design of inferior quality that compromises the project's overall viability.

(ii) **There are exceptional or extraordinary circumstances or conditions applicable to the property involved, or to the intended use of the property, that do not apply generally to other properties in the vicinity and in the same zoning district.** The project site is proposed for development as a dual-brand hotel designed to complement and integrate with the Ontario Sports Empire, specifically ONT Field. Situated at the northeast corner of South Champions Avenue and East Stadium Way, the project site occupies a corner lot with frontage along 2 streets within the Ontario Sports Empire, which inherently constrains the overall buildable area. Further limiting the building footprint are several compounding factors, including design elements intended to enhance the

pedestrian experience within the Ontario Sports Empire and establish an activated, pedestrian-friendly street frontage adjacent to ONT Field, as well as the applicable building setback requirements, parking standards, and landscaping obligations. Collectively, these constraints significantly reduce the developable area of the site and present meaningful challenges to its buildability.

(iii) **The strict or literal interpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by the owners of other properties in the same zoning district.** The requested relief to reduce the landscape setback along the west property line from 15 feet to 8 feet would afford greater design flexibility while serving to equalize development rights between the Applicant and other property owners within the same land use district. The proposed Minor Adjustment/Alteration would enable the Applicant to preserve the intent and purpose of the applicable landscape requirements while maintaining full compliance with all remaining Development Code regulations governing the CCS (Convention Center Services) zoning district.

(iv) **The granting of the Minor Adjustment/Alteration will not be detrimental to the public health, safety or welfare, or be materially injurious to properties or improvements in the vicinity.** The proposed project involves the development of a hotel within the Ontario Sports Empire, situated directly east of ONT Field. ONT Field is currently developed, while properties to the north, east, and south remain vacant. The proposed project has been designed to reflect a scale, massing, and architectural character compatible with ONT Field, and future development on the surrounding vacant parcels will be subject to design standards that further ensure architectural cohesion throughout the Ontario Sports Empire.

The proposed project will incorporate substantial landscape improvements across the site and along the west and south perimeters, including within the reduced setback area along the west property line. In addition, the project will be required to construct the necessary frontage improvements along the entire project frontage, including the installation of trees and landscaping designed to complement the pedestrian-oriented atmosphere of the area surrounding ONT Field and the broader Ontario Sports Empire.

The proposed balcony projection, located on the fifth floor of the building, extends up to 10 feet — representing approximately 66 percent of the building setback — and has been designed to avoid any adverse impact on the street setback or improvements within the street right-of-way. The frontage improvements proposed along the west side of the project will provide a meaningful public benefit to surrounding properties and the broader area, while the landscape improvements throughout the remainder of the site will serve to enhance the overall project design. Collectively, these improvements demonstrate that the requested Minor Adjustment/Alteration will not prove detrimental or injurious to the public or to other properties in the vicinity.

(v) **The proposed Minor Adjustment/Alteration 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 the purposes of any applicable specific plan or planned unit development, and the purposes of this Development Code.** The proposed Project is located within the Hospitality land use designation of the Policy Plan Land Use Map, and the CCS (Convention Center Services Commercial) zoning district. The development standards and conditions governing the construction and ongoing maintenance of the proposed project are consistent with the goals, policies, plans, and exhibits set forth in the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.

(c) Site Access/Circulation — Access to the Project site will be provided via 3 driveways, one from each of the surrounding streets: South Champions Avenue to the west, East Stadium Way to the south, and "A" Street to the east. The driveways on South Champions Avenue and "A" Street will be shared with the parcel located north of the Project site. The driveway on East Stadium Way will provide direct access to the parking area located east of the hotel.

Internal circulation will be accommodated by an east–west drive aisle located north of the hotel, connecting the South Champions Avenue and "A" Street entrances and providing access to the parking area to the north. A north–south drive aisle will provide additional internal circulation by connecting East Stadium Way to the parking area east of the hotel.

(d) Parking — The hotel is required to provide 233 vehicle parking spaces in accordance with Development Code Table 6.03-1 (Off-Street Parking Requirements), which establishes a base requirement of one parking space per sleeping room, plus additional parking for associated uses. The dual-brand hotel includes 226 guest rooms and a maximum of 7 daytime employees, and a total of 242 parking spaces are proposed. Therefore, the Project exceeds the minimum parking requirement for the hotel component.

In addition, the Project includes 5,151 square feet of restaurant uses, consisting of a 3,823-square-foot café and a 1,328-square-foot fast-food establishment (Yogurtland). The Development Code requires 10 parking spaces per 1,000 square feet of gross floor area for restaurant uses and 13.3 parking spaces per 1,000 square feet for fast-food uses (both calculations include outdoor seating areas up to 25 percent of gross floor area). Based on these standards, the café requires 38 parking spaces, and the fast-food use requires 18 parking spaces, for a combined requirement of 56 parking spaces.

The Development Code allows joint use of parking facilities where peak parking demand for individual uses occurs at different times. Staff has found that hotel and restaurant uses typically experience differing peak demand periods, such that shared parking can be accommodated without affecting operational needs. As such, the total parking supply is expected to sufficiently serve both the hotel and restaurant components.

However, due to the configuration of the Project site and adjacent parcels, a nominal amount of parking is located directly on the hotel parcel. The remaining required parking will be provided on adjoining parcels to the north and east, as well as through on-street parking located south of the site. To ensure long-term availability of required parking and access, the conditions of approval require the applicant to either: (a) acquire the adjacent parcels necessary to accommodate the required parking, or (b) enter into a recorded reciprocal parking and access agreement ensuring ongoing shared parking and access rights for hotel operations.

(e) Architecture — The Applicant proposes a contemporary architectural design, as shown in the elevations and renderings in *Exhibit D: Elevations*. The building incorporates a variety of materials, colors, and design features to establish a visually cohesive and distinctive appearance. Key architectural elements include:

- **Articulated Building Form:** The building footprint and massing incorporate multiple shifts in wall planes and rooflines, creating variation in height, mass, and scale to provide visual interest and reduce the perception of bulk.
- **Diverse Exterior Materials and Finishes:** The design features a mix of stone veneer, wood siding, metal cladding, stucco, glazing systems, aluminum storefront framing, and painted steel elements, contributing to a textured and layered façade.
- **Coordinated Color Palette:** The primary color scheme of the proposed building would include varying shades of white, browns, blacks, and greys and would be further accented with blue steel and decorative wood siding panels, complemented by strategically placed accent colors to highlight building features. Notably, the rooftop deck and balcony at the northwest corner are emphasized with a bold blue accent.
- **Primary Hotel Entrance:** The main entrance on the north elevation is marked by a prominent porte-cochère, enhanced with decorative stone veneer and metal columns, establishing a defined and welcoming arrival point.
- **Conference Center Entrance:** A secondary entrance for the conference center on the east elevation is similarly highlighted with its own porte-cochère and decorative column and stone treatments.
- **Roofline Variation:** Changes in roof forms and parapet heights, along with the use of vertical tower elements, further break up the building mass and reinforce visual interest.

(f) Landscaping — The Project includes comprehensive landscaping along all street frontages, around the perimeter of the hotel, adjacent to pedestrian walkways, within the central recreation area, and throughout the parking areas. The Development Code requires a minimum landscape coverage of 13 percent; the Project exceeds this requirement by providing approximately 17 percent (23,767 square feet) of on-site landscaping. Given the hotel's proximity to the baseball stadium, enhanced landscape treatments will be installed along South Champions Avenue and East Stadium Way. Conditions of approval specify the use of expanded rights-of-way with tree wells, rather

than traditional parkway strips, to better accommodate larger pedestrian volumes associated with stadium events.

The landscape palette incorporates a diverse selection of trees, palms, shrubs, and groundcovers to create visual interest and seasonal variation. Proposed plant materials include:

- **Trees:** California Sycamore, Fern Pine, Brisbane Box, Jacaranda, and Purple Orchid
- **Palms:** Date Palm and Mexican Fan Palm
- **Shrubs and Groundcovers:** Blue Flame Agave, Japanese Boxwood, Juniper, Lily, Hawthorne, Philodendron, Bird of Paradise, and Jasmine

(g) Signage — All Project signage is required to comply with sign regulations provided in Ontario Development Code Division 8.1. Prior to the issuance of a Building Permit for the installation of any new on-site signage, the Applicant is required to submit Sign Plans for Planning Department review and approval.

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

PUBLIC NOTIFICATION: The subject application was advertised as a public hearing in at least one newspaper of general circulation in the City of Ontario (the Inland Valley Daily Bulletin newspaper). In addition, notices were mailed to all owners of real property located within a minimum of 600 feet of the exterior boundaries of the property that is the subject of the hearing, as shown on the records of the County Assessor.

CORRESPONDENCE: As of the preparation of this Agenda Report, Planning Department staff has not received any written or verbal communications from the owners or occupants of properties surrounding the Project site or from the public in general, regarding the subject application.

AGENCY/DEPARTMENT REVIEWS: Each City agency/department has been provided the opportunity to review and comment on the subject application and recommend conditions of approval to be imposed upon the application. At the time of the Resolution preparation, recommended conditions of approval were provided and are appended to the attached Resolutions as Attachment A.

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

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

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

(1) City Council Goals

- Invest in the Growth and Evolution of the City's Economy.
- Operate in a Businesslike Manner.
- Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in Ontario Ranch.

(2) Vision

Distinctive Development that integrates our varied and diverse focal points, districts, centers, corridors, and neighborhoods to provide a feeling of coherence without sacrificing uniqueness.

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.

- A system of vibrant retail, town, and neighborhood centers responsive to market demands and woven into the fabric of the community.

Development Quality

- Unique and authentic districts, centers, and corridors of varied scales that establish Ontario as one of the most vital and diverse locales in Southern California.

- Superior quality and design of the built environment and open spaces through careful attention to detail at every scale, including public and private spaces and structures.

(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.

(4) Policy Plan (General Plan)

Land Use Element

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

- *LU-2.1 Land Use Decisions*. We minimize adverse impacts on adjacent properties when considering land use and zoning requests.

- *LU-2.2 Buffers*. We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur. Additional mitigation is required when new uses could negatively impact environmental justice areas.

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

Goal LU-3 Flexibility: Staff, regulations and processes that support and allow flexible response to conditions and circumstances in order to achieve the Vision.

- *LU-3.1 Development Standards*. We maintain clear development standards which allow flexibility to achieve our Vision and provide objective standards that ensure predictability and deliver the intended physical outcomes.

- *LU-3.3 Land Use Flexibility*. We consider uses not typically permitted within a land use category if doing so improves livability, reduces vehicular trips, creates community gathering places and activity nodes, and helps create identity.

Community Economics Element:

Goal CE-1 Complete Community: A complete community that provides for all incomes and stages of life.

- *CE-1.5 Business Attraction*. We proactively attract new and expanding businesses to Ontario in order to increase the City's share of growing sectors of the regional and global economy.

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

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

Mobility Element

Goal M-2 Active Transportation: A system of trails and corridors that facilitate and encourage active modes of transportation.

- *M-2.3 Pedestrian Walkways*. We require streets to include sidewalks and visible crosswalks at major intersections where necessary to promote safe and comfortable mobility between residential areas, businesses, schools, parks, recreation areas, and other key destination points.

Community Design Element

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

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

- *CD-1.2 Place Types*. We establish Place Types in urban, mixed use, and transit-oriented areas to foster the City's identity as a premier community and require new development within each Place Type to incorporate prescribed urban patterns, forms, and placemaking priorities.

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

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

    1. Building volume, massing, and height to provide context-appropriate scale and proportion;

    2. 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

    3. Exterior building materials that are articulated, high quality, durable, and appropriate for the architectural style.

- *CD-2.4 Urban, Mixed Use, and Transit-oriented Areas*. We establish Place Types to require mixed use, urban, and transit-oriented areas to be designed and developed as pedestrian oriented areas that are integrated with adjacent neighborhoods and promote a vibrant, comfortable, and functional environment, as defined for each Place Type.

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

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

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

Goal CD-3 Urban, Mixed Use, and Transit-Oriented Place Types: Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages between and within developments that are conveniently located, visually appealing and safe during all hours.

- *CD-3.1 Unique Identity*. We promote development that heightens the unique character and identity of each Place Type by requiring compatible

land uses and land planning, site design, and building design that promotes an active public realm.

- *CD-3.2 Comfortable, Human-Scale Public Realm*. We require that public spaces, including streets, parks, and plazas on both public and private property be designed to maximize safety, comfort and aesthetics and connect to the citywide pedestrian, vehicular, and bicycle networks.

- *CD-3.3 Complete and Connected Network*. We require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated to provide connections internally and externally to adjacent neighborhoods and properties (existing and planned) through a system of local roads and trails that promote walking and biking to nearby destinations (including existing and planned parks, commercial areas, and transit stops) and are designed to maximize safety, comfort, and aesthetics.

- *CD-3.4 Context-Aware and Appropriate Design*. We require appropriate building and site design that complements existing development, respects the intent and identity of the Place Type, and provides appropriate transitions and connections between adjacent uses to ensure compatibility of scale, maintain an appropriate level of privacy for each use, and minimize potential conflicts.

- *CD-3.5 Active Frontages*. We create lively pedestrian streetscapes by requiring primary building, business, and residential entrances, outdoor dining, and storefronts be located on ground floors adjacent to sidewalks or public spaces and designed to maximize safety, comfort, aesthetics, and the intended functionality (as defined by the Place Type).

- *CD-3.6 Managed Infrastructure*. We collaborate with developers and property owners to facilitate development that realizes the envisioned character and functionality of the Place Type through the use of green and shared infrastructure within each Place Type.

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

ENVIRONMENTAL REVIEW: The environmental impacts of this Project were reviewed in conjunction with the January 20, 2026 adopted Addendum to the Ontario Regional Sports Complex Environmental Impact Report (State Clearinghouse No. 2023110328), certified by the City Council on July 16, 2024. This Application introduces no new significant environmental impacts. All previously adopted mitigation measures are a

condition of the Proposed Hotel Project approval and are incorporated herein by this reference.

TECHNICAL APPENDIX:

Table 1: Surrounding Zoning and Land Uses

	Existing Land Use	***Policy Plan Designation***	***Zoning Designation***	***Specific Plan Land Use***
Site	Vacant	Hospitality (HOS): 1.00 FAR	CCS (Convention Center Services Commercial)	N/A
North	Vacant	Hospitality (HOS): 1.00 FAR	CCS (Convention Center Services Commercial)	N/A
South	Vacant	Hospitality (HOS): 1.00 FAR	CCS (Convention Center Services Commercial)	N/A
East	Vacant	Hospitality (HOS): 1.00 FAR	CCS (Convention Center Services Commercial)	N/A
West	Baseball Stadium	Hospitality (HOS): 1.00 FAR	CCS (Convention Center Services Commercial)	N/A

Exhibit A: PROJECT LOCATION MAP



Exhibit B: SITE PLAN

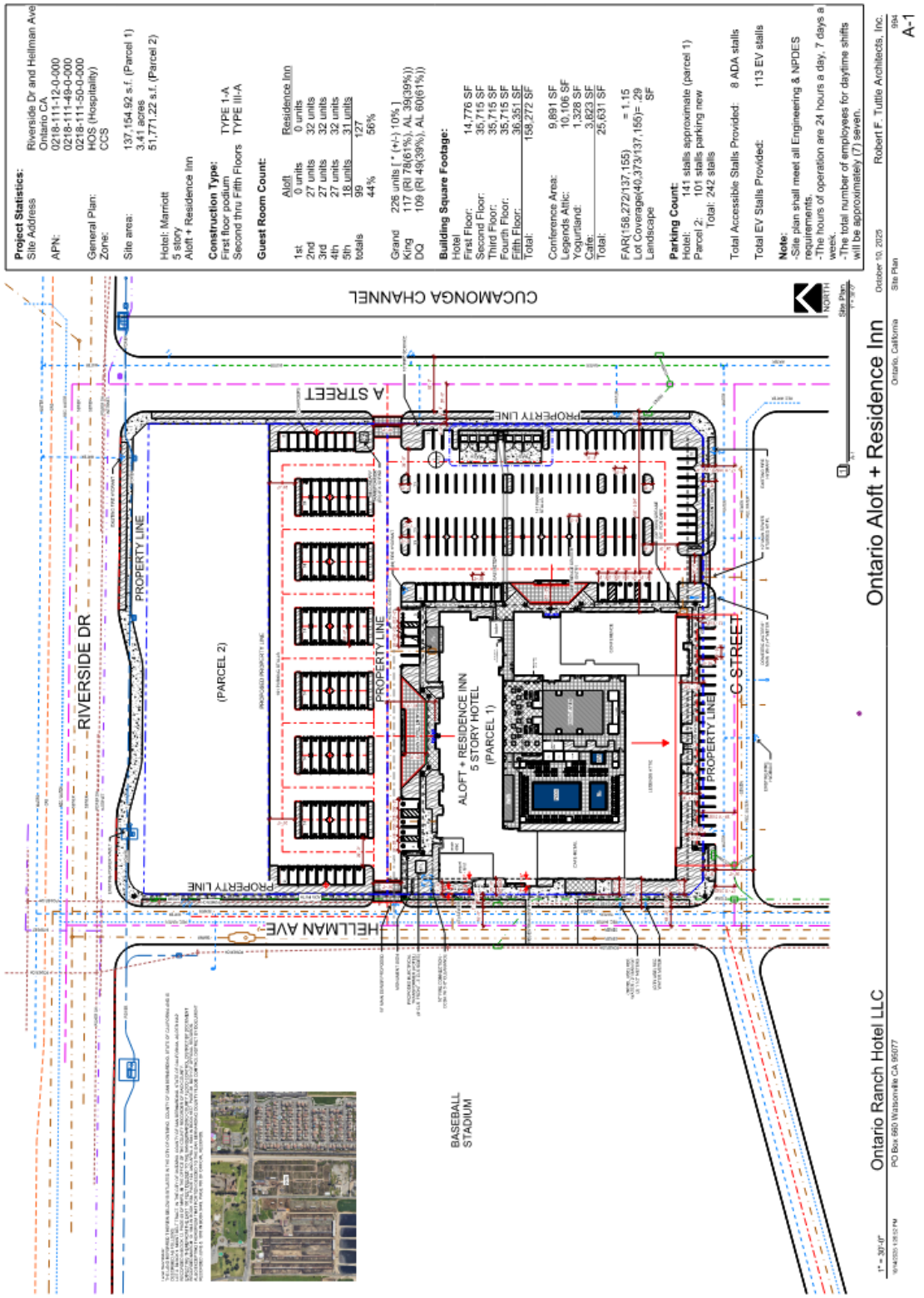


Exhibit C: FLOOR PLAN



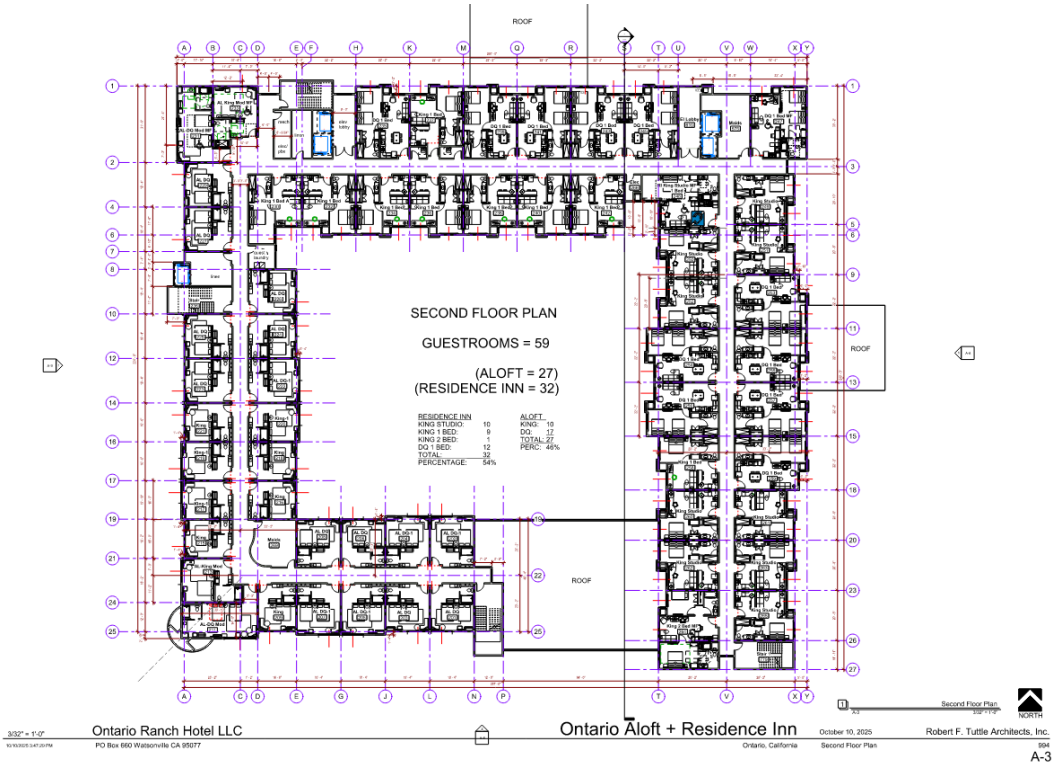


Exhibit C: FLOOR PLAN (Cont.)

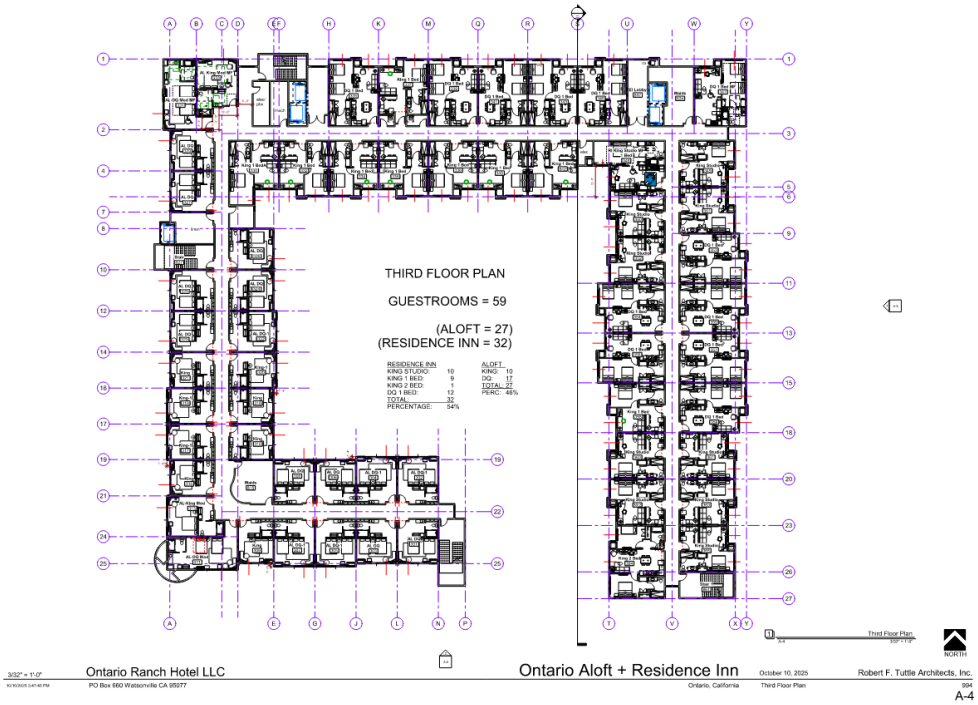




Exhibit C: FLOOR PLAN (Cont.)



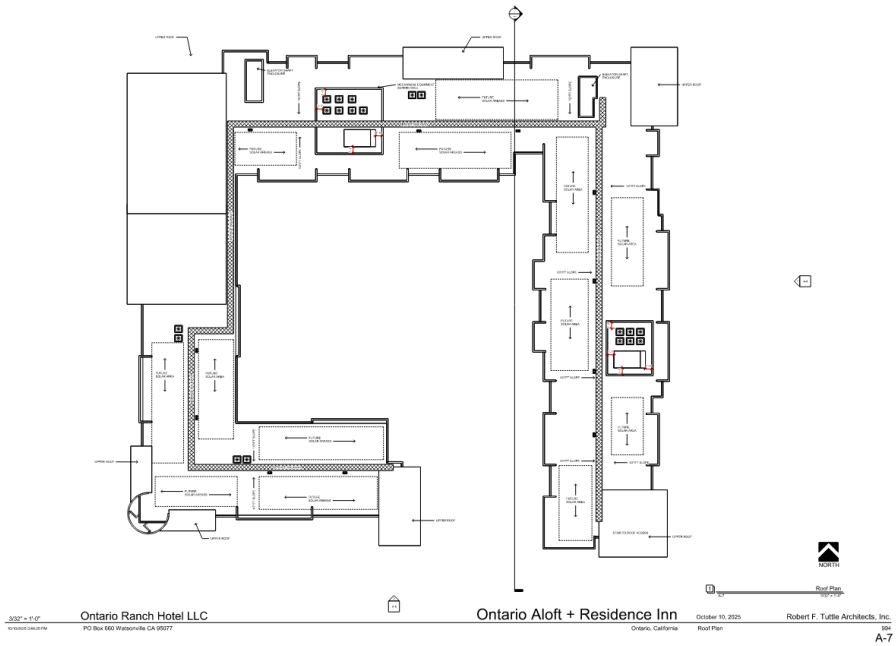


Exhibit D: EXTERIOR ELEVATIONS



Exhibit D: ELEVATIONS (Cont.)



Exhibit D: ELEVATIONS (Cont.)



Exhibit E: LANDSCAPE PLAN



Exhibit E: LANDSCAPE PLAN (Cont.)



Exhibit E: LANDSCAPE PLAN (Cont.)



Attachment A:

Resolution for File No. PDEV25-007

(Document to follow this page)

Addendum to the Ontario Regional Sports Complex Environmental Impact Report

CITY OF ONTARIO PLANNING DEPARTMENT

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

1. Project Title/File Nos.: File Nos.: PDEV25-007 – Ontario Residence Inn and Aloft Hotel

2. Lead Agency: City of Ontario-Planning Department, 303 East B Street, Ontario, CA 91764

3. Contact Person: Thomas Grahn, Phone: (909) 395-2413, Email: TGrahn@ontarioca.gov

4. Project Sponsor: Ontario Ranch Hotel LLC; PO Box 660, Watsonville, CA 95077

5. 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, *Regional Location Map*, and 2, *Aerial Site Photograph*, below, the Project site is located at the southeastern corner of Riverside Drive and South Champions/Hellman Avenue (APNs: 218-111-12, 218-111-49, and 218-111-50). The Project site is bordered by Riverside Drive to the north, A Street to the east, South Champions/Hellman Avenue to the west, and C Street to the south. Regional access is provided via Interstate 15 (I-15), State Route 60 (SR-60), and SR-83.

6. Policy Plan (General Plan) Designation: Hospitality (HOS)

7. Zoning Designation: Convention Center Support Commercial (CCS)

8. Description of Project: The Ontario Regional Sports Complex Environmental Impact Report (ORSC EIR) (State Clearinghouse [SCH] No. 2023110328) was certified on July 16, 2024 and evaluated the development of a variety of recreational opportunities on an approximately 199-gross-acre site (ORSC site) in the City of Ontario ("Approved Project"). The City is now seeking a change to the Approved Project to allow for a 226-key hotel within Planning Area 2 instead of a 100-key hotel in Planning Area 3 ("Modified Project"). The Modified Project includes the following entitlements:

    1. An Amended and Restated Development Agreement between the City of Ontario and Ontario Ranch Hotels and Related to an Easement and pertaining to right-of-way improvements associated with an off-site easement at the southwest corner of Vineyard Avenue and Riverside Drive;

    2. A Development Plan (File No. PDEV25-007) to construct a 226-key hotel totaling 158,272 s.f. on 3.41 acres located at the southeast corner of Riverside Drive and South Champions/Hellman Avenue, within the CCS (Convention Center Service Commercial) zoning district (APN(s): 218- 111-12, 218-111-49, and 218-111-50);

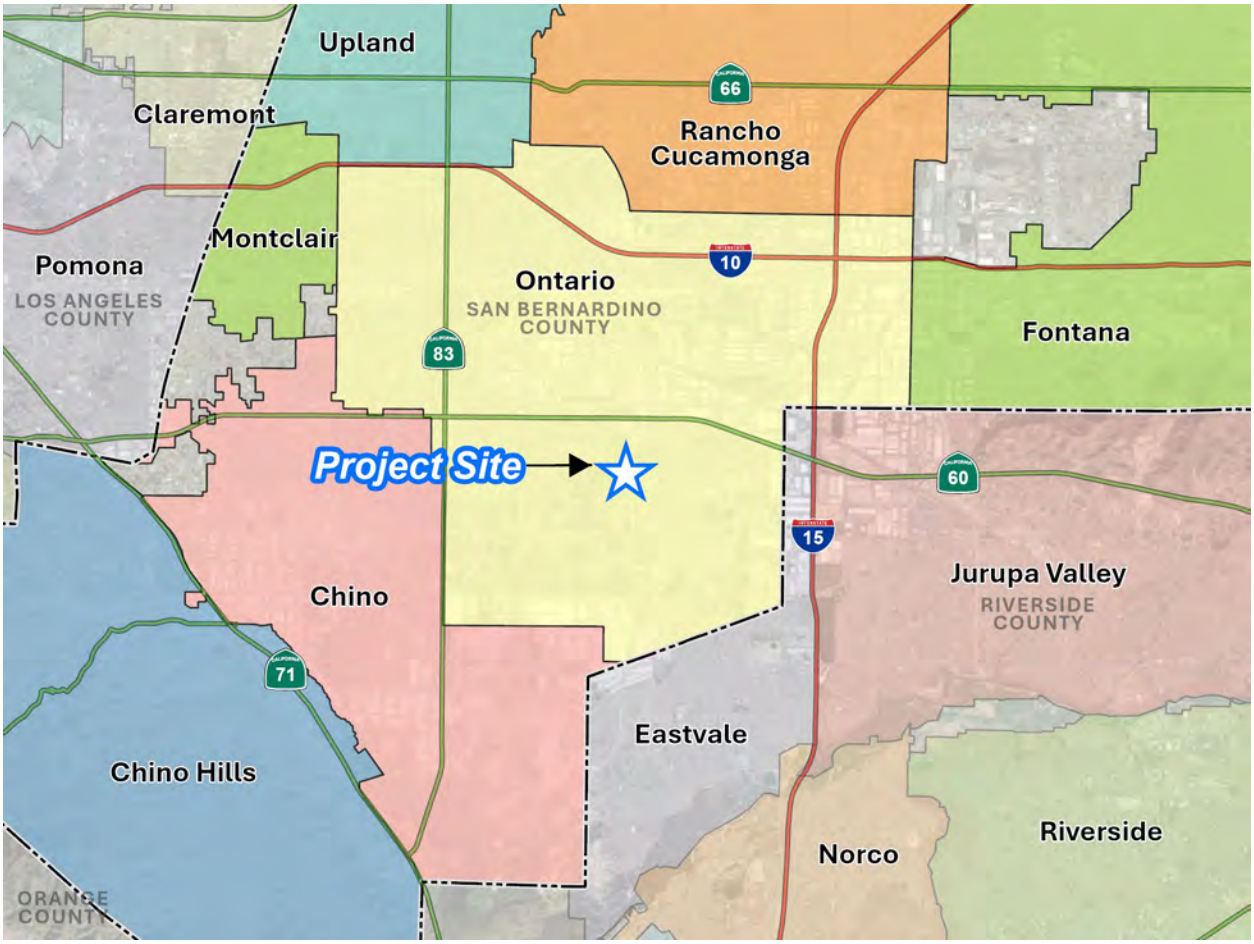


Figure 1: Regional Location Map



Nearmap Imagery Source Date: May 8, 2025

Figure 2: Aerial Site Photograph

Development Agreement

The Modified Project would include an amended and restated development agreement between the City of Ontario and Ontario Ranch Hotels for the purchase and sale of the Project site to develop the proposed hotel. The development agreement would also include an easement pertaining to right-of-way improvements associated with an off-site easement at the southwest corner of Vineyard Avenue and Riverside Avenue, which is included in the Offsite improvement area of the Certified EIR.

Development Plan (File No. PDEV25-007)

The Project Applicant seeks to develop the 3.41-acre site as a 226-key hotel with approximately 158,272 square feet (s.f.) of building area as shown on Figure 3, *Site Plan*. Other amenities in the hotel include an exercise room, an outdoor pool, spa and kiddie pool, multiple outdoor patios with an outdoor bar and fire pits, and roof top bar. The proposed hotel development also includes a 9,994 s.f. conference area, 10,215 s.f. Legends' Attic, and 5,128 s.f. of retail uses, for a total of 25,337 s.f.

Circulation and Parking

Vehicular access will be provided via a total of 3 driveways: one each on C Street, A Street, and South Champions/Hellman Avenue. The Modified Project also includes surface parking with ±242 parking spaces. Of the ±242 spaces, there are ±121 standard automobile parking stalls, 8 accessible parking stalls, and 133 electric vehicle (EV) stalls. Passenger vehicle parking stalls would be located in parking areas positioned at the eastern and northern side of the proposed building and street parking stalls along C Street.

Building Characteristics and Operations

As depicted in Figure 4, *Building Elevations – North and West*, and Figure 5, *Building Elevations – South and East*, the proposed building will be a five-story, 71.5-foot tall, designed to be visually compatible with adjacent buildings and uses. The primary color scheme of the proposed building would include varying shades of white, browns, blacks, and greys and would be further accented with blue steel and decorative wood siding panels.

The hotel is proposed to operate up to 24-hours daily, 7 days a week. Based on information provided by the Project Applicant, the total number of employees for daytime shifts will be approximately (7) seven employees. During the day, the typical shift will consist of (3) three room attendants, (2) two front desk clerks, (1) one part time maintenance person, and (1) one hotel manager from 9 a.m. till 4 p.m. After working hours (from 6 p.m. to about 7 a.m.), the number of employees reduces to (1) one front desk clerk. Based on the a generation rate of 1 employee per 400 square feet for retail uses per the TOP 2050 assumptions, the 5,128 s.f. retail uses would generate approximately 13 employees. In total, the Modified Project would generate approximately 21 employees.

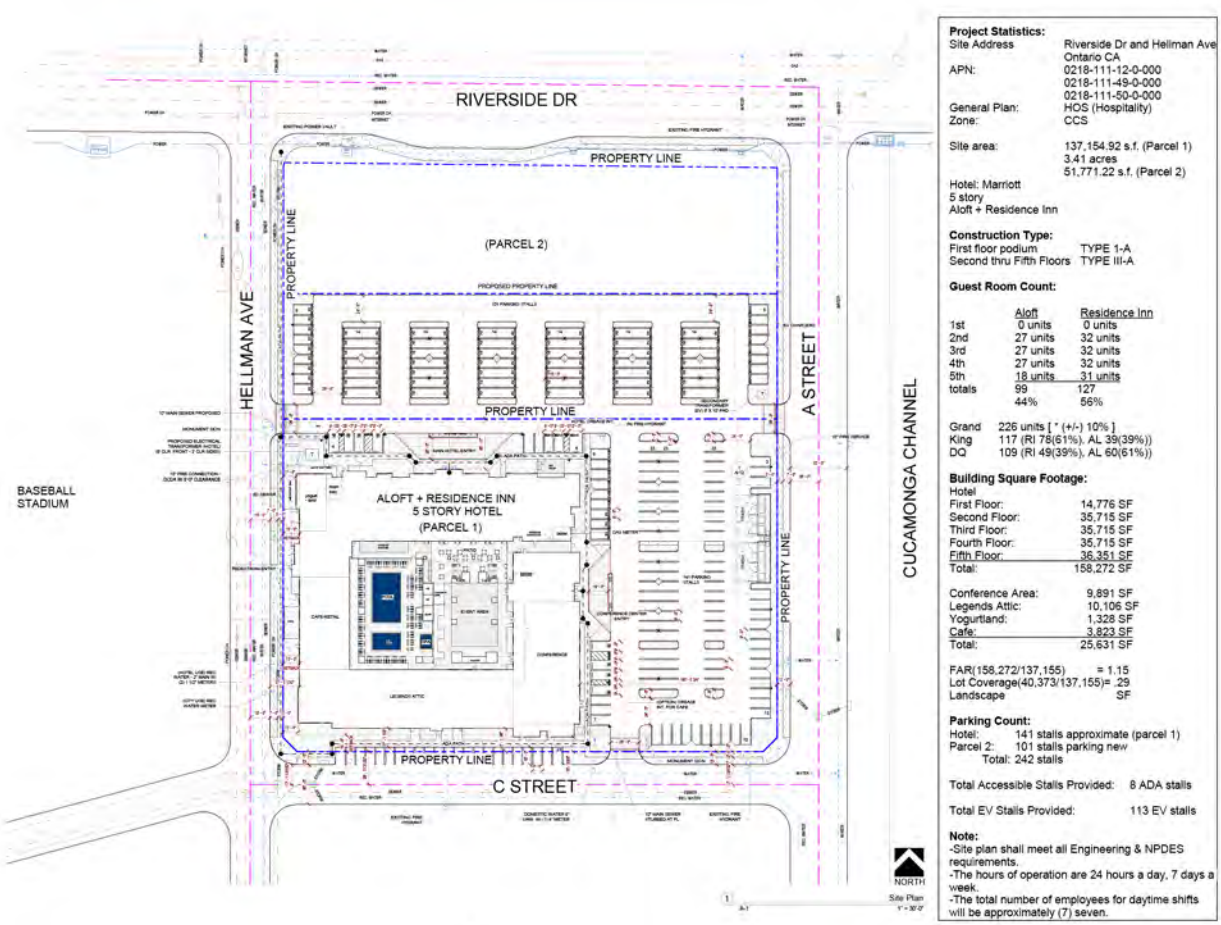


Figure 3: Site Plan



Figure 4: Building Elevations – North and West



Figure 5: Building Elevations – South and East

Landscaping, Signage, and Lighting

As depicted in Figure 6, *Landscape Plan*, a variety of trees, shrubs, accent plants, and ground cover are proposed along the perimeter of the Project site and parking area. Landscaping will feature drought-tolerant plant materials for a total of 116 trees, including 13 48" box, 12 36" box, 78 24" box trees, 6 16' brown trunk height trees and 7 20' brown trunk height trees.

As shown in Figure 7, *Conceptual Signage Plan*, signage will place along the northern, and southern side of the building façade. Additionally, two monument signs will be located at the driveway entries on C Street and South Champions/Hellman Avenue. Exterior lighting would be installed on-site along building exterior and parking areas, as necessary, for safety, security, and wayfinding. Decorative architectural lighting as well as landscape lighting would also be installed to accent building entries as focal points throughout the site. Ornamental landscaping, lighting, signage, and utility infrastructure improvements/connections would be installed per compliance with the Ontario Development Code.

Infrastructure Improvements

Water service to the Project site will be provided by the Ontario Municipal Utilities Company (OMUC). As shown in Figure 8, *Conceptual Utilities Plan*, water would be accommodated via proposed 6-inch water lines from the northeastern portion of the building to the existing 12-inch water main on C Street. Additionally, a proposed 2-inch recycled water line would extend from the southwestern portion of the proposed building to the existing 12-inch recycled water main on South Champions/Hellman Avenue although the quantity, size and locations of all the proposed water and utility services are subject to change during Final Design as required by the City.

Sanitary sewer service to the Project site would be provided by Inland Empire Utilities Agency (IEUA). Sewer would be accommodated via proposed 8-inch and 10-inch sewer lines that would extend from the northeastern and southeastern corners of the building to an existing 10-inch sewer mains on C Street and South Champions/Hellman Avenue.

The runoff from the site will sheet flow over the parking areas into the ribbon gutter and curb and gutter system. The runoff will then be intercepted by catch basins and conveyed further by storm drain system into the underground stormtech infiltration system located at the southeastern portion of the site. Using an 18-inch storm drain outlet structure, the excess runoff will be discharged into the curb inlet located offsite at the southeastern corner of the site along A-street.

Electricity will be provided by the Southern California Edison (SCE), natural gas would be provided via Southern California Gas Company (SoCal Gas) and fiber optic would be provided by OntarioNet. Currently, there are existing overhead power line along Riverside Drive and South Champions/Hellman Avenue and fiber optic line along Riverside Drive. All new dry utility infrastructure would be installed underground and within the Project site.

Project Construction Characteristics:

Project construction would occur in one phase and is expected to commence in in February 2026. Construction activities are as follows:

- Site Preparation
- Building Construction
- Paving
- Architectural Coating & Landscaping



Figure 6: Landscape Plan

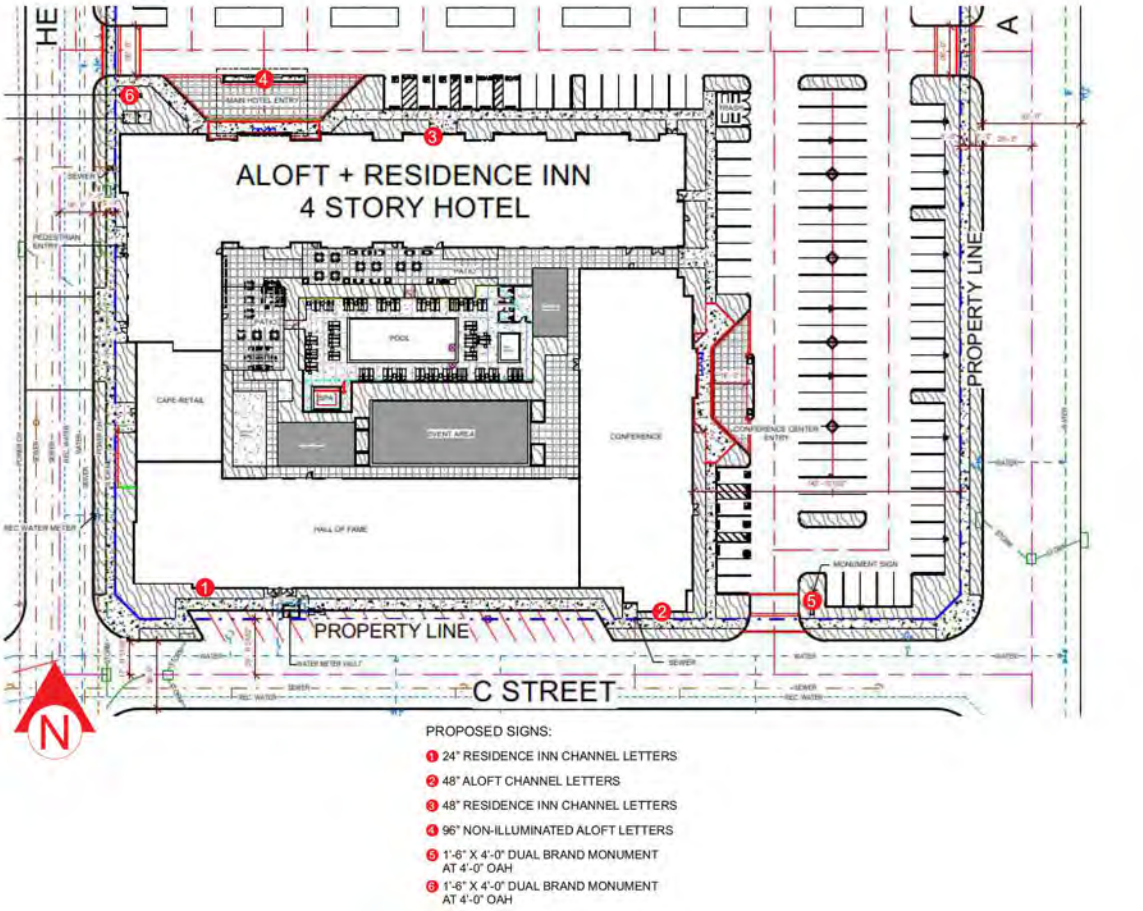


Figure 7: Conceptual Signage Plan

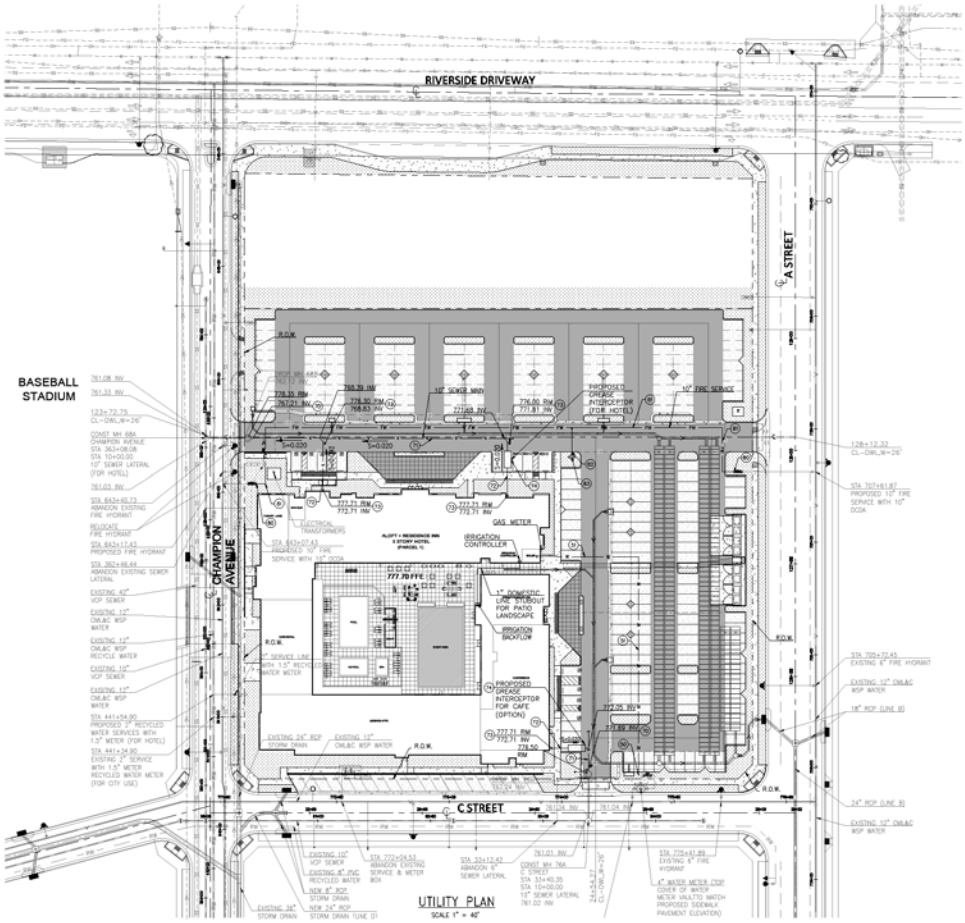


Figure 8: Conceptual Utilities Plan

Note: The Conceptual Utilities System Map is not considered Final Design or for Construction and may change during the Design Phase.

Changes from the Approved Project/Certified EIR

The land use plan under the Approved Project comprises seven planning areas (PA)—Baseball Stadium (PA 1); Commercial Retail (PA 2); Baseball Stadium Retail-Hospitality (PA 3), Baseball Stadium Retail-Hospitality South (PA 4); City Park – Active Fields (PA 5); City Park–Indoor Athletic Facility (PA 6); and Community Recreation Center (PA 7). The ORSC site was located within the Armstrong Ranch Specific Plan and approval of the Approved Project rescinded the Armstrong Ranch Specific Plan and rezone the ORSC site with traditional zoning designations. Under existing conditions, certain components of the Approved Project are constructed, others are under construction, and the remaining are yet to be constructed. Specifically, the Approved Project allowed for 45,000 s.f. of support retail/commercial uses in five individual buildings in PA 2, a 21,000 s.f. retail building and a 100-room hotel in PA 3, and up to 114,000 s.f. of retail/commercial uses in PA 4. Under the Modified Project, there would be no changes to PAs 1, 5, 6, and 7. As shown in Table 1, *Approved vs. Modified Project*, the Modified Project would result in the development of a 226-room hotel and 35,055.44 s.f. of retail uses in PA 2, 10,000 s.f. of retail uses in PA 3, and 36,512.54 s.f. uses in PA 4. The Modified Project would result in a total of 239,839.98 s.f. of commercial uses including 226 hotel rooms, an overall reduction in 10,160.02 s.f. of commercial uses including an increase in 126 hotel rooms compared to the buildout of the Approved Project previously analyzed under the Certified EIR, as shown in Table 1 below.

Table 1 Approved vs. Modified Project

	Approved Project under the Certified EIR	**Modified Project**
PA 2		
Retail	45,000 s.f.	35,055.44 s.f.
Hotel	0	158,272 s.f./ 226 Rooms
PA 3		
Retail	21,000 s.f.	10,000 s.f.
Hotel	70,000 s.f./ 100 rooms	0
PA 4		
Retail	114,000 s.f.	36,512.54 s.f.
Total (PAs 2, 3, 4):		
Total Retail	180,000 s.f.	81,567.98 s.f.
Total Hotel	70,000 s.f./ 100 rooms	158,272 s.f./ 226 rooms
Total Commercial (Retail + Hotel)	**250,000 s.f./ 100 Rooms**	**239,839.98 s.f./ 226 Rooms**
Change	**-10,160.02 s.f./+126 Rooms**	

9. Project Setting: As shown in Figure 2, the Project site is currently vacant and recently graded as part of the development of the Approved Project.

10. CEQA Requirements for an Addendum: If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency may: (1) prepare a subsequent EIR if the criteria of State CEQA Guidelines Section 15162(a) are met, (2) prepare a subsequent negative declaration, (3) prepare an addendum, or (4) prepare no further documentation. (State CEQA Guidelines Section 15162(b)). When only minor technical changes or additions to the negative declaration are necessary and none of the conditions described in section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred, CEQA allows the lead agency to prepare and adopt an addendum. (State CEQA Guidelines Section 15164(b).)

    Under Section 15162, a subsequent EIR or negative declaration is required only when:

    1) Substantial changes are proposed in the project which will require major revisions of the previous negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

    2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the negative declaration due to the involvement of any new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

    3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the negative declaration was adopted, shows any of the following:

        a) The project will have one or more significant effects not discussed in the previous negative declaration;

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

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

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

    Thus, if the Modified Project does not result in any of the circumstances listed in Section 15162 (i.e., no new or substantially greater significant impacts), the City may properly adopt an addendum to the Certified EIR.

11. Analysis: According to the California Environmental Quality Act Guidelines Section 15164, an Addendum to a previously certified EIR may be used if some changes or additions are necessary, but none of the conditions described in Section 15162 requiring the preparation of a subsequent Negative Declaration or EIR have occurred. The CEQA Guidelines require that a brief explanation be provided to support the findings that no subsequent EIR or Negative

Declaration are needed for further discretionary approval. These findings are described below:

1) *Required Finding: Substantial changes are not proposed for the project that will require major revisions of the previous EIR due to the involvement of new, significant environmental effects or a substantial increase in the severity of previously identified effects.*

   Substantial changes are not proposed by the Modified Project and Project implementation will not require revisions to the Certified EIR. The Certified EIR analyzed the direct and physical changes in the environment that would be caused by ORSC; focusing on changes to land use associated with the buildout of the proposed land use plan. As shown in Table 1 above, the Modified Project would result in the development of a 226-room hotel and 35,055.44 s.f. of retail uses in PA 2, 10,000 s.f. of retail uses in PA 3, and 36,512.54 s.f. uses in PA 4. Although the Project would result in an increase in hotel uses, the decrease in retail uses would lead to an overall reduction in commercial uses. As shown in Table 1 above, the Modified Project would result in a total of 239,839.98 s.f. of commercial uses (which includes both hotel and retail uses), an overall reduction in 10,160.02 s.f. in commercial uses compared to the Approved Project. Therefore, the Modified Project will result in less development of PAs 2 to 4 than the Certified EIR analyzed at buildout (i.e., 250,000 s.f. vs. 239,839.98 s.f.). Since the anticipated buildout resulting from the Modified Project will be less than that originally analyzed in the Certified EIR, no revisions to Certified EIR are required. In addition, all previously adopted mitigation measures are a condition of project approval and are incorporated herein by reference. This Addendum provides an analysis of the Modified Project and verification that the Modified Project will not cause environmental impacts such that any of the circumstances identified in State CEQA Guidelines Section 15162 are present.

2) *Required Finding: Substantial changes have not occurred with respect to the circumstances under which the project is undertaken, that would require major revisions of the previous Environmental Impact Report due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.*

   Substantial changes have not occurred with respect to the circumstances under which the project was undertaken, that would require major revisions to the Certified EIR. Although the Modified Project would result in the relocation of the proposed hotel from PA 3 to PA 2 and reallocation of retail uses among PAs 2, 3, and 4, the Modified Project would be developed consistent with the commercial land uses of the site as the overall ORSC site was analyzed in the Certified EIR. Therefore, no proposed changes or revisions to the Certified EIR are required. In addition, all previously adopted mitigation measures are a condition of project approval and are incorporated herein by reference. As discussed above, buildout of the Modified Project will result in less development in PAs 2 to 4 than the Certified EIR analyzed at buildout; therefore, the Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects This Addendum provides an analysis of the Modified Project and verification that the Modified Project will not cause environmental impacts such that any of the circumstances identified in State CEQA Guidelines Section 15162 are present.

3) *Required Finding. No new information has been provided that would indicate that the proposed project would result in one or more significant effects not discussed in the previous EIR.*

No new information has been provided that would indicate the Modified Project would result in any new significant effects not previously discussed in the Certified EIR. The Certified EIR analyzed the Project site for commercial uses. As discussed above, buildout of the Modified Project will result in less development in PAs 2 to 4 than the Certified EIR analyzed at buildout. Therefore, no proposed changes or revisions to the Certified EIR are required. In addition, all previously adopted mitigation measures are a condition of project approval and are incorporated herein by reference. This Addendum provides an analysis of the Modified Project and verification that the Modified Project will not cause environmental impacts such that any of the circumstances identified in State CEQA Guidelines Section 15162 are present.

12. Conclusion: The Certified EIR, as certified by City Council on July 16, 2024, was prepared as a EIR in accordance with CEQA, the State CEQA Guidelines, and the City's Rules for the Implementation of CEQA and in accordance with Section 15121(a) of the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3). The Certified EIR considered the direct physical changes and reasonably foreseeable indirect physical changes in the environment that would be caused by the Approved Project. Consequently, the Certified EIR focused on impacts from changes to land use associated with buildout of the Approved Project, and impacts from the resulting employment growth in the City. As described previously, the overall amount of commercial (hotel and retail) development under the Modified Project will be less than the development analyzed in the Certified EIR.

    Accordingly, and based on the findings and information contained in the Certified EIR, the analysis in this document, and CEQA statute and State CEQA Guidelines, including Sections 15164 and 15162, the Modified Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary, nor is there a need for any additional mitigation measures.

13. Surrounding Land Uses:

	Existing Land Use	General Plan Designation	Zoning Designation	Specific Plan Land Use
Site:	Vacant	Hospitality (HOS)	Convention Center Support Commercial (CCS)	N/A
North:	Golf Course	Open Space - Recreation (OS-R)	Open Space - Recreation (OS-R)	N/A
South:	Vacant	HOS	CCS	N/A
East:	Cucamonga Creek	Open Space – Non Recreational (OS-NR)	Countryside Specific Plan	Cucamonga Creek
West:	Ontario Regional Sports Complex	HOS	CCS	N/A

14. Other public agencies whose approval is anticipated include (e.g., permits, financing approval or participation agreement):

    - Santa Ana Regional Water Quality Control Board (Issuance of a National Pollutant Discharge Elimination System Permit; Issuance of a Construction General Permit);
    - State Water Resources Control Board (Stormwater Pollution Prevention Plan);
    - South Coast Air Quality Management District (Issuance of Air Quality permits to construct and operation, if necessary)

15. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1?
☒Yes ☐ No

If "yes", has consultation begun? ☐ Yes ☐ No ☒ Completed

As part of the Certified EIR, the City of Ontario sent letters to a list of 22 Native American tribes or individuals on September 22, 2023, and a second time on November 17, 2023. Two tribes, the Gabrieleño Band of Mission Indians–Kizh Nation and the Cahuilla Band of Indians, responded to the City's invitation for tribal resources consultation. All other tribes (Gabrielino Tongva Indians of California, Pala Band of Mission Indians, Agua Caliente Band of Cahuilla Indians, Augustine Band of Cahuilla Indians, Yuhaaviatam of San Manuel Nation, and Morongo Band of Mission Indians) who have corresponded with the City regarding the ORSC have deferred consultation to other tribes. The Gabrieleño Band of Mission Indians–Kizh Nation provided information regarding the tribe's cultural connection to the ORSC site and mitigation measures that would reduce impacts to tribal cultural resources in lieu of in-person consultation on November 21, 2023. The Cahuilla Band of Indians consulted with the City on November 27, 2023, and agreed to share relevant cultural reports and include tribal monitors on-site during ground-disturbing activities. With these interactions completed, the tribal consultation came to an end.

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.

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

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☒ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR 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: 	Date: November 25, 2025
Printed Name: Thomas Grahn	For: City of Ontario

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.

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation*	*Less Than Significant Impact*	*Impacts Previously Analyzed in Certified EIR*
1. AESTHETICS. Except as provided in Public Resources Code section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?)	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒
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 Dept. 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?	☐	☐	☐	☒

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation*	*Less Than Significant Impact*	*Impacts Previously Analyzed in Certified EIR*
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒
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 Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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 Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife	☐	☐	☐	☒

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation*	*Less Than Significant Impact*	*Impacts Previously Analyzed in Certified EIR*
corridors, or impede the use of native wildlife nursery sites?				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒
6. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒
7. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
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.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation*	*Less Than Significant Impact*	*Impacts Previously Analyzed in Certified EIR*
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	☐	☐	☐	☒
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially	☐	☐	☐	☒

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation*	*Less Than Significant Impact*	*Impacts Previously Analyzed in Certified EIR*
degrade surface or ground water quality?				
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
d) Impede or redirect flood flows?	☐	☐	☐	☒
e) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
f) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒
11. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
12. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒
13. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation*	*Less Than Significant Impact*	*Impacts Previously Analyzed in Certified EIR*
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
14. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
15. PUBLIC SERVICES. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☐	☒
ii) Police protection?	☐	☐	☐	☒
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒
16. RECREATION.				
a) Would the project 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
17. TRANSPORTATION. Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation*	*Less Than Significant Impact*	*Impacts Previously Analyzed in Certified EIR*
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒
18. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒
20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones,				

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation*	*Less Than Significant Impact*	*Impacts Previously Analyzed in Certified EIR*
would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒
21. MANDATORY FINDINGS OF SIGNIFICANCE. (State CEQA Guidelines section 15065(a).)				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
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.)	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Note: Authority cited: Public Resources Code sections 21083, 21083.05, 21083.09.

Reference: Gov. Code section 65088.4; Public Resources Code sections 21073, 21074, 21080(c), 21080.1, 21080.3, 21080.3.1, 21080.3.2, 21082.3, 21083, 21083.3, 21083.5, 21084.2, 21084.3, 21093, 21094, 21095 and 21151; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey County Board of Supervisors* (1990) 222 Cal.App.3d 1337; *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 1099, 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?

Summary of Certified EIR Finding: The Certified EIR concluded that The Ontario Plan 2050 (TOP 2050) recognized the San Gabriel Mountains as a scenic resource and while the San Gabriel and Santa Ana Mountains were visible to the north and south of the ORSC site, there are no protected public views within the vicinity of the ORSC site. Additionally, the City's major scenic corridors, Euclid Avenue and Mission Boulevard, were approximately two miles away from the ORSC site. Moreover, the ORSC would comply with TOP 2050 Policy CD-1.5 which requires that all major north-south streets be designed to feature views of the San Gabriel Mountains and to avoid visual clutter, including billboards. Therefore, impacts to scenic vistas would be less than significant.

Discussion of Effects: As discussed above, the Policy Plan (Policy CD-1.5) requires all major north-south streets be designed and developed to feature views of the San Gabriel Mountains. The Project site is located along South Champions/Hellman Avenue and A Street and are not identified as a major street in the Roadway Classification (Figure M-01) of the Mobility Element within the Policy Plan (City of Ontario, 2022a). Additionally, the Project site is surrounded by urban uses and the Certified EIR assumed buildout of the Project site for commercial uses. The Certified EIR assumes retail uses and multi-story hotel with surface parking on PAs 2 through 4. The type and character of development that would occur on the Project site is similar to what was anticipated by the Certified EIR. Therefore, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

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

Summary of Certified EIR Finding: The Certified EIR concluded that there are no State Scenic highways through or in the vicinity of the City and the ORSC site. The closest eligible State scenic highway was State Route 142 (SR-142), located seven miles southwest of the ORSC site, and the closest officially designated scenic highway was SR-91 in Anaheim, approximately 21 miles southwest of the ORSC site. Therefore, no impacts to scenic highways would occur.

Discussion of Effects: As discussed above, the nearest eligible State scenic highway is SR-142, approximately 7.9 miles to the southwest of the Project site (Caltrans, 2025). In addition, there are no historically significant buildings or any scenic resources identified on or in the vicinity of the Project site. Construction activities would be temporary in nature and would not obstruct scenic resources within a state scenic highway. Therefore, the Modified Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a state scenic highway. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from

publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?)

Summary of Certified EIR Finding: The Certified EIR concluded that the City qualified as an urban area and the Approved Project would transform the visual appearance of the ORSC site into a more urbanized setting when compared to existing conditions. However, the ORSC would be consistent with the City's vision in TOP 2050 and would be subject to TOP 2050 policies governing design quality for development. The ORSC would also require amending the zoning of the ORSC site from the Armstrong Specific Plan to Convention Center Support Retail and Open Space-Recreation. The design and development of the uses on the ORSC site would comply with the applicable provisions for these zoning designations in Section 5.03, Supplemental Land Use Regulations, of the Ontario Development Code. Therefore, the Approved Project would not have a significant impact with respect to being inconsistent with policies or regulations governing scenic quality and impacts would be less than significant.

Discussion of Effects: Project-related changes to local visual character would be less than significant during near-term construction activities because construction activity is currently occurring at the ORSC site, is common in the City, would be temporary in nature, and would not substantially degrade the visual character of the area. The Project site is zoned Convention Center Support Commercial (CCS) and the Modified Project would be required to comply with the development standards established in the City's Development Code. As part of the development review process, City staff conducted a thorough review of the Modified Project's design and determined that the Modified Project would be consistent with the CCS development standards and design guidelines from the City's Development Code. Accordingly, there are no components of the Modified Project that would degrade the existing visual character or quality of the site and surroundings beyond what was evaluated and disclosed in the Certified EIR. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

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

Summary of Certified EIR Finding: The Certified EIR concluded that existing sources of light and glare on the ORSC site are minimal and the Approved Project would introduce many new sources of nighttime lighting to the ORSC site. According to the lighting plans for the proposed sports fields, no spill light would impact nearby sensitive receptors and the Approved Project would not create a substantial source of new lighting that would affect nighttime views for sensitive receptors. Additionally, buildings would be required to comply with the California Building Standards Code including the standards for lighting and glare set forth in the California Energy Code (CEC) Title 24, Part 6 and CALGreen Title 24, Part 11. Compliance with these standards would ensure that the Approved Project would not create a new source of substantial glare. Therefore, impacts to light and glare would be less than significant.

Discussion of Effects: Under existing conditions, the Project site is primarily surrounded by recreational, residential, and vacant land uses. Street lights are located along East Riverside Drive, and South Champions/Hellman Avenue. New lighting will be introduced to the site with the redevelopment of the Modified 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. Furthermore, consistent with the findings of the Certified EIR, site buildings would be required to comply with the California Building Standards Code including the standards for lighting and glare set forth in the CEC Title 24, Part 6 and CALGreen Title 24, Part 11. Therefore, implementation of the Modified Project would not result in a significant source of light or glare that would adversely affect daytime or nighttime views. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation 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?

Summary of Certified EIR Finding: The Certified EIR concluded that the ORSC site contained 53 acres of Prime Farmland, all of which would be converted to non-agricultural use. While conversion of agricultural lands and loss of farmland resulting from the Approved Project were already considered and addressed in the 2010 TOP EIR and Armstrong Ranch Specific Plan EIR, the Approved Project would result in the direct loss of 53 acres of Prime Farmland. None of the mitigation measures considered by the City would feasibly be able to reduce the significant project and cumulative impacts to levels of less than significant. Therefore, impacts would be significant and unavoidable.

Discussion of Effects: Majority of the Project site is identified as Unique Farmland while the remaining is designated as Other Land on the map prepared by the California Resources Agency, pursuant to the Farmland Mapping and Monitoring Program (DOC, 2020). However, the Project site is presently vacant and does not contain any agricultural uses. Although the Modified Project would convert Unique Farmland to non-agricultural use, this change had been considered in the previous environmental documents (Certified EIR, 2010 TOP EIR, Armstrong Ranch Specific Plan EIR), which included the ORSC site. Therefore, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

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

Summary of Certified EIR Finding: The Certified EIR concluded that the ORSC site did not contain any active Williamson Act contracts; therefore, development of the ORSC site would not conflict with a Williamson Act contact. Additionally, the ORSC site was not zoned for agricultural

use and was not in the AG Overlay District. The sewer alignment in the Offsite Improvement Area would not conflict with existing zoning because improvements within the Offsite Improvement Area would be below-ground. The ORSC's redesignation of the site to Open Space-Parkland (OS-R) and Hospitality designations would not conflict with agricultural zoning, and the Approved Project would result in no impact.

Discussion of Effects: The Project site is not zoned for agricultural use. The Project site is zoned Convention Center Support Commercial (CCS) would not result in a loss of land zoned for agriculture. Furthermore, as concluded in the Certified EIR, there is no Williamson Act contract in effect on the ORSC site, including the Project site. Therefore, no impacts to agricultural uses are anticipated, nor will there be any conflict with existing or Williamson Act contracts. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation 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)?

Summary of Certified EIR Finding: The Certified EIR concluded that there was no forest land in the ORSC site. Existing land uses on the ORSC site consisted primarily of agricultural land (ranching and farming), a limited number of residences, and miscellaneous commercial uses such as a nursery. The Approved Project would not conflict with zoning for forest land. Therefore, no impacts to forest land would occur.

Discussion of Effects: The Project site is not zoned for forest land or timberland. As concluded in the Certified EIR, there is no parcel of land in the Project area for forest land, timberland, or timberland zoned Timberland Production. Therefore, implementation of the Modified Project would not conflict with, or cause the rezoning of, forest land or timberland. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

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

Summary of Certified EIR Finding: The Certified EIR concluded that there was no forest land in the ORSC site. Existing land uses on the ORSC site consist primarily of agricultural land (ranching and farming), a limited number of residences, and miscellaneous commercial uses such as a nursery. The Approved Project would not result in the loss of forest land. Therefore, no impacts to forest land would occur.

Discussion of Effects: There is currently no land in the Project area that qualifies as forest land as defined in Public Resources Code section 12220(g). Additionally, the Project site is presently vacant and does not contain forest land. Consequently, the Modified Project would not result in the loss or conversion of forest land. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation 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?

Summary of Certified EIR Finding: The Certified EIR concluded that the Approved Project would not result in in the conversion of forest land to non-forest use. However, the Approved Project would result in the conversion of Farmland to non-agricultural use and there were no feasible mitigation measures to reduce the significant impact. Therefore, impacts would be significant and unavoidable.

Discussion of Effects: As discussed above, the Project site includes Unique Farmland; however, conversion to non-agriculture uses were already analyzed and anticipated in previous environmental documents. Additionally, the Project site does not include forest land. Therefore, the Modified Project would not result in the conversion of forest land to non-forest use. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation 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.

The analysis in this section is based on *the Air Quality and Greenhouse Gas Emissions Technical Memorandum for Hotel Ontario Aloft + Residence Inn Project* prepared by PlaceWorks, Inc. (PlaceWorks) dated November 17, 2025. This report is provided in its entirety as Appendix A of this Addendum. Since preparation of the technical studies, the site plan has been refined and the Modified Project now proposes a 158,272 s.f. hotel building with 226 rooms or a decrease of 11,728 s.f. compared to the building size (170,000 s.f. with 249 rooms) evaluated in the technical studies. Overall, buildout of the Modified Project proposes a total of 239,839.98 s.f. of commercial uses within PAs 2 through 4 compared to 242,144 s.f. evaluated in the technical studies. This nominal change in the square footage would not substantively change the findings and conclusions of the technical studies and therefore no changes to these studies are warranted. Because the technical studies analyzed 2,304.02 s.f. more than the Modified Project under consideration here, the analysis presented below represents a conservative analysis.

South Coast AQMD Regional and Local Significance Thresholds

The City of Ontario utilizes the South Coast AQMD CEQA Air Quality Handbook and thresholds of significance to determine the potential significance of Project emissions. A Project may have a significant impact if Project emissions would exceed these air pollution thresholds. Table 3-1, *South Coast AQMD Regional Threshold of Significance*, below identifies South Coast AQMD's regional construction and operational emissions within its jurisdiction.

Table 3-1 South Coast AQMD Regional Threshold of Significance

Pollutant	Construction Regional Thresholds	Operational Regional Thresholds
NO_X	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_X	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day

Notes: lbs/day – Pounds Per Day, NO_X – Nitrogen Oxides, VOC – Volatile Organic Compounds, PM_{10} – Particulate Matter 10 microns in diameter or less, $PM_{2.5}$ – Particulate Matter 2.5 microns in diameter or less, SO_X – Sulfur Oxides, CO – Carbon Monoxide.
Source: (PlaceWorks, 2025a, Table 2)

The South Coast AQMD also established localized significance thresholds (LSTs) that a project can emit without contributing to an existing or new air quality standard exceedance. LSTs are defined separately for construction and operational activities and are dependent on location, project size, and distance to sensitive receptors. Table 3-2, *South Coast AQMD Localized Threshold of Significance*, below identifies South Coast AQMD's localized construction and operational emissions within its jurisdiction.

Table 3-2 South Coast AQMD Localized Threshold of Significance

Acreage Disturbed	NO_X	CO	PM_{10}	$PM_{2.5}$
5 Acres Disturbed per Day (Construction)	270 lbs/day	2,193 lbs/day	16 lbs/day	9 lbs/day
5 Acres Disturbed per Day (Operation)	270 lbs/day	2,193 lbs/day	4 lbs/day	2 lbs/day

Notes: Screening-level LSTs for NO_X, CO, PM_{10}, and $PM_{2.5}$ are based on SRA 33 at the minimum reference distance of 82 feet (25 meters).
Source: (PlaceWorks, 2025a, Table 4)

a. Conflict with or obstruct implementation of the applicable air quality plan?

Summary of Certified EIR Finding: The Certified EIR concluded that the Approved Project would generate emissions that exceed the South Coast AQMD operational regional significance thresholds; and thus, would contribute to existing or projected ambient air quality standards (AAQS) violations. Therefore, the Approved Project would be considered potentially inconsistent with the Air Quality Management Plan (AQMP). No mitigation measures are applicable for inconsistency with the South Coast AQMD AQMP. Mitigation Measures AQ-1 and AQ-2 would reduce emissions to the extent feasible; however, operational emissions would continue to exceed the South Coast AQMD significance thresholds due to vehicle emissions associated with operation of the Approved Project. Because the fuel efficiency and fuel type of vehicles used by future employees and visitors were not under the control of the ORSC, no feasible mitigation was identified to further reduce mobile-source emissions. Therefore, impacts would remain significant and unavoidable.

Discussion of Effects: The Modified Project would result in a net decrease of building space across PAs 2 through 4. Though the amount of hotel space in PA 2 would increase by approximately 170,000 square feet; like all other uses under the Approved Project, the proposed hotel development would serve the existing demands for this use in the City and region. Since the Modified Project would result in an overall decrease in 10,160.02 s.f. of building space when compared to the Approved Project, the Modified Project is not anticipated to result in a significant

increase in jobs beyond what was analyzed in the Certified EIR. Therefore, the Modified Project would not substantially affect housing, employment, or population projections within the region.

Additionally, as demonstrated in Response 3.b, the Modified Project's decrease in building space would result in less maximum daily air pollutant emissions compared to what was analyzed in the Certified EIR during construction and air pollutant emissions generated from operation-related activities would not exceed the South Coast AQMD regional significance threshold values, nor would the Modified Project substantially exceed those of the Approved Project. The Modified Project would not result in a new impact or substantial increase in operation-phase emissions compared to what was previously analyzed in the Certified EIR. Therefore, though the Modified Project would continue to have significant and unavoidable impacts with respect to consistency with the 2022 AQMP, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required. However, Mitigation Measures AQ-1 through AQ-2, presented below, would reduce construction and operational emissions to the extent feasible.

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Summary of Certified EIR Finding: The Certified EIR concluded that construction of the Approved Project would exceed the South Coast AQMD regional significance thresholds. Mitigation Measure AQ-1 would require all construction contractors to use Tier 4 Final equipment for the entire off-road construction fleet and "Super-Compliant" architectural coatings that contain no greater than 10 grams of volatile organic compounds (VOC) content per liter (g/L) of product. Within the implementation of Mitigation Measure AQ-1 VOC and NOx emissions would be reduced during construction to below South Coast AQMD significance thresholds. As such, short-term air quality impacts from construction activities related to the Approved Project would not exceed threshold after mitigation, and impacts would be less than significant with mitigation.

Long-term operation of the Approved Project would exceed the South Coast AQMD regional significance thresholds. Mitigation Measure TRAF-1 would be required to reduce VMT and include transportation demand management measures such as pedestrian and active transportation improvements. Nonetheless, the vehicle fuel source, vehicle fuel efficiency, and travel mode for visitors are largely outside of the control of the ORSC. As such, no additional mitigation would be feasible to reduce vehicle-related emissions. To address VOC and carbon monoxide (CO) emissions from area sources, Mitigation Measure AQ-2 would be required to ensure that all landscaping and property maintenance tools and equipment are electric powered and do not use fossil fuels. Additionally, Mitigation Measures GHG-1 through GHG-4 would reduce building energy use and would expand the use of electric vehicle charging on-site. Mitigation Measures would reduce operational emissions to the extent feasible. However, long-term emissions would continue to exceed the South Coast AQMD's regional significance thresholds. Therefore, impacts would remain significant and unavoidable.

Discussion of Effects: The following describes project-related impacts from short-term construction activities and long-term operation of the Modified Project compared to the Approved Project.

Construction Impacts

Typical construction activities would result in the generation of air pollutants. These emissions would primarily be (1) exhaust from off-road diesel-powered construction equipment; (2) dust generated by construction activities; (3) exhaust from on-road vehicles; and (4) off-gassing of VOCs from paints and asphalt. Similar to the Approved Project, construction activities under the Modified Project would also produce combustion emissions from various sources, such as on-site heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew.

The Modified Project would result in an overall decrease in building square footage across PAs 2 through 4. While the total acreage of disturbance within the PAs would remain similar between the Approved Project and Modified Project, emissions sources commensurate to the level of building space constructed would decrease. For example, total pieces of construction equipment and the number of workers traveling to the site may decrease as a result of the reduction in building space, as would the amount of architectural coatings used for the buildings. Additionally, the Modified Project would, like the Approved Project, comply with Mitigation Measure AQ-1, which would ensure that construction activities associated with the Modified Project utilize construction equipment that meets Tier 4 Final emissions standards and architectural coatings with a VOC content of less than 10 grams per liter. Overall, the Modified Project's decrease in building space would result in less maximum daily air pollutant emissions compared to what was analyzed in the Certified EIR.

Operational Impacts

Long-term air pollutant emissions associated with development of the uses under the Modified Project typically include area sources (e.g., landscape fuel use, aerosols, architectural coatings, and asphalt pavement), energy use (natural gas), and mobile sources (i.e., on-road vehicles). When compared to the Approved Project, the Modified Project would result in less overall building square footage. The primary source of operational emissions under the Modified Project are mobile emissions associated with vehicle trips under the Modified Project.

As shown in Table 3-3, *Maximum Daily Regional Operational Phase Emissions*, air pollutant emissions generated from operation-related activities would not exceed the South Coast AQMD regional significance threshold values, nor would the Modified Project substantially exceed those of the Approved Project. Like the Approved Project, the Modified Project would be required to implement Mitigation Measure AQ-2, requiring all landscaping equipment to be all electric. As shown in Table 3-3, the majority of emissions under the Modified Project are mobile source emissions. The Modified Project would comply with Mitigation Measure TRAF-1 to reduce VMT associated with the Modified Project to the extent possible. Like the Approved Project, no additional mitigation measures are available to reduce impacts associated with VMT. In addition, emissions from building energy use would be minimized because the new buildings would comply with the latest energy standards in addition to Mitigation Measures GHG-1 and GHG-2. While impacts would remain significant and unavoidable, the Modified Project does not identify or require adoption of any further mitigation measures beyond those in the Certified EIR. The Modified Project compared to the Approved Project would not result in any new regional operational emissions impacts or substantially increase the severity of regional operational emissions impacts with respect to cumulatively contributing to the nonattainment designations of the SoCAB.

Therefore, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Table 3-3 Maximum Daily Regional Operational Phase Emissions

Source	Emissions (lbs/day)[1]					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Approved Project						
PAs 2 through 4[2]	35	16	255	1	55	14
Total ORSC Emissions[3]	110	46	738	2	156	40
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Significant?	**YES**	**NO**	**YES**	**NO**	**YES**	**NO**
Modified Project[4]						
Mobile	28	15	257	1	56	14
Area	6	<1	<1	<1	<1	<1
Energy	<1	2	1	<1	<1	<1
Total Maximum Daily Emissions	**34**	**17**	**369**	**1**	**56**	**14**
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Exceeds Regional Threshold?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Net Change (Modified Project minus Approved Project, PAs 2 through 4)	-1	1	4	<1	1	<1
New Impact?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

[1] Both the Approved and Modified Project modeling incorporate Mitigation Measure AQ-2 requiring all-electric landscaping equipment.
[2] Emissions under the Approved Project are based on the inputs used for the modeling of PAs 2 through 4 of the ORSC in the Certified EIR. Trip generation for the Approved Project is based on the maximum trip generation scenario calculated by the City of Ontario in 2025 (see Attachment B of Technical Appendix A, *Approved and Proposed Project Trip Generation*).
[3] Operational emissions for all PAs under the ORSC, under the "Worst-Case Saturday" scenario as shown in Table 5.3-18 of the Certified EIR.
[4] Modified Project emissions for PA 2 incorporate the project-specific land use information for the proposed Aloft & Residence Inn. Land use inputs for PAs 3 and 4 are based on building square footages noted for the Modified Project in PAs 3 and 4 in Table 1 and the landscaping and parking square footages assumed for the ORSC in PAs 3 and 4. Mobile emissions are based on the maximum trip generation scenario calculated by the City of Ontario in 2025 (see Attachment B of Technical Appendix A). CalEEMod defaults were used for all other emissions sources unless otherwise noted in Attachment A of Technical Appendix A.
Source: (PlaceWorks, 2025a, Table 6)

Mitigation: No additional mitigation required. The following mitigation measures from the Certified EIR are applicable to the Modified Project:

AQ-1 The City of Ontario shall require the construction contractor to incorporate the following to reduce air pollutant emissions during construction activities:

- Use construction equipment rated by the United States Environmental Protection Agency as having Tier 4 (model year 2015 or newer) Final or stricter emission limits for all off-road construction equipment. If Tier 4 Final equipment is not commercially available for a specific piece of

equipment, the applicant shall provide documentation (e.g., rental inventory requests), to the City's satisfaction, or otherwise demonstrate its unavailability to the City of Ontario prior to the issuance of any construction permits and replacement equipment used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by the California Air Resources Board regulations.

- If Tier 4 Final equipment is not available, the construction contractor(s) and subcontractor(s) affected shall use Tier 4 Interim equipment.
- If Tier 4 Interim equipment is not available, the construction contractor(s) and subcontractor(s) affected shall use then Tier 3 equipment outfitted with a level 3 diesel particulate filter.
- For purposes of this mitigation measure, "commercially available" shall mean the availability of Tier 4 engines similar to the availability for other large-scale construction projects in the City occurring at the same time and taking into consideration factors such as (i) potential significant delays to critical-path timing of construction and (ii) geographic proximity to the project site of Tier 4 equipment.

- During construction, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by the City of Ontario. The construction equipment list shall state the makes, models, Equipment Identification Numbers, Engine Family Numbers, and number of construction equipment onsite.
- Use paints with a VOC content that meets the South Coast Air Quality Management District Super Compliant architectural coatings standard of 10 grams per liter (g/L) or less (i.e.,) for coating architectural surfaces.
- Comply with South Coast Air Quality Management District Rule 403, including the following measures:
  - Provide National Institute for Occupational Safety and Health (NIOSH)-approved respirators for workers with a prior history of Valley Fever.
  - Half-face respirators equipped with a minimum N-95 protection factor for use during worker collocation with surface disturbance activities. Half-face respirators equipped with N-100 or P-100 filters should be used during digging activities. Employees should wear respirators when working near earth-moving machinery.
  - Post warnings onsite and consider limiting access to visitors, especially those without adequate training and respiratory protection.

These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to and verified by the City.

AQ-2 All landscaping equipment (e.g., leaf blower) used for property management shall be electric powered only. The property manager/facility owner shall provide documentation (e.g., purchase, rental, and/or services agreement) to the City of Ontario Planning Department to verify to the City's satisfaction that all landscaping equipment utilized will be electric powered.

GHG-1 The City of Ontario shall require proposed buildings within the ORSC site to be all electric, with electricity to be the only permanent source of energy for all nonemergency building energy needs, including but not limited to water heating; mechanical equipment; and heating, ventilation, and air conditioning (HVAC) (i.e., space-heating and space cooling). All major appliances (e.g., dishwashers, refrigerators, and water heaters) provided/installed shall be electric-powered EnergyStar certified or an equivalent energy efficiency where applicable. The only exception to this measure shall be limited to commercial cooking uses. Prior to issuance of building permits for development projects, applicants shall provide plans that show the aforementioned requirements to the City of Ontario Planning Department. Prior to issuance of the certificate of occupancy, the City of Ontario Building Department shall verify installation of the electric-powered EnergyStar or equivalent appliances.

GHG-2 The City of Ontario shall require proposed buildings and parking areas within the ORSC site to include on-site renewable energy generation systems. Proposed buildings shall include photovoltaic (PV) and battery energy storage systems compliant with the Prescriptive Requirements of the California Building Standards Code, Part 6, California Energy Code. Proposed buildings may substitute alternative renewable energy generation technology (e.g., wind) for PV systems; however, that alternative generation technology system shall be sized to provide annual electricity equal to what would be provided by a PV system for that building compliant with the Prescriptive Requirements of the California Building Standards Code, Part 6, California Energy Code. Proposed parking areas shall include a PV system or alternative renewable energy generation system (e.g., wind) to help offset electricity demand generated by electric vehicle charging. Prior to issuance of building permits for development projects, applicants shall provide plans that show the aforementioned requirements to the City of Ontario Planning Department. Prior to issuance of the certificate of occupancy, the City of Ontario Building Department shall verify installation of the PV and battery energy storage systems or alternative renewable energy generation systems.

TRAF-1a **Commercial/Hospitality TDM Measures.** Applicants for commercial and hotel development in Planning Areas 2, 3, and 4 shall prepare Transportation Demand Management (TDM) measures analyzed under a VMT-reduction methodology consistent with the California Air Pollution Control Officers Association's (CAPCOA) Final Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2021) and approved by the City of Ontario. Measures shall include but are not limited to:

- Implement a voluntary commute trip reduction program for employees.

- Implement an employee parking cash-out program for employees.
- Collaborate with the City to support transit service expansion.
- Comply with requirements detailed in the Parking Management Plan, including providing parking validation for retail and hospitality visitors.

c. Expose sensitive receptors to substantial pollutant concentrations?

Summary of Certified EIR Finding: The Certified EIR concluded that construction of the Approved Project could expose sensitive receptors to substantial pollutant concentrations of toxic air contaminants (TACs) from use of large, offroad construction equipment. Mitigation Measure AQ-1 would require the use of newer, lower emitting, Tier 4 Final equipment or better for all off-road construction equipment. With the implementation of Mitigation Measure AQ-1, cancer risks for the residential and daycare maximally exposed receptors (MERs) would be reduced to below the South Coast AQMD significance threshold of 10 cancer cases per one million people. Therefore, the Approved Project would not expose sensitive receptors to substantial TAC concentrations during construction, and impacts for construction health risk would be less than significant with mitigation.

The Approved Project is not the type of land use that has the potential to generate substantial on-site criteria air pollutant emissions during operation and on-site project-related operational emissions would not exceed the operational screening-level localized significance thresholds (LSTs). Thus, impacts would be less than significant. Moreover, the combined 22,712 daily trips associated with the Approved Project would not exceed Bay Area Air Quality Management District's (BAAQMD's) recommended screening criteria of greater than 44,000 vehicles per hour or 24,000 vehicles per hour; therefore, impacts related to CO hotspots would be less than significant.

Discussion of Effects:

Construction Impacts

LSTs are based on the California Ambient Air Quality Standards (AAQS), which are the most stringent AAQS to provide a margin of safety in the protection of public health and welfare. They are designated to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and people engaged in strenuous work or exercise. Screening-level LSTs are the amount of project-related emissions at which localized concentrations (ppm or µg/m3) could exceed the AAQS for criteria air pollutants for which the South Coast Air Basin (SoCAB) is designated nonattainment. They are based on the size of the area disturbed, distance to the nearest sensitive receptor, and Source Receptor Area (SRA).

Due to the decrease in building square footage, the Modified Project would result in less overall construction activity compared the Approved Project, and maximum daily emissions would be less under the Modified Project. To evaluate localized air quality impacts from construction, the Approved Project utilized the LSTs that accounted for the maximum project size available (a project size of 5 acres) and the most conservative receptor distance (25 meters). Since the Modified Project would also involve activities on a site larger than 5 acres within a 25 meter distance of sensitive receptors, it would be subject to the same LSTs as the Approved Project. Therefore, due to the relative reduction in construction activities under the Modified Project from the overall reduction in proposed building square footage, Project emissions would not exceed the applicable LSTs, and impacts would remain less than significant. Therefore, the Modified Project would not result in any new, increased or substantially different impacts, other

than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Construction Health Risk

As noted, the Modified Project would not increase the scale of construction activity at PAs 2 through 4 but would decrease the total amount of building space constructed. Implementation of Mitigation Measure AQ-1 would continue to be incorporated under the Modified Project, ensuring that health risk impacts from construction activities remain less than significant, and the Modified Project would not increase the health risks for nearby receptors. Therefore, consistent with the findings of the Certified EIR, Project-related construction activities would not expose sensitive receptors to substantial TAC concentrations with implementation of Mitigation Measure AQ-1. Therefore, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Operational Impacts

Operation of the Modified Project would not generate substantial quantities of emissions from on-site stationary sources. Land uses that have the potential to generate substantial stationary sources of emissions that would require a permit from South Coast AQMD include industrial land uses, such as chemical processing and warehousing operations where substantial truck idling could occur on-site. Uses under the Modified Project would be limited to commercial, retail, and hospitality, which would not involve the stationary source emissions common for industrial land uses.

As shown in Table 3-4, *Proposed Project Localized On-Site Operational Emissions*, on-site emissions sources from the Modified Project would not exceed the operational LSTs used for the Approved Project, which continue to be applicable to the Modified Project. The Modified Project would also not result in a substantial increase in on-site emissions when compared to the Approved Project. Therefore, on-site emissions generated from operation of the Modified Project would not expose off-site sensitive receptors to substantial pollutant concentrations and TACs. Therefore, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Table 3-4 Proposed Project Localized On-Site Operational Emissions

Source	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Approved Project				
PAs 2 through 4	0.85	1	<1	<1
Total ORSC Emissions[1]	4	57	<1	<1
Modified Project				
Area Sources	<1	<1	<1	<1
Energy Sources	2	1	<1	<1
Total	2	1	<1	<1
South Coast AQMD Screening-Level LST[2]	**270**	**2,193**	**4**	**2**
Exceeds Screening-Level LST?	**NO**	**NO**	**NO**	**NO**

Source	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Net Change (Proposed Project minus Approved Project, PAs 2 through 4)	1	1	<1	<1
Exceeds Screening-Level LST?	**NO**	**NO**	**NO**	**NO**

Notes: In accordance with South Coast AQMD methodology, only on-site stationary sources and mobile equipment on the ORSC site are included in the analysis. Modeling assumptions in this table for the Approved and Modified Projects reflect those described in Table 6 of Appendix A.
[1] On-site operational emissions for all PAs under the ORSC, as shown in Table 5.3-16 of the Certified EIR.
[2] Operational LSTs are based on a 5-acre site and sensitive receptors within 82 meters (25 feet) in SRA 33, consistent with the Certified EIR.
Source: (PlaceWorks, 2025a, Table 6)

CO Hot Spots

Areas of vehicle congestion have the potential to create pockets of CO called hot spots. These pockets have the potential to exceed the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9.0 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to AAQS is typically demonstrated through an analysis of localized CO concentrations, typically produced at intersections where vehicles queue for longer periods and are subject to reduced speeds.

The Certified EIR demonstrated that the Approved Project would not generate CO hot spots, and nearby sensitive receptors would not be affected by project-related local air quality impacts. The SoCAB has been designated as attainment under both the national and California AAQS for CO. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection to more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—to generate a significant CO impact (Bay Area Air District 2023). The South Coast AQMD does not currently have adopted CO hotspot screening guidance, so guidance from the Bay Area Air District was utilized to determine whether the Modified Project could result in potentially significant impacts related to CO hotspot generation.

The Certified EIR noted that the Approved Project could generate up to 2,734 peak hour trips (midday peak hour) on a Saturday with concurrent events and a sold-out stadium event. Using the trip generation rates from the Institute of Transportation Engineers' (ITE) Trip Generation Manual (11th Edition), the Modified Project would result in the net addition of 278 trips during the midday peak hour under the scenario accounting for use of the baseball stadium on Saturday with no field tournaments, the traffic scenario for which the ORSC as a whole would experience the highest peak hour vehicle trips. Therefore, the total peak hour trips for the ORSC under this scenario with the addition of the Modified Project would be 3,012 trips. The annual average daily vehicle trip volumes surrounding the ORSC site include Chino Avenue (east of Grove Avenue) with 6,420 daily trips and Riverside Drive (east of Vineyard Avenue) with 19,978 daily trips. Assuming that all 3,012 peak hour trips generated by the Approved and Modified Projects would be along Riverside Drive, and assuming that all 19,978 daily trips along Riverside Drive occur during the same peak hour, the combined 22,990 daily trips would not exceed BAAQMD's recommended screening criteria of greater than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited.

Impacts with respect to localized CO hotspots would continue to less than significant under the Modified Project, and the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required. Mitigation Measure AQ-1, presented above, would be applicable to the Modified Project.

d. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?

Summary of Certified EIR Finding: The Certified EIR concluded that any construction-related odor emissions would be temporary and intermittent. Additionally, noxious odors would be confined to the immediate vicinity of the construction equipment and impacts associated with construction-generated odors would be less than significant. The Approved Project included recreational, retail, and hospitality land uses and would not include the types of land uses that are considered to have objectionable odors. Additionally, the Approved Project would replace the existing dairy farm and agricultural fields, which would involve the removal of an estimated 122,437 cubic yards of animal manure across Planning Areas 1 through 5. The removal of manure on-site would result in the reduction in related odors during Project operation. The Approved Project would also be required to comply with South Coast AQMD Rule 402. Therefore, impacts associated with operational-generated odors would be less than significant.

Discussion of Effects: The threshold for odor is if a project creates an odor nuisance pursuant to South Coast AQMD Rule 402, *Nuisance*, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The Certified EIR identified that odors generated by the ORSC would not affect a substantial number of people, and impacts would be less than significant.

The Modified Project consists of uses already anticipated under the Approved Project, which include retail, commercial and hospitality uses. As a result, operation of the Modified Project would not fall within the types of land uses with objectionable odors. Emissions from construction equipment, such as diesel exhaust, and from volatile organic compounds associated with architectural coatings and paving activities, may generate odors. However, these odors would be temporary and intermittent and are not expected to affect a substantial number of people. Similar to the Approved Project, land uses accommodated under the Modified Project would be subject to South Coast AQMD Rule 402, which would contribute to minimizing odor-related nuisances. The Modified Project would not introduce or require any new construction processes that would generate substantial odors compared with what was previously considered in the Certified EIR.

Therefore, odors associated with Project construction and operations would be less than significant. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation 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 Wildlife or U.S. Fish and Wildlife Service?

Summary of Certified EIR Finding: The Certified EIR concluded that out of the 63 identified special-status plant species, there was potential for lucky morning-glory and smooth tarplant to occur within the ORSC site and impacts to special-status plant species would be potentially significant. Additionally, of the 49 special-status wildlife species identified in the literature review, 1 species (burrowing owl) was present, 2 (Crotch bumble bee and Western yellow bat) had a moderate potential to occur, and 10 (pallid bat, western mastiff bat, pocketed free-tailed bat, big-free tailed bat, Delhi sands flower-loving fly, tricolored blackbird, Swainson's hawk, white-tailed kite, coastal whiptail, and Los Angeles pocket mouse) had a low potential to occur in the ORSC site. Moreover, numerous tree and shrub species were present within the site and there were potential impacts to nesting birds. Project lighting would also be required to conform with the standards of the California Building Standards Code which stipulate maximum allowable light levels and light trespass requirements in addition to maximum allowable glare ratings for Project buildings and lighting; therefore, no impacts to sensitive species from lighting would occur.

Mitigation measures BIO-1 through BIO-9 specified the procedures and practices that would reduce potential impacts to all sensitive species that have the possibility of occurring in the ORSC site and Offsite Improvement Area. Most Mitigation Measures would require the implementation of focused biological surveys for each of the identified species or species type (nesting birds and roosting bats) and the preparation of management plans in coordination with California Department of Fish and Wildlife (CDFW). Implementation of these mitigation measures would ensure that the Approved Project identifies protected biological resources and minimizes take of such resources to the extent possible, reducing impacts to less than significant. Therefore, with the implementation of Mitigation Measures BIO-1 through BIO-9, the Approved Project would not have a substantive adverse effect on sensitive plant and wildlife species.

Discussion of Effects: The Project site is currently vacant and recently graded as part of the development of the Approved Project. All previous buildings and structures associated with the past dairy farm have been demolished and there is currently no vegetation or trees onsite. Mitigation Measures BIO-1 through BIO-9 would continue to be applicable. With the implementation of these mitigation measures, impacts to sensitive plant and wildlife species would be less than significant. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required. The following mitigation measures from the Certified EIR are applicable to the Modified Project:

BIO-1 Worker Environmental Awareness Program and Biological Monitor: Prior to the start of construction of the ORSC site or sewer line within the Offsite Improvement Area, a Worker Environmental Awareness Program (WEAP) shall be developed by the City or the City's consultant. A qualified biologist with experience with the sensitive biological resources in the region shall present the WEAP to all personnel working in the ORSC site and Offsite Improvement Area (either temporarily or permanently)

prior to the start of project activities. The WEAP may be videotaped and used to train newly hired workers or those not present for the initial WEAP. The WEAP could include but shall not be limited to discussions of the sensitive biological resources associated with the ORSC, project-specific measures to avoid or eliminate impacts to these resources, consequences for not complying with project permits and agreements, and contact information for the lead biologist. Logs of personnel who have taken the training shall be kept on the site at the construction or project office.

In addition to a WEAP, a qualified biologist (biological monitor) with experience monitoring for and identifying sensitive biological resources known to occur in the area shall be present during initial ground-disturbing activities related to the ORSC and Offsite Improvement Area (including fence installation and vegetation removal activities). As required by project permits, the qualifications of a biological monitor may need to be submitted to appropriate wildlife agencies for approval based on the resources the biologist will be monitoring. Biological monitoring duties shall include, but are not limited to, conducting worker education training, verifying compliance with project permits, and ensuring construction activities stay within designated work areas.

The biological monitor shall have the right to halt all activities in an affected area if a special status species is identified in a work area and is in danger of injury or mortality. If work is halted by the biological monitor, work shall proceed only after the hazards to the individual is removed and there is no longer a risk to the individual, or the individual has been moved from harm's way in accordance with the project's permits and/or management/translocation plans. The biological monitor shall take representative photographs of the daily activities and shall also maintain a daily log that documents general project activities and compliance with the project's permit conditions. Non-compliance shall also be documented in the daily log, including any measures that were implemented to rectify the issue.

BIO-2 Rare Plant Survey: A rare plant survey shall be conducted within suitable habitat during the appropriate blooming period for the lucky morning-glory (March through September) and smooth tarplant (April through September). The survey shall be conducted by a botanist or qualified biologist in accordance with the USFWS Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed, and Candidate Plants; the CDFW Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities; and the CNPS Botanical Survey Guidelines of the CNPS. One survey shall be conducted during a time of the year that overlaps with all blooming periods (April through September).

If these species are observed during the rare plant survey, individual plants or populations shall be marked with GPS for mapping purposes. If any of these special-status plant species are detected in the ORSC site and Offsite Improvement Area and impacts to these species are unavoidable and impacts would result in deleterious effects to the regional population of the species, the City shall consult with CDFW to develop a mitigation plan or additional avoidance and minimization measures to ensure impacts to these plant species are minimized to the maximum extent practicable. Examples of measures that may be implemented after consultation with CDFW include establishing a no-disturbance buffer around

locations of individuals or a population, or additional monitoring requirements during construction of the ORSC and Offsite Improvement Area.

BIO-3 Burrowing Owl Management Plan: A live burrowing owl was documented in the ORSC site and Offsite Improvement Area during a biological survey conducted in September 2023, at which time the individual could have been migrating, arriving for the winter, or late in leaving its summer breeding grounds. Additionally, suitable burrowing owl habitat is present throughout the ORSC site and Offsite Improvement Area. In order to offset potential project related impacts to burrowing owl and its habitat a Burrowing Owl Management Plan (BOMP) shall be developed by a qualified Project biologist who has at least three (3) years of experience working with and/or managing burrowing owls on project sites. The BOMP shall outline project-specific protection measures that are in accordance with CDFW's Staff Report on Burrowing Owl Mitigation (Staff Report; CDFG 2012). The BOMP shall also identify protection measures to be implemented should the species be found on the ORSC site or Offsite Improvement Areas at any time of the year (i.e., migration periods, breeding/summer, and wintering). The BOMP shall outline specific pre-construction survey methods and timing in accordance with the Staff Report and shall include instruction on survey requirements should there be a lapse in construction or project activities. The BOMP shall include project activities before which pre-construction survey requirements shall be required (such as grading, vegetation removal, and fence installation). Mitigation methods outlined in the BOMP shall include, but not be limited to, establishment of no-disturbance buffers around potential or occupied burrowing owl burrows, additional biological monitoring requirements during project activities, and passive relocation during the burrowing owl non-breeding season (September 1 through January 31, annually). Regular reporting timeframes and requirements for communication with CDFW shall also be clearly outlined in the BOMP. The BOMP shall be submitted to CDFW for review and subject to CDFW approval prior to the start of Project ground-disturbing activities.

Additionally, the City of Ontario shall continue to carry out the requirements of its Memorandum of Agreement (MOA) with IERCD (dated November 21, 2023) to mitigate the loss of suitable burrowing owl habitat resulting from the Project. The MOA outlines the collection of Habitat Mitigation Fees by the City of Ontario that will be managed by a Land Trust for the acquisition, restoration, rehabilitation, and maintenance of lands selected by the Land Trust to have long-term conservation value for burrowing owl.

BIO-4 Preconstruction Surveys for Crotch Bumble Bee: If the Crotch bumble bee is no longer a Candidate or formally listed species under the California ESA at the time ground-disturbing activities occur, then no additional protection measures are proposed for the species.

If the Crotch bumble bee is legally protected under the California ESA as a Candidate or Listed species at the time ground-disturbing activities are scheduled to begin, preconstruction surveys shall be conducted in accordance with CDFW's Survey Considerations for California ESA Candidate Bumble Bee the season immediately prior to project-related ground disturbing activities (including but not limited to vegetation clearing, fence installation, and grading). A minimum of three Crotch bumble bee preconstruction surveys shall be conducted at two- to four-week intervals during the colony active period (April through August) when Crotch

bumble bees are most likely to be detected. Nonlethal, photo voucher surveys shall be completed by a biologist who holds a Memorandum of Understanding to capture and handle Crotch bumble bee (if nesting and chilling protocol is to be utilized) or by a CDFW-approved biologist experienced in identifying native bumble bee species (if surveys are restricted to visual surveys that will provide high-resolution photo documentation for species verification). The surveyor shall walk through all areas of suitable habitat focusing on areas with floral resources. Surveys shall be completed at a minimum of one person-hour of searching per three acres of suitable habitat during suitable weather conditions (sustained winds less than 8 mph, mostly sunny to full sun, temperatures between 65 and 90ºF) at an appropriate time of day for detection (at least an hour after sunrise and at least two hours before sunset, though ideally between 9:00 a.m. and 1:00 p.m.).

If Crotch bumble bees are detected, CDFW shall be notified by the designated biologist as further coordination may be required to avoid or mitigate certain impacts. At a minimum, two nesting surveys shall be conducted with focus on detecting active nesting colonies within one week and 24 hours immediately prior to ground disturbing activities that are scheduled to occur during the flight season (February through October). If an active Crotch bumble bee nest is detected, an appropriate no disturbance buffer zone (including foraging resources and flight corridors essential for supporting the colony) shall be established around the nest to reduce the risk of disturbance or accidental take and the designated biologist shall coordinate with CDFW to determine if an Incidental Take Permit under Section 2081 of the California ESA will be required. Nest avoidance buffers may be removed at the completion of the flight season and/or once the qualified biologist deems the nesting colony is no longer active and CDFW has provided concurrence of that determination. If no nests are found but the species is present, a full-time qualified biological monitor shall be present during vegetation or ground disturbing activities that are scheduled to occur during the queen flight period (February through March), colony active period (March through September), and/or gyne flight period (September through October). Because bumble bees move nest sites each year, two preconstruction nesting surveys shall be required during each subsequent year of construction, regardless of the previous year's findings, whenever vegetation and ground-disturbing activities are scheduled to occur during the flight season if nesting and foraging habitat is still present or has re-established.

BIO-5 Bat Management Plan: A Bat Management Plan shall be prepared by a qualified bat biologist no less than one year prior to the commencement of project-related activities (including, but not limited to, structure removal or demolition, tree removal, grading, and vegetation removal) that shall include specific avoidance and minimization measures to reduce impacts to roosting bats.

The project-specific Bat Management Plan may include any of the following as necessary and appropriate: additional habitat assessments of inaccessible areas that would be directly or indirectly impacted during Project activities, emergence and/or acoustic surveys for bats during the maternity season (April 1 through August 31) to assess the potential for bat maternity roosts in the ORSC site and Offsite Improvement Area, and preconstruction surveys for roosting bats including acoustic monitoring. The Bat Management Plan shall also include recommendations to minimize impacts to roosting bats, including the implementation of no-disturbance buffers, tree- and cliff-swallow nest removal

protocols, passive exclusion of bats outside of the maternity and hibernation seasons (if impacts are unavoidable), and/or species-specific replacement alternative roosting habitat.

BIO-6 Tree Avoidance and Removal Process. If trees are scheduled to be removed (e.g., relocating/modified (i.e., trimming) that were determined to be suitable for bat roosting, these activities shall be scheduled during one of the seasonal periods of bat activity listed below, and when evening temperatures are not below 45ºF and rain is not over 0.5 inch in 24 hours:

September 1 to October 31 (preferred): This is after the maternity season but prior to winter torpor.

February 15 to March 31: After winter torpor but prior to the start of the maternity season.

1. If trees with suitable bat roosting habitat are scheduled for removal or relocation outside of the maternity season, tree removal during the time periods and weather parameters described above using the two-step method shall be conducted:

a. Prior to the two-step method, as much as feasible, vegetation and trees within the area that are not suitable for roosting bats shall be removed first to provide a disturbance that might reduce the likelihood of bats using the habitat.

b. Two-step tree removal shall occur over two consecutive days under the supervision of a qualified bat biologist. On Day 1, small branches and small limbs containing no cavity, crevice or exfoliating bark habitat on habitat trees (or outer fronds in the case of palm trees), as identified by a qualified bat biologist are removed first, using chainsaws only (i.e., no dozers, backhoes). The following day (Day 2), the remainder of the tree is to be felled/removed. (The intention of this method is to disturb the tree with noise and vibration and branch removal on Day 1. This should cause any potentially present day-roosting bats to abandon the roost tree after they emerge for nighttime foraging. Removing the tree quickly the next consecutive day should avoid reoccupation of the tree by bats).

2. If tree removal/modification must occur during the maternity season (April 1 to August 31), a qualified bat biologist shall conduct a focused emergence survey(s) of the tree(s) within 48 hours of scheduled work. If a maternity roost is located, whether solitary or colonial, that roost shall remain undisturbed until after the maternity season or until a qualified biological monitor has determined the roost is no longer active.

BIO-7 Delhi Sands Flower-Loving Fly Habitat Suitability Assessment: Prior to the start of ground-disturbing activities (including vegetation removal and fence installation activities), a habitat assessment shall be performed within the ORSC site and Offsite Improvement Area and adjacent areas by a USFWS-permitted biologist with a 10(a)(1)(A) permit to conduct surveys for Delhi sands flower-loving fly and with extensive knowledge of the species. The purpose of the habitat assessment will be to determine the presence of suitable habitat for the species in the ORSC site and Offsite Improvement Area and adjacent areas as well as ascertain the potential

for the species to occur on or adjacent to the ORSC site and Offsite Improvement Area. The habitat assessment shall include a site walkover, a check of adjacent empty lots for comparison of habitat quality to the ORSC site and Offsite Improvement Area, photographs to document the site conditions, and characterizing the type and quality of the habitats within the ORSC site and Offsite Improvement Area with respect to Delhi sands flower-loving fly.

At the conclusion of the habitat assessment, a brief report of findings as well as recommendations on whether focused surveys must be conducted shall be prepared by the USFWS-permitted biologist. The report shall also include any additional project-specific avoidance, minimization, and mitigation measure recommendations for the species. The City shall follow the recommendations identified in the report of findings.

If Delhi sands flower-loving fly is present in the ORSC site and Offsite Improvement Area and impacts to the species are unavoidable, then the City must initiate consultation with USFWS under either Section 7 or 10 of the federal ESA. If suitable habitat is identified in the ORSC site and Offsite Improvement Area, then the City of Ontario will continue to carry out the requirements of its MOA with IERCD to mitigate for loss of Delhi Sands flower-loving fly habitat. This MOA outlines the collection of Habitat Mitigation Fees by the City of Ontario that will be managed by a Land Trust for the acquisition, restoration, rehabilitation, and maintenance of lands selected by the Land Trust to have long-term conservation value for species such as Delhi Sands flower-loving fly. Up to 25-percent of the total Mitigation Fee collected may be used for the recovery of the Delhi Sands flower-loving fly.

BIO-8 Preconstruction Survey for Nesting Birds: If construction or other project activities are scheduled to occur during the nesting bird and raptor season (generally February 1 through August 31), a preconstruction nesting bird and raptor survey shall be conducted by a qualified avian biologist to ensure that active bird nests will not be disturbed or destroyed. The survey shall be completed no more than three days prior to initial ground disturbance. The nesting bird survey shall include the ORSC site and Offsite Improvement Area and adjacent areas where Project activities have the potential to affect active nests, either directly or indirectly, due to construction activity, noise, human activity, or ground disturbance.

If an active nest is identified, a qualified avian biologist shall establish an appropriately sized nondisturbance buffer around the nest using flagging or staking. Construction activities shall not occur within any non-disturbance buffer zones until the nest is deemed inactive by the qualified avian biologist. If initial ground-disturbing activities are scheduled during the nesting bird season, then a biological monitor shall be present during all vegetation removal activities to ensure no impacts to nesting birds occur.

BIO-9 Biological Resources Best Management Practices: The construction contractor(s) shall implement the following construction best management practices during ground disturbing activities:

- To prevent encroachment into areas immediately adjacent to the Cucamonga Creek Flood Control Channel, temporary fencing should be installed along the eastern perimeter of the ORSC site.

- Confine all work activities to a predetermined work area.

- To prevent inadvertent entrapment of wildlife during the construction phase of the ORSC, all excavated, steep-walled holes or trenches more than two feet deep shall be covered at the close of each working day by plywood or similar materials. If the trenches cannot be closed, one or more escape ramps constructed of earthen fill or wooden planks shall be installed. Before such holes or trenches are filled, they should be thoroughly inspected for trapped animals.

- Wildlife are often attracted to burrow- or den-like structures such as pipes and may enter stored pipes and become trapped or injured. To prevent wildlife use of these structures, construction pipes, culverts, or similar structures with a diameter of four inches or greater shall be capped while stored onsite.

- Food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of in securely closed containers and removed at least once a week from the construction site.

- Use of rodenticides and herbicides on the ORSC site shall be implemented in a manner that reduces the potential for primary or secondary poisoning of non-target species. This is necessary to prevent poisoning of non-target species, including special-status species, and the depletion of prey populations on which they depend. Use of such compounds shall observe label and other restrictions mandated by the USEPA, California Department of Food and Agriculture, and other state and federal legislation. If rodent control must be conducted, zinc phosphide shall be used because it has a proven lower risk to predatory wildlife.

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?

Summary of Certified EIR Finding: The Certified EIR concluded that no sensitive natural communities were identified and sparsely distributed individuals of mulefat and black willows, ranging from one to three individuals each, were documented in the Offsite Improvement Area for the sewer line in association with the areas mapped as Agriculture land use. Due to their small size and sparse nature, these individuals were not considered a sensitive natural community because they did not fit the classifications of a sensitive natural community according to the Manual of California Vegetation and by CDFW. As such, no impacts to sensitive natural communities would occur as a result of development of the Approved Project.

Discussion of Effects: The Project site is currently vacant and recently graded as part of the development of the Approved Project. 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's (USFWS) National Wetland Inventory (USFWS, 2025). Therefore, the Modified Project would not result in significant impacts to riparian habitat or other sensitive natural communities. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation 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?

Summary of Certified EIR Finding: The Certified EIR concluded that no aquatic resources were identified on the 199-acre ORSC site and potential aquatic resources were identified within the Offsite Improvement Area. Results of the Aquatic Resources Delineation Report determined that none of the collected samples met all three criteria needed to determine a wetland. Additionally, there were no features in the wetland delineation study area that met the current definition of Waters of the U.S. to be regulated by U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act. Moreover, although indirect impacts to the Cucamonga Creek Flood Control Channel due to runoff and erosion could occur, implementation of the best management practices (BMPs) would reduce indirect impacts to a less than significant level. Therefore, impacts with respect to jurisdictional waters would be less than significant.

Discussion of Effects: According to the USFWS's National Wetland Inventory, no wetland habitat is present on site (USFWS, 2025). Therefore, consistent with the findings of the Certified EIR, Project implementation would have no impact on these resources. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation 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?

Summary of Certified EIR Finding: The Certified EIR concluded that no wildlife corridors or linkages were present within the ORSC site and Offsite Improvement Area and no impacts to these resources were expected to occur as a result of development of the ORSC site and sewer alignment in the Offsite Improvement Area. Suitable bat roosting habitat was identified within the ORSC site and Offsite Improvement Area in the form of abandoned buildings and trees. Mitigation Measure BIO-5 required the preparation of a Bat Management Plan no less than one year prior to the commencement of construction activities. The Bat Management Plan would include the measures required to minimize impacts to roosting based on the identified habitat in the ORSC site and Offsite Improvement Area. Additionally, Mitigation Measure BIO-6 outlined the procedures necessary to reduce impacts to roosting bats with respect to tree removals. With the implementation of these mitigation measures impacts associated with roosting bat nursery sites would be reduce to a less than significant level.

Discussion of Effects: No surface water bodies; streams or waterways occur on the Project site. The Project site does not provide nursery sites for wildlife, nor is it conducive to function as a corridor for migratory wildlife. All building and structures associated with the dairy farm has been demolished and there are currently no vegetation or trees onsite. Therefore, no impact related to wildlife movement would occur. However, Mitigation Measure BIO-5 and BIO-6 would continue to be applicable to the Modified Project. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

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

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?

Summary of Certified EIR Finding: The Certified EIR concluded that the Approved Project would be required to pay the City's habitat mitigation fee, which was established to cover potential environmental impacts to burrowing owl, DSFLF, raptor foraging, loss of open space, and agricultural lands. Additionally, the ORSC site did not contain any tree species protected under Section 6.05.020, Tree Preservation Policy and Protection Measures, of the Ontario Development Code and was not located within the boundaries of a Habitat Conservation Plan or Natural Communities Conservation Plan. Therefore, impacts would be less than significant.

Discussion of Effects: As discussed previously, the Project site has been recently graded as part of the Approved Project and there is no vegetation or trees existing onsite. Therefore, the Modified Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and impacts would be less than significant. Moreover, the Project site is not part of an adopted HCP, NCCP or other approved habitat conservation plan (CDFW, 2023). As a result, no adverse environmental impacts are anticipated. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation 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?

Summary of Certified EIR Finding: The Certified EIR concluded that previous evaluations of buildings and structures on the ORSC site identified four historic period resources, three of which were at 9381 Riverside Drive (P-36-13241 through P-36-13243) and one at 13165 Ontario Avenue (P-36-13244). The previous resource evaluations determined that Resource P-36-13244 was not eligible for listing in the National Register of Historic Places (NRHP)/California Register of Historical Resources (CRHR) and did not meet the City's Historic Context criteria for local significance. An updated Architectural Evaluation for the buildings/structures at 9381 Riverside Drive was conducted and determined that the 9381 Riverside Drive did not meet NRHP or CRHR eligibility criteria or the City's historic landmark designation. Therefore, impacts to historical resources would be less than significant.

Discussion of Effects: According to the Certified EIR, the previous 2016 Phase II evaluation for the Armstrong Ranch Specific Plan included portions of the Project site (9309 Ontario Avenue) and determined that the structure associated with the abandoned dairy farm does not appear eligible for the NRHP or the CRHR or meet the Historic Context criteria for local significance. Moreover, under existing conditions, the site has now been graded and the dairy farm is no longer present on the Project site. Therefore, the Modified Project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5, and no impacts

would occur. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

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

Summary of Certified EIR Finding: The Certified EIR concluded the records search at the South-Central Coastal Information Center (SSCIC) determined that there were no Archaeological Determinations of Eligibility (i.e., archaeological resources assessed by the Office of Historic Preservation with respect to National Register eligibility) in the ORSC site. Additionally, according to the Native American Heritage Commission's (NAHC's) Sacred Land Files (SLF) record search, no tribal resources were found on the ORSC site. Although there were no current known archaeological resources in the ORSC site, the areas that had not been surveyed or studied and could contain archaeological resources. Mitigation Measure CUL-1 would ensure the preservation and curation of archeological resources if uncovered during ground-disturbing activities of the ORSC site and sewer alignment (Offsite Improvement Area). Implementation of Mitigation Measure CUL-1 would ensure that impacts to archaeological resources are mitigated to less than significant levels.

Discussion of Effects: Under existing conditions, the site is vacant and has been graded. While no adverse impacts to archeological resources are anticipated at this site due to its extent of prior ground disturbance, the presence of previously undiscovered subsurface archaeological resources on the Project site remains possible, and these resources could be affected by ground-disturbing activities associated with construction at the site. As a result, consistent with the findings of the Certified EIR, Mitigation Measure CUL-1 would be implemented to ensure the proper treatment of significant archaeological resources should they be encountered during ground-disturbing construction activities in native soil. Therefore, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required. The following mitigation measure from the Certified EIR is applicable to the Modified Project:

CUL-1 Prior to the start of construction, the Project Proponent shall retain a qualified professional archaeologist to monitor all ground-disturbing activities associated with construction of the ORSC site and Offsite Improvement Area. Monitoring is not required for placement of equipment or fill inside excavations that were monitored, above-ground construction activities, or redistribution of soils that were previously monitored (such as the return of stockpiles to use in backfilling). The Monitoring Archaeologist shall meet or work under the direct supervision of someone meeting the Secretary of the Interior's professional qualifications standards for prehistoric and historic archaeology. The archaeologist shall be present at a pregrading meeting(s), establish procedures for archeological resource monitoring during grading and construction, and establish, in conjunction with the City, procedures to temporarily halt or redirect all work to allow the sampling, identification, and evaluation of all resources as that are encountered by the archaeologist. If archeological features are discovered, the archeologist shall report such findings to the Ontario

Planning Director. If the archeological resources are found to be significant, the archeologist shall determine the appropriate actions, in conjunction with the City, that shall be taken for exploration and/or salvage in compliance with CEQA standards.

c. Disturb any human remains, including those interred outside of dedicated cemeteries?

Summary of Certified EIR Finding: The Certified EIR concluded the Approved Project would require demolition, ground clearing, excavation, grading, and other construction activities, in order to accommodate the proposed improvements onsite and offsite sewer improvements. In the unlikely event soil-disturbing activities associated with the Approved Project could result in the discovery of human remains, compliance with existing law including California Health and Safety Code, Section 7050.5; CEQA Section 15064.5; and PRC Section 5097.98 would ensure that significant impacts to human remains would not occur. Therefore, impacts to human remains would be less than significant.

Discussion of Effects: The Project is in an area that has been previously disturbed by the development of the ORSC. The possibility of uncovering human remains during Project-related grading activities is remote due to fact that the recent demolition and grading activities of the site has substantially disturbed the subsurface of the site. Thus, human remains are not expected to be encountered during any construction activities. However, as concluded in the Certified EIR, in the unlikely event that human remains are discovered, existing regulations, including the California Public Resources Code Section 5097.98 and California Health and Safety Code Section 7050.5, would afford protection for human remains discovered during redevelopment activities including but not limited to demolition, site preparation and grading, infrastructure installation, and other ground-disturbing activities. Furthermore, standards have been imposed on the Modified Project that in the event of unanticipated discoveries of human remains are identified during excavation and 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. Consistent with the findings of the Certified EIR, mandatory compliance with these requirements would ensure that no significant impacts associated with the discovery of human remains would occur. Therefore, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

6. ENERGY. Would the project:

The analysis in this section is based on the *Air Quality and Greenhouse Gas Emissions Technical Memorandum for Hotel Ontario Aloft + Residence Inn Project* prepared by PlaceWorks, Inc. (PlaceWorks) dated November 17, 2025. This report is provided in its entirety as Appendix A of this Addendum.

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Summary of Certified EIR Finding: The Certified EIR concluded that construction of the Approved Project would result in minimal electricity and no natural gas usage during construction activities. Additionally, demands for energy associated with transportation fuels would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel or gasoline. The construction contractors would be required to minimize nonessential idling of construction equipment in

accordance with the 13 CCR, Article 4.8, Chapter 9, Section 2449. Such required practices would limit wasteful and unnecessary energy consumption. Therefore, the Approved Project would not result in wasteful, inefficient, or unnecessary consumption of fuel use during construction.

Operation of the Approved Project would create demand for electricity and natural gas for building energy use and demand for electricity, compressed natural gas, diesel, and gasoline for vehicle transportation. Regulatory compliance (e.g., Building Energy Efficiency Standards, CALGreen, Renewables Portfolio Standard [RPS], and Corporate Average Fuel Economy [CAFÉ] standards) would increase building energy efficiency and vehicle fuel efficiency and reduce building energy demand and transportation-related fuel usage. Additionally, the ORSC site would include design features pursuant to the applicable energy efficiency requirements in effect at the time the respective building undergoes permitting, encourage active transportation, and incorporate renewable energy generation that will contribute to minimizing building and transportation-related energy demands overall and demands on nonrenewable sources of energy. Therefore, implementation of the Approved Project would not result in inefficient, wasteful, or unnecessary energy consumption and impacts would be less than significant.

Discussion of Effects:

Construction Impacts

The Modified Project would result in less building square footage constructed than under the Approved Project. Energy consumption during construction activities under the Modified Project would therefore be similar or less than that of the Approved Project. Electricity and fuel resources would be consumed temporarily during construction activities. For example, electric-powered construction equipment could include hand tools (e.g., power drills, table saws) and lighting. Natural gas or other types of fuel would be used for construction vehicles and equipment. Use of such equipment would be considered necessary for the construction of the Modified Project, and all construction equipment would cease operating upon completion of Project construction. Furthermore, to limit wasteful and unnecessary energy consumption, construction contractors would be required to minimize nonessential idling of construction equipment during construction, in accordance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9.

Overall, energy consumption during construction under the Modified Project would be similar to that of the Approved Project; the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Operational Impacts

Building Energy: Electricity and Natural Gas

Operation of the Modified Project would generate new demand for electricity (e.g., appliances and cooling), natural gas (e.g., cooking and heating), and transportation energy.

The proposed electricity and natural gas consumption from operation under the Modified Project is shown in Table 6-1, *Operation-Related Building Energy Consumption*. Though the Modified Project would generate additional energy demand at the site, it would be similar to the energy demand for PAs 2 through 4 of the Approved Project. Like the Approved Project, the Modified Project would also be required to comply with the applicable Building Energy Efficiency Standards and CALGreen requirements. Compliance with the current Building Energy Efficiency Standards and CALGreen would be consistent with the goals outlined in Appendix F of the CEQA Guidelines, as the Modified Project would promote the use of renewable energy and decrease

reliance on fossil fuels to meet the energy demands of the Modified Project. Additionally, the Modified Project would be required to implement Mitigation Measures AQ-2, GHG-1, GHG-2, and GHG-3, which would decrease natural gas usage under the Modified Project and promote on-site renewable energy generation.

In addition to the proposed building energy efficiency, Southern California Edison is required to comply with the State's RPS, which mandates utilities to procure a certain proportion of electricity from eligible renewable and carbon-free sources and increasing the proportion through the coming years, with an ultimate procurement requirement of 100 percent by 2045. The RPS requirements would support use of electricity by the Modified Project that is generated from renewable or carbon-free sources. Overall, the Modified Project would generally be consistent with the goals outlined in Appendix F of the CEQA Guidelines regarding increasing energy efficiency, decreasing reliance on fossil fuels, and increasing renewable energy sources. Because the Modified Project would comply with these regulations, it would not result in wasteful, inefficient, or unnecessary energy demands.

Therefore, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Table 6-1 Operation-Related Building Energy Consumption

Land Use[1]	Electricity (kWh/year)	Natural Gas (kBTU/year)
Approved Project		
PAs 2 through 4	3,500,028	3,152,123
Total ORSC Emissions	17,338,246	12,359,271
Modified Project		
PAs 2 through 4	3,678,327	6,107,068
Net Change (Modified Project minus Approved Project, PAs 2 through 4)	178,299	2,954,945
Percent Increase Under Modified Project	**1%**	**24%**

Source: (PlaceWorks, 2025a, Table 9)

Transportation Energy

The Modified Project would result in the consumption of transportation energy during operation from the use of motor vehicles associated with employees and visitors to the site, in addition to truck deliveries for the commercial uses. When compared to the Approved Project, the Modified Project involves similar land uses and would generate similar types of trips to the Project site. Additionally, as demonstrated in Table 6-2, the number of trips under the Modified Project would be similar to those under the Approved Project. As shown in Table 6-2, *Average Daily Trip Generation Comparison for the Approved and Modified Project*, the Modified Project would result in an increase in trips during the scenarios modeled for events on Saturdays, but would result in a decrease in trips during the weekday scenario.

Table 6-2 *Average Daily Trip Generation Comparison for the Approved and Modified Project*

	Weekday with Stadium Event	Saturday with Tournament (No Baseball Stadium Event)	Saturday with Baseball Stadium Event (No Tournaments)
Approved Project	8,060	8,035	8,035
Modified Project	7,638	8,149	8,149
Difference	-422 (-5.2%)	114 (1.4%)	144 (1.4%)

Source: (PlaceWorks, 2025a, Table 10)

Additionally, compliance with Mitigation Measure GHG-3 would require the installation of electric vehicle charging above the mandatory amount, allowing for increased electric vehicle charging under the Proposed Project. Compliance with Mitigation Measure TRAF-1 would help to decrease VMT and associated vehicle fuel consumption associated with the Modified Project.

Moreover, the general fuel efficiency of vehicles with each passing year would improve on average. The improvement in fuel efficiency would be attributable to the statewide fuel reduction strategies and regulatory compliances (e.g., CAFE standards), resulting in new cars that are more fuel efficient and the attrition of older, less fuel-efficient vehicles. The CAFE standards are not directly applicable to land use development projects, but to car manufacturers. Thus, neither the Modified Project nor the City has direct control of the fuel efficiency of vehicles that are manufactured and available. However, compliance with the CAFE standards by car manufacturers would ensure that vehicles produced in future years have greater fuel efficiency and would generally result in an overall benefit of reducing fuel usage by providing the population of the Project site's region more fuel-efficient vehicle options. In addition, because electricity generated in California is required to meet the increasing renewable energy mix requirements under the State's RPS, a greater and greater share of electricity consumed for transportation energy demand under the Modified Project would be sourced from renewable energy sources rather than fossil fuels.

Therefore, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Summary of Certified EIR Finding: The Certified EIR concluded that the California RPS program requirements do not directly apply to individual development projects, but to utilities and energy providers such as SCE, whose compliance with RPS requirements would contribute to the State of California objective of transitioning to renewable energy. Additionally, as discussed in the GHG section of the Certified EIR, the Approved Project would be generally considered consistent with the City's Community Climate Action Plan (CCAP) and consistent with its energy efficiency and renewable energy strategies. Therefore, the Approved Project would be consistent with the California RPS program and the City's CCAP, and impacts would be less than significant.

Discussion of Effects: The following evaluates consistency of the Modified Project with California's Renewables Portfolio Standard program and the Ontario CCAP.

California RPS Program

The State's electricity grid is transitioning to renewable energy under California's Renewable Energy Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. Electricity production from renewable sources is generally considered carbon neutral. Executive Order S-14-08, signed in November 2008, expanded the State's RPS to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (Senate Bill [SB] X1-2). SB 350 (de Leon) was signed into law September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

On September 10, 2018, Governor Brown signed SB 100, which supersedes the SB 350 requirements. Under SB 100, the RPS for public-owned facilities and retail sellers consist of 44 percent renewable energy by 2024, 50 percent by 2026, 52 percent by 2027, and 60 percent by 2030. The bill also established a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Additionally, SB 1020 adds interim targets to the SB 100 framework to require renewable energy and zero-carbon resources to supply 90 percent of all retail electricity sales by 2035 and 95 percent of all retail electricity sales by 2040. Under SB 100 and SB 1020, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

The Statewide RPS goal is not directly applicable to individual development projects, but to utilities and energy providers such as SCE, which is the utility that would provide all of electricity needs for the Modified Project. Compliance of SCE in meeting the RPS goals would ensure the State is meeting its objective in transitioning to renewable energy. In addition, the Modified Project would be required to comply with the applicable Building Energy Efficiency Standards and implement the requirements under Mitigation Measures AQ-2 and GHG-1 through GHG-3, which would contribute to increasing energy efficiency and renewable energy use under the Modified Project.

Therefore, implementation of the Modified Project would not conflict with or obstruct implementation of California's RPS Program.

Ontario CCAP

The City of Ontario adopted the CCAP to implement a plan to reduce GHG emissions to achieve SB 32 emission reduction targets by year 2030 and additional reductions beyond year 2030. While the CCAP's primary focus is reducing community-wide GHG emissions, a main strategy in the plan relates to improving energy efficiency, reducing fossil fuel energy consumption, and promoting renewable energy consumption in its place. The Certified EIR concluded that the Approved Project would generally be considered consistent with the City's CCAP and its energy efficiency and renewable energy strategies, as shown in Table 5.8-7 of the Certified EIR. Like the Approved Project, the Modified Project would comply with these CCAP strategies and implement mitigation measures that further increase energy efficiency and renewable energy generation.

Similar to the Approved Project, the Modified Project would be required to comply with the California Building Standards Code, including the Building Energy Efficiency Standards in Part 6, that is in effect at the time that each proposed structure is designed. Currently, the 2022 Building Energy Efficiency Standards require that new structures of specified occupancy types either include rooftop solar systems or be designed in such a way they achieve the same energy efficiency as if solar were included. The Modified Project would also receive the benefits of the

ORSC's pedestrian and active transportation improvements throughout and adjacent to the ORSC site, such as sidewalks and bicycle lanes, that would reduce VMT and transportation fuel consumption. Moreover, the Modified Project would comply with applicable water efficiency standards in CALGreen to reduce the amount of water and electricity consumed for treatment and transport during operation. These features support the Modified Project's consistency with the Ontario CCAP strategies that are focused on energy efficiency and renewable energy. Therefore, the Modified Project would be consistent with the Ontario CCAP, and impacts would remain less than significant.

Therefore, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

7. 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.

ii. Strong seismic ground shaking?

iii. Seismic-related ground failure, including liquefaction?

iv. Landslides?

Summary of Certified EIR Finding: The Certified EIR concluded that the ORSC site was not within any Alquist-Priolo Earthquake Fault Zone and the potential for surface rupture at the site was considered remote. Additionally, compliance with the standards of the California Building Code (CBC) and Ontario Municipal Code to ensure that structures designed for human occupancy would meet earthquake resistance standards and reduce impacts from seismic ground shaking to a less than significant level. Due to the depth to groundwater on the site and its vicinity (approximately 190 feet below the existing ground surface), the potential for liquefaction based on the existing conditions was low and impacts with respect to liquefaction hazards would be less than significant. Furthermore, according the California Geological Survey's Deep-Seated Landslide Susceptibility Map, the ORSC site was in an area of low landslide hazard susceptibility and impacts would be less than significant.

Discussion of Effects: Ground rupture is the visible offset of the ground surface when an earthquake rupture along a fault affects the Earth's surface. Southern California, including the City of Ontario, is subject to the effects of seismic activity due to the active faults that traverse the area. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated Alquist-Priolo Earthquake Fault Zone. As shown in Figure S-01, Regional Faults and Fault Zones, of the TOP 2050, the Project site is not located with an Alquist-Priolo Earthquake Fault Zone (City of Ontario, 2022a). Fault rupture would not occur on the Project site since no active faults cross the Project site, and no impacts would occur.

Southern California is a seismically active area and properties in the City of Ontario, including the Project site, are subject to periodic ground shaking and other effects from earthquake activity along nearby regional faults. The Project site is not at an increased risk relative to the surrounding areas. Consistent with the findings in the Certified EIR, Project-related structures and buildings would be required to be designed and built-in compliance with the CBC (California Code of Regulations, Title 24, Part 2), which contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the probable strength of ground motion, the Ontario Municipal Code, and all other ordinances adopted by the City related to construction and safety. Therefore, as structures would be designed to meet or exceed CBC standards for earthquake resistance, the Modified Project would not create significant impacts related to seismic ground shaking, and impacts would be less than significant.

Seismic-related ground failure includes, but is not limited to, liquefaction. Liquefaction is a seismic phenomenon in which loose, saturated, granular soils behave similarly to fluids when subject to high intensity seismic events. Liquefaction occurs when three general conditions coexist: 1) shallow groundwater, 2) low-density non-cohesive (granular) soils and 3) high-intensity ground motion. According to the Department of Conservation and Certified EIR, the Project site is not located within an area of shallow groundwater or liquefaction zone (CDC, 2025). Therefore, consistent with the findings in the Certified EIR, the Modified Project does not have the potential to expose people or structures to seismic-related liquefaction, and impacts would be less than significant.

Slope failures in the form of landslides are common during strong seismic shaking in areas of steep hills. The Project site and surrounding area are generally flat with no significant slopes and is not located within a landslide zone (CDC, 2025). Therefore, impacts related to landslides would be less than significant. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

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

Summary of Certified EIR Finding: The Certified EIR analyzed thresholds b, c, and d together and concluded that the Approved Project would involve the grading the 199-acre site to remove or relocate the organic matter associated with historical dairy operations on the site in addition to off-site construction on surrounding roadways. Trenching, grading, and compacting associated with the construction of buildings; the modification, construction, and relocation of underground utility lines; and installation of landscaping and construction of hardscape could expose on-site soil to wind and water erosion during construction activities. According to the NRCS Web Soil Survey, the ORSC site had a medium to high susceptibility to soil erosion. However, compliance with the CBC and Ontario Municipal Code and review of grading plans by the City Engineer would ensure impacts related to erosion would be less than significant.

Discussion of Effects: Erosion is the movement of rock and soil from place to place. Erosion occurs naturally by agents such as wind and flowing water; however, grading and construction activities can greatly increase erosion if effective erosion control measures are not used. Common means of soil erosion from construction sites include water, wind, and being tracked offsite by vehicles. The Project site is currently graded and contain exposed soils; however, consistent with the findings in the Certified EIR, the Modified Project would be required to comply with the CBC and Ontario Municipal Code to ensure impact related to erosion would be less than significant.

Moreover, the State Water Resources Control Board (SWRCB) Order No. 2009-0009-DWQ (General Construction Permit) contains water quality standards and stormwater discharge requirements that apply to construction projects of one acre or more. The General Construction Permit was issued pursuant to the National Pollutant Discharge Elimination System (NPDES) regulations for implementing part of the federal Clean Water Act. The General Construction Permit requires preparation of a SWPPP that identifies the sources of pollution that may affect the quality of stormwater discharges and describes and ensures the implementation of BMPs to reduce the pollutants, including silt and soil, in construction stormwater discharges. Examples of BMPs that are commonly included in SWPPPs are shown in Table 7-1, below.

Table 7-1 Examples of Construction-Phase Stormwater Pollution Prevention BMPs

Category	Goal	Sample Measures
Erosion Controls	Prevent soil particles from being detached from the ground surface and transported in runoff	Preserving existing vegetation; soil binders; geotextiles and mats
Sediment controls	Filter out soil particles that have entered runoff	Barriers such as slit fences and gravel bag berms; and street sweeping
Tracking Controls	Prevent soil from being tracked offsite by vehicles	Stabilized construction roadways and entrances/exits
Wind Erosion Control	Prevent soil from being transported offsite by wind	Similar to erosion controls above
Non-stormwater Management	Prevent discharges of soil from site by means other than runoff and wind	BMPs regulating various construction practices; water conservation
Waste and Materials Management	Prevent release of waste materials into storm discharges	BMPs regulating storage and handling of materials and wastes

The Modified Project will be required to comply with the NPDES permit by preparing and implementing a SWPPP specifying BMPs for minimizing pollution of stormwater with soil and sediment during Project construction. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from Project-related site preparation and construction activities. Therefore, compliance to all applicable regulations related to soil erosion would ensure no significant erosion impacts would occur. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

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?

Summary of Certified EIR Finding: The Certified EIR concluded that the ORSC site could expose persons or structures to potentially significant hazards from compressible soils and the 2023 geotechnical study recommended that prior to placement of compacted fills, all nonengineered fills and loose, porous, or compressible soils be removed down to competent ground. Therefore, compliance with the CBC and Ontario Municipal Code, in addition to review of grading plans by the City Engineer and incorporation of recommendations from the project geotechnical investigations, would ensure no significant impacts would occur.

According to the NRCS web soil survey, an approximately 52-acre portion of the site was underlain by Hilmar loamy fine sand has a high corrosion potential for steel. The remaining portion of the site was underlain by Delhi fine sand has a low corrosion potential. The 2015 study and 2023 study provided recommendations to correct and reduce existing on-site soils and geotechnical conditions of the ORSC site, including protecting pipes by utilizing coatings and using clean backfills and a cathodic protections system. The incorporation of these recommendations in addition to compliance with the CBC and review from the City Engineer would ensure that impacts related to corrosive soils are less than significant.

Due to the depth of groundwater (approximately 190 feet below the existing ground surface) and the low moisture level of the soil, the potential for lateral spreading on the site was considered low. Moreover, there was a potential for subsidence in the Ontario area due to groundwater pumping and extraction from the Chino Basin. It was anticipated that if subsidence due to groundwater extraction were to occur, it would affect the entire region and not result in significant differential settlement across the site. Additionally, the 2023 study reported that soils at the ORSC site had a subsidence factor of 0.15 foot and noted that the degree to which fill soils were compacted may require adjustments in grades near the completion of grading to balance the earthwork. The incorporation of the recommendations from the studies of the remaining portions of the ORSC site would ensure that impacts regarding lateral spreading and subsidence for the ORSC site to be less than significant.

Discussion of Effects: As stated previously under Response 7.a, the Project site is not susceptible to landslides or liquefaction. As concluded in the Certified EIR, there is potential for other geologic hazards on the Project site, including compressible soils, corrosion, and subsidence. However, Project-related structures would be required to be designed and built-in compliance with the CBC and the Ontario Municipal code, which requires the Modified Project to implement the recommendations of the site-specific geotechnical investigation. Consistent with the findings in the Certified EIR, compliance with the CBC, Ontario Municipal Code, recommendations from geotechnical investigations, and City review of grading plans would ensure that impacts would be less than significant. Therefore, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation 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?

Summary of Certified EIR Finding: The Certified EIR concluded that 2015 geotechnical study determined that the soils on the studied portion of the ORSC site had a low to medium expansion potential while the 2023 study determined that soils at the ORSC site had a very low expansion classification. Additionally, the 2023 study recommended that potential expansive properties of the soils be reassessed and verified at the completion of rough grading. With the compliance to the CBC and Ontario Municipal Code and recommendations of the respective geotechnical investigations and City Engineer, impacts associated with expansive soils would be reduced to a less than significant level.

Discussion of Effects: Expansive soils are defined as soils possessing clay particles that react to moisture changes by shrinking or swelling. As discussed previously, soils at the Project site have a very low expansion classification. Consistent with the findings of the Certified EIR, the Modified Product would be required to comply with the CBC, Ontario Municipal Code and recommendations of the respective geotechnical investigation to ensure no adverse impacts

related to expansive soils would occur. Therefore, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation 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?

Summary of Certified EIR Finding: The Certified EIR concluded that the Approved Project would not include septic systems and include installation of new sewer infrastructure connecting to the public sewer system that serves the City. Therefore, no impacts related to septic tanks would occur.

Discussion of Effects: No septic tanks will be used as part of the Modified Project. The Project would connect to the existing wastewater disposal system. Accordingly, consistent with the findings of the Certified EIR, no impact would occur. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Summary of Certified EIR Finding: The Certified EIR concluded that records search through the Western Science Center in Hemet produced no results for fossil localities within the ORSC site and Offsite Improvement Area or within a one-mile radius of the area. However, deep excavations at approximately 5 to 10 feet below ground surface in soil types below the Holocene alluvium deposits could impact paleontological resources. Mitigation Measure GS-1 would require preparation of a Paleontological Resources Mitigation and Monitoring Plan (PRMMP) and Mitigation Measure GS-2 would require an archeological/paleontological resources monitor onsite during excavation activities that exceed a depth of 10 feet below the ground surface. Mitigation Measure GS-3 also provides additional procedure in the event of fossil discovery. Therefore, with the implementation of Mitigation Measures GS-1 through GS-3, potential impacts to paleontological resources would be reduced to a level that is less than significant.

Discussion of Effects: The Project has been graded as part of the Approved Project; therefore, the potential to discover paleontological resources would be low. However, in an event of unanticipated discovery, the Modified Project would be required to implement Mitigation Measures GS-1 through GS-3 to ensure construction activities will not continue or will be moved to other parts of the Project site and a qualified paleontologist shall be contacted to determine the significance of these resources in the event unanticipated paleontological resources are identified during excavation. Consistent with the findings of the Certified EIR, With the implementation of Mitigation Measures GS-1 through GS-3, impacts to paleontological resources would be less than significant. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required. The following mitigation measures from the Certified EIR are applicable to the Modified Project:

GS-1 Prior to grading, a Paleontological Resources Mitigation and Monitoring Plan (PRMMP) shall be prepared by a Qualified Paleontologist meeting the standards of Society of Vertebrate Paleontology (2010). The PRMMP shall discuss the laws and regulations for the protection of paleontological resources, the significance of fossils, and protocol to follow in case a discovery is made. The PRMMP shall also outline the duties of paleontological monitoring onsite, including the salvaging and preparation of fossils and the final submission of all paleontological resources to an accredited museum or facility for curation.

GS-2 During excavations exceeding depth of approximately 5 to 10 feet below ground surface, a qualified paleontological monitor shall be present during construction activities to spot check the sediments and depths of excavations to determine the geologic units encountered. If paleontological resources are discovered, full-time monitoring shall be required during grading, as identified in the Paleontological Resources Monitoring and Mitigation Plan.

GS-3 In the event of any fossil discovery, regardless of depth or geologic formation, construction work shall halt within a 50-foot radius of the find until its significance can be determined by a qualified paleontologist. Significant fossils shall be recovered, prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility in accordance with the standards of the Society of Vertebrate Paleontology (2010). A regional repository shall be identified by the City Council and a curatorial arrangement shall be signed prior to collection of the fossils.

8. GREENHOUSE GAS EMISSIONS. Would the project:

The analysis in this section is based on *the Air Quality and Greenhouse Gas Emissions Technical Memorandum for Hotel Ontario Aloft + Residence Inn Project* prepared by PlaceWorks, Inc. (PlaceWorks) dated November 17, 2025. This report is provided in its entirety as Appendix A of this Addendum.

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

Summary of Certified EIR Finding: The Certified EIR concluded that the City has identified a no net increase threshold of zero and the Approved Project would generate approximately 21,777 $MTCO_2e$ annually. Mitigation Measure TRAF-1 requires implementation of transportation demand management (TDM) measures, such as pedestrian and active transportation improvements, to reduce VMT. Nonetheless, the vehicle fuel source, vehicle fuel efficiency, and travel mode for visitors are largely outside of the control of the ORSC, hence, no additional mitigation would be feasible to reduce vehicle-related emissions. The second-largest emissions source, energy consumption, results from electricity use and the consumption of natural gas on-site. Therefore, Mitigation Measure GHG-1 is required to reduce all on-site natural gas consumption by requiring all uses that do not include commercial cooking appliances to be designed as all-electric, precluding the installation and use of gas fueled appliances that are not necessary for commercial cooking activities. In addition, Mitigation Measure GHG-2 would be required to ensure that electricity is generated on-site from renewable sources to the extent feasible. These mitigation measures would reduce emissions to the extent feasible. However, the ORSC emissions

would still exceed the no net increase GHG emissions threshold. Therefore, impacts would be significant and unavoidable.

Discussion of Effects:

Construction Impacts

Because the Modified Project would involve a decrease in the overall building square footage across PA 2 through PA 4, equipment use during construction of the Modified Project would be similar to or less than what was identified for PA 2 through PA 4 of the Approved Project. This would result in similar if not fewer construction GHG emissions generated for the Proposed Project when compared to the Approved Project. The Certified EIR noted that the South Coast AQMD does not have an adopted threshold for construction GHG emissions. Therefore, determination of significance for GHG emissions impacts in the Certified EIR was limited to those under operation of the Approved Project. The South Coast AQMD recommends that average annual construction emissions be amortized over 30 years and added to operational emissions to account for temporary GHG emissions from construction phases (South Coast AQMD 2009) However, because construction equipment use and subsequent construction GHG emissions would be similar or decrease under the Modified Project, construction emissions from the Modified Project would not contribute to a net increase in total ORSC construction GHG emissions, and the evaluation of GHG emissions under the Modified Project is therefore limited to operational emissions.

Operational Impacts

The Certified EIR assessed the emissions of the Approved Project against a zero net increase threshold, consistent with the State's carbon neutrality goals under AB 1279. Under this threshold, the Modified Project in combination with the Approved Project would have a significant impact with respect to GHG emissions if its total emissions would exceed the no net increase threshold utilized in the Certified EIR. The Modified Project's operation-phase GHG emissions compared to the Approved Project are shown in Table 8-1, *Project-Related Operation GHG Emissions*. As shown below, implementation of the Modified Project would not result in an increase in GHG emissions compared to what was analyzed in the Certified EIR primarily due to mobile source emissions (e.g., privately owned vehicles from visitors and employees traveling to the project site) which are not under the control of the City or Project Applicant. However, as shown in Table 8, the increase in operational GHG emissions resulting from the Modified Project would constitute an increase of an estimated 468 MT CO2e per year, or an increase in total ORSC emissions by approximately 2.1 percent. Therefore, the significant GHG effect identified in the Certified EIR would not be substantially more severe with implementation of the Modified Project. The Modified Project's compliance with the Ontario CCAP efficiency threshold, as shown in Table 8, is discussed in Impact b, below.

As shown in Table 8-1, the Modified Project would result in a slight increase in GHG emissions when compared to the Approved Project, primarily due to the slight increase in vehicle trip generation and hotel building space energy needs, and impacts would remain significant and unavoidable. Nonetheless, operational GHG emissions would be reduced through compliance with Mitigation Measures GHG-1 through GHG-4 in addition to AQ-2, and TRAF-1. Mitigation Measures GHG-1 and GHG-2 require all-electric building design and on-site renewable energy systems and were incorporated under the Approved Project to address GHG emissions reductions. As discussed below in Response 8.b, Mitigation Measures GHG-3 and GHG-4 were incorporated to reduce impacts associated with consistency with the CARB 2022 Scoping Plan and the Ontario CCAP.

In addition to the requirements specific to projects in the ORSC, State emissions reductions requirements would also reduce emissions throughout the lifetime of the Modified Project. For example, the State's electricity grid is transitioning to renewable energy under California's RPS Program requirements, which is expanded by regulations such as SB 100. SB 100 established a landmark policy requiring renewable energy and zero-carbon resources supply 100 percent of electric retail sales by 2045. The statewide RPS goal is not directly applicable to individual development projects but to utilities and energy providers such as SCE, which is the utility that would provide all of electricity needs for the Modified Project. SCE's compliance with the RPS goals would support the State in meeting its objective in transitioning to renewable energy. These features and progress toward achieving RPS goals would help to reduce operational GHG emissions.

Therefore, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Table 8-1 Operation-Related Building Energy Consumption

Source	Project GHG Emissions ($MTCO_2e$/Year)
Approved Project	
PAs 2 through 4	9,265
Total ORSC Emissions[1]	21,777
Modified Project	
Mobile	8,347
Area	0
Energy	1,217
Water	36
Solid Waste	87
Refrigerants	46
Total Project Emissions	**9,732**
Net Change (Modified Project minus Approved Project, PAs 2 through 4)	**468**
Significant Increase?	**No**
Ontario CCAP Efficiency Threshold ($MTCO_2e$/2,500 square feet of conditioned building space)[2]	**8.84**
Proposed Project GHG Efficiency Threshold ($MTCO_2e$)[3]	**100.5**
Exceeds GHG Efficiency Threshold?	**Yes**

[1] Total emissions for all PAs of the ORSC as shown in Table 5.8-5 of the Certified EIR.
[2] Ontario CCAP efficiency threshold for non-residential buildings operational before 2030.
[3] Based on the total 242,144 square feet of proposed building space across PAs 2 through 4.
Source: (PlaceWorks, 2025a, Table 8)

Mitigation: No additional mitigation required. Mitigation Measures AQ-2, GHG-1 through GHG-4, and TRAF-1are applicable to the Modified Project.

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

Summary of Certified EIR Finding: The Certified EIR concluded that the ORSC would be potentially inconsistent plans adopted for the purpose of reduce GHG emissions, including CARB's 2022 Scoping Plan, Southern California Association of Governments' (SCAG's) Regional Transportation Plan/Sustainable Communities Strategy (SCS), and the City's CCAP. Implementation of Mitigation Measure GHG-4 would ensure that development projects within the ORSC are consistent with the City's CCAP. Additionally, implementation of the Mitigation Measures GHG-1 through GHG-3 as well as TRAF-1 would reduce impacts to the extent feasible. However, the ORSC would continue to result in a substantial increase in total VMT in the City, exceed the City's VMT threshold, and potentially be inconsistent with the VMT reduction goals in the Scoping Plan and SCS. Therefore, impacts would remain significant and unavoidable.

Discussion of Effects:

CARB Scoping Plan

The adopted 2022 CARB Scoping Plan is applicable to State agencies but is not directly applicable to cities/counties and individual projects (i.e., the Scoping Plan does not require the City to adopt policies, programs, or regulations to reduce GHG emissions). However, new regulations adopted by the State agencies outlined in the Scoping Plan result in GHG emissions reductions at the local level. As a result, local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape codes, and other statewide actions that affect a local jurisdiction's emissions inventory from the top down. Statewide strategies to reduce GHG emissions include the low-carbon fuel standard and changes in the corporate average fuel economy standards (e.g., Pavley I and Pavley California Advanced Clean Cars program). Like the Approved Project, the Modified Project would adhere to the programs and regulations identified by the Scoping Plan and implemented by State, regional, and local agencies to achieve the statewide GHG reduction goals of SB 32 and AB 1279. For example, new buildings under the Proposed Project would meet the current CALGreen and Building Energy Efficiency standards at the time they are constructed. Table 8-1 demonstrates that the Modified Project would result in a minor increase in GHG emissions when compared to the Approved Project; however, the Modified Project would incorporate Certified EIR Mitigation Measures GHG- 1, GHG-2, and GHG-3, and would therefore be consistent with the Scoping Plan objectives to demonstrate consistency with the State's long-term carbon neutrality goals.

Though Statewide efforts could provide downstream reductions at the local level, the 2022 Scoping Plan identifies three priority areas for local actions that would support and amplify the overall state efforts to reduce GHG emissions and achieve the long-term climate goals: 1) transportation electrification, 2) VMT reduction, and 3) building decarbonization. The Certified EIR incorporated Mitigation Measures GHG-1 and GHG-3 to ensure that projects under the ORSC would incorporate all-electric building design and EV charging infrastructure with the voluntary CALGreen Tier 2 standards, consistent with the first and third 2022 Scoping Plan priority areas. Because the Approved Project exceeded the City's VMT thresholds after incorporation of all feasible mitigation measures, the Certified EIR determined that the Approved Project would not be consistent with the second Scoping Plan priority area for VMT reduction. Compliance with Mitigation Measures GHG-1 and GHG-3 would ensure that the Modified Project is also consistent with the transportation electrification and building decarbonization priority areas. While the Modified Project would also comply with Mitigation Measure TRAF-1 to reduce VMT impacts and

would result in similar VMT when compared to the Approved Project, impacts would continue to remain significant and unavoidable with respect to compliance with the VMT reduction priority area. The Modified Project would not result in a new impact or a substantial increase in the severity of impacts when compared to the Certified EIR.

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

SCAG adopted the 2024-2050 RTP/SCS, Connect SoCal, in September 2024. Connect SoCal finds that land use strategies that focus on new housing and job growth in areas rich with destinations and mobility options would be consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in Connect SoCal is to plan for the southern California region to grow in more compact communities in transit priority areas and priority growth areas; provide neighborhoods with efficient and plentiful public transit; establish abundant and safe opportunities to walk, bike, and pursue other forms of active transportation; and preserve more of the region's remaining natural lands and farmlands. Connect SoCal's transportation projects help more efficiently distribute population, housing, and employment growth, and forecast development is generally consistent with regional-level general plan data to promote active transportation and reduce GHG emissions. The projected regional development, when integrated with the proposed regional transportation network in Connect SoCal, would reduce per-capita GHG emissions related to vehicular travel and achieve the GHG reduction per capita targets for the SCAG region.

Connect SoCal does not require that local general plans, proposed projects, or zoning be consistent with the SCS, but provides incentives for consistency to governments and developers. The Certified EIR concluded that because the Approved Project would not result in population growth and would incorporate VMT reduction strategies, the Approved Project would be consistent with Connect SoCal and impacts would be less than significant. The Modified Project would implement Mitigation Measure TRAF-1 and would result in similar impacts with respect to population growth.

Ontario CCAP

To ensure new development projects are consistent with the Ontario CCAP, the CCAP includes implementation of a development review process to reduce GHG emissions associated with new development. The development review process sets procedures for evaluating GHG impacts and determining significance for CEQA purposes by using the "Greenhouse Reduction Measures Screening Thresholds Tables" to mitigate project GHG emissions that exceed the threshold level. The screening tables provide a menu of options that both ensure implementation of the reduction strategies and flexibility for projects to reduce GHG emissions to levels that align with the City's reduction goals. The Certified EIR analyzed the Approved Project's consistency with the applicable strategies of the CCAP in Table 5.8-7, Ontario Regional Sports Complect Consistency with CCAP Strategies, of the Certified EIR. While the Approved Project was found to be consistent with the strategies in the CCAP, Mitigation Measure GHG-4 was incorporated to ensure that individual development projects in the ORSC would adhere to the measures in the CCAP. This mitigation measure requires projects in PAs 2 through 4 to either achieve a 100-point score under the CCAP's GHG performance standards (Table 6, "Screening Table for Implementing GHG Performance Standards for Commercial, Office, Medical, Hotel, Industrial, and Retail Development, 2030," of the CCAP) or demonstrate that annual emissions would not exceed the applicable GHG efficiency threshold.

For purposes of showing consistency with the Ontario CCAP and demonstrating compliance with Mitigation Measure GHG-4, a comparison of the Modified Project's emissions to the applicable efficiency threshold of the CCAP is shown in Table 8-1. The Modified Project is anticipated to become operational before 2030; therefore, the 8.84 $MTCO_2e$ per 2,500 square

feet of conditioned space efficiency metric was utilized to determine the Modified Project's consistency with the CCAP. As shown in Table 8-1, the Modified Project's emissions would exceed the 8.84 $MTCO_2e$ per year efficiency metric of the CCAP for nonresidential development projects, with an estimated efficiency of 100.5 $MTCO_2e$ per year per 2,500 square feet of conditioned space, which is principally the result of the Modified Project's mobile and energy-source GHG emissions. Therefore, the Modified Project will be required to achieve a 100-point score in the screening table of the CCAP (Table 6 of the CCAP) to show compliance with Mitigation Measure GHG-4.

Furthermore, like the Approved Project, the Modified Project would be consistent with all relevant strategies in the Ontario CCAP. The Modified Project would largely be subject to the same regulatory requirements as development in the rest of the ORSC, including requirements related to energy efficiency, transportation emissions reductions, offroad equipment emissions reductions, waste diversion, and water use efficiency. The Modified Project would also be required to comply with all applicable mitigation measures under the Approved Project that align with the strategies in the CCAP, including Mitigation Measures GHG-1, GHG-2, GHG-3, and TRAF-1. Thus, the Modified Project would not result in a new impact or substantial increase in the severity of impacts when compared to the Certified EIR with respect to consistency with the CCAP.

Therefore, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required. Mitigation Measures GHG-1, AQ-2, and TRAF-1a are applicable to the Modified Project. Additionally, the following mitigation measures from the Certified EIR are applicable to the Modified Project. Modification was made to Mitigation Measure GHG-4 to reflect edits for specifying the pathway of compliance outlined in the measure. Because the Modified Project's GHG emissions would exceed the applicable CCAP GHG efficiency threshold, the Modified Project would need a 100-point score on the CCAP's Table 6 screening table.

GHG-3 The City of Ontario shall require that the parking lots and parking structure install electric vehicle spaces in compliance with the voluntary Tier 2 standards under Section A5.106.5.3.2 of the Non-residential Voluntary Measures in the 2022 California Green Building Standards Code. All site plans submitted to the City of Ontario Planning Department shall illustrate compliance with Section A5.106.5.3.2.

GHG-4 The City of Ontario shall require applicants to design and construct buildings in Planning Areas 2, 3, and 4 to achieve a 100-point score with the 2022 Community Climate Action Plan (CCAP), Table 6, "Screening Table for Implementing GHG Performance Standards for Commercial, Office, Medical, Hotel, Industrial, and Retail Development, 2030." ~~Alternatively, the analysis of development projects can be done through emissions calculations to demonstrate equivalent reductions using CalEEMod or a similar tool. Projects that do not use the CCAP Screening Tables to demonstrate consistency with the 2022 CCAP must demonstrate that they will generate annual GHG emissions that do not exceed the following emission screening thresholds from the CCAP:~~

~~1. For residential development completed between 2020 and 2030, the~~

~~project shall not produce GHG emissions greater than 5.85 MTCO2e/dwelling unit.~~

~~2. For residential development completed after 2030, the project shall not produce GHG emissions greater than 1.53 MTCO2e/dwelling unit.~~

~~3. For nonresidential developments of all types completed between 2020 and 2030, the project shall not produce GHG emissions greater than 8.84 MTCO2e/2,500 square feet of conditioned space.~~

~~4. For nonresidential developments of all types completed after 2030, the project shall not produce GHG emissions greater than 3.61 MTCO2e/2,500 square feet of conditioned space.~~

~~For projects that include both residential and nonresidential space, the residential and nonresidential components must be assessed separately against their respective applicable thresholds.~~

9. 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?

Summary of Certified EIR Finding: The Certified EIR concluded that the handling, use, transport, and disposal of hazardous materials during the construction phase of the Approved Project would also comply with existing regulations of the Environmental Protection Agency (EPA), the San Bernardino County Environmental Health Division, Occupational Safety and Health Administration (OSHA), California Division of Occupational Safety and Health, and US Department of Transportation. Operation of the Approved Project may involve the routine storage and use of small quantities of commercially available hazardous materials for routine maintenance (e.g., paint, cleaning supplies, and fuel). The routine handling and use of hazardous materials by workers would be performed in accordance with OSHA regulations, which included training requirements for workers and a requirement that hazardous materials were accompanied by manufacturer's Safety Data Sheets. Compliance with these existing regulations would ensure that workers and nearby residents were protected from exposure to hazardous materials that may be transported, stored, or used on-site. Therefore, impacts would be less than significant.

Discussion of Effects: A significant impact may occur if a project would involve the use or disposal of hazardous materials as part of its routine operations, or would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. As demonstrated in the analysis below, the Modified Project would result in the same uses that were anticipated in the Certified EIR and would not result in a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Project Construction

General Construction Hazardous Waste

Heavy equipment (e.g., dozers, excavators, tractors) would operate on the subject

property during construction of the Modified Project. Heavy equipment is typically fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which is considered hazardous if improperly stored or handled. Also, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the Modified Project than would occur on any other similar construction site. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited requirements imposed by the EPA, OSHA, San Bernardino County Environmental Health Division, California Department of Toxic Substances Control (DTSC), South Coast AQMD, and Santa Ana Regional Water Quality Control Board (RWQCB). Consistent with the findings of the Certified EIR, with mandatory compliance with applicable hazardous materials regulations, the Modified Project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase.

Project Operation

The Modified Project includes the development of a hotel with commercial uses. Once constructed, the Modified Project would use hazardous materials primarily for maintenance activities, including for maintenance of the proposed building, swimming pool, and other site improvements. The uses proposed by the Modified Project typically do not present a hazard associated with the accidental release of hazardous substances into the environment because the future visitors and employees are not anticipated to use, store, dispose, or transport large volumes of hazardous materials. Hazardous substances associated with operations are typically limited in both amount and use such that they can be contained without impacting the environment. Routine maintenance activities for the Modified Project may include the storage and use of hazardous materials such as cleansers, solvents, pesticides, pool cleaning supplies, paint, fertilizers, and similar materials. No manufacturing, industrial, or other uses utilizing large amounts of hazardous materials would occur within the Project site. Typical use of household hazardous materials would not generally result in the transport, disposal, or release of hazardous materials in an amount that would create a significant hazard to the public or environment.

Operation of the Modified Project would be required to comply with all applicable federal, State, and local regulations to ensure the proper transport, use, and disposal of hazardous substances. Consistent with the findings of the Certified EIR, with mandatory regulatory compliance, potential hazardous materials impacts associated with long-term operation of the Modified Project is not expected to pose a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation 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?

Summary of Certified EIR Finding: The Certified EIR discussed thresholds b and d together and concluded that the Phase I Environmental Site Assessments (ESAs) conducted identified

Recognized Environmental Conditions (RECs) from the current and/or historical agricultural fields and dairy farm and livestock farming operations. Additionally, the ORSC site was listed in Hazardous Waste Tracking System (HWTS), Hazardous Waste Information System (HAZNET), CalEPA Regulated Site Portal (CERS), Enforcement Action Listing (ENF), California Integrated Water Quality System (CIWQS), National Pollutant Discharge Elimination System (NPDES), Exposure Model for Individuals (EMI), Facility Index System (FINDS), Statewide Environmental Evaluation and Planning System Underground Storage Tank (SWEEPS UST), San Bern. Co. Permit, and Hazardous Substance Storage Container (HIST UST), Facility Inventory Database for Underground Storage Tanks (CA FID UST), and San Bernardino County Permit databases for the generation of minor quantities of hazardous wastes, previous minor violations, various emissions, a 550-gallon diesel-fuel UST, and for having an active NPDES permit. Therefore, impacts regarding the release of and exposure to soil contaminants on the ORSC site would be potentially significant.

Mitigation Measure HAZ-1 would require additional review and testing of the ORSC site through Phase I and Phase II ESAs. Any contaminated media exceeding the applicable regulatory thresholds would be remediated in accordance with state and local agency requirements. This requirement would ensure that all RECs at the ORSC site are identified, documented, and remediated, as necessary or applicable. Mitigation Measure HAZ-1 would therefore reduce risks to human health and potential impacts of hazards and hazardous materials to less than significant. With the implementation of Mitigation Measure HAZ-1, impacts would be less than significant.

Discussion of Effects: The Project site is located within the 15 Dairy Farm LLC study area and the Certified EIR concluded that the Project site is included in the HWTS, San Bernardino County Permits, CIWQS, and FINDS databases. The Phase I ESA also recognized the USTs onsite as an environmental concern; however, it was concluded that it is not considered a REC because the UST did not have unauthorized releases.

Construction

During Project construction, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such that any materials released are appropriately contained and remediated as required by local, State, and federal law.

The Modified Project would comply with the requirements of applicable laws and regulations governing upsets and accidents including the requirements of the hazardous materials disclosure program, the California Accidental Release Prevention Program, the hazardous materials release response plans and inventory program, and California Health and Safety Code Section 25500. These requirements would ensure that all potentially hazardous materials are handled in an appropriate manner and would minimize the potential for upset and accident conditions. For example, all spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable State and local regulations for the cleanup and disposal of that contaminant. All contaminated waste would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility. As part of the demolition and grading that occurred on the Project site, Mitigation Measure HAZ-1 was completed and all contaminated soils and/or material encountered was disposed of at a regulated site and in accordance with applicable laws and regulations prior to the completion of grading to ensure no significant impacts related to the release of hazardous materials into the environment would

occur. Therefore, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Operation

Regulatory requirements pertaining to upsets and accidents following during the construction phase would also be implemented during the operational phase. As discussed previously, the Modified Project does not proposed uses that would include any components associated with the transport, use, or disposal of hazardous materials beyond those typical of a similar land use, which would be conducted in accordance with all applicable local, State, and federal regulations. General cleaning activities on-site that contain toxic substances are usually low in concentration and small in amount; therefore, there is no significant risk to humans or the environment from the use of such cleaning products. Therefore, with mandatory regulatory compliance, the Modified Project would not increase the potential for accident conditions which could result in the release of hazardous materials into the environment. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation 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?

Summary of Certified EIR Finding: The Certified EIR concluded that there were no schools within 0.25 miles; therefore no impacts would occur with respect to use and emission of hazardous materials near schools.

Discussion of Effects: The Project site is within 0.25 mile of the existing or proposed school. The closest school to the Project site is the Live Oak State Preschool School, located approximately 0.2 miles to the northeast of the Project site. As discussed under Response 10.a, with mandatory regulatory compliance, potential hazardous materials impacts associated with long-term operation of the Modified Project is not expected to pose a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials. Therefore, implementation of the Modified Project would not have the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation 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?

Summary of Certified EIR Finding: As discussed above, the Certified EIR concluded that the ORSC site was listed under various databased and additional review and testing would be required. Mitigation Measure HAZ-1 would ensure that all RECs at the ORSC site are identified, documented, and remediated, as necessary or applicable. With the implementation of Mitigation Measure HAZ-1, impacts would be less than significant.

Discussion of Effects: As discussed above under Response 9.b, the Project site is included HWTS, San Bernardino County Permits, CIWQS, and FINDS databases; however, the Project site does not contain any RECs, nor is the Project site affected by any off-site hazards or hazardous materials. Additionally, completion of Mitigation Measure HAZ-1 ensured the Modified Project would not create a significant hazard to the public or the environment. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required. Mitigation Measure HAZ-1 would be applicable to the Modified Project.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Summary of Certified EIR Finding: The Certified EIR concluded that the ORSC site was approximately 2.8 miles south of Ontario International Airport (ONT) and approximately 2.2 miles northeast of the Chino Airport. The site was within the Influence Areas of both airports but outside the Safety Zones and noise contours of both airports. The ORSC site was, however, within the FAA Height Notification Surface zone for ONT, which requires the FAA to be notified of any construction that would result in a structure that exceeds a 100:1 slope projecting 20,000 feet from the nearest ONT runway. Moreover, the Approved Project did not require FAA notification since the maximum height of the proposed structures does not conflict with the ONT airspace protection zones. A consistency determination analysis was completed by the City for submittal to ONT-IAC and found no conflicts with the airport safety zones. Therefore, impacts would be less than significant.

Discussion of Effects: As discussed above, the Project site is located within the ONT and Chino Airports Influence Area, but outside of the safety and noise contours. Additionally, previous consistency determination analysis determined no conflicts with the airport safety zones. Therefore, the Modified Project would not result in a safety hazard or excessive noise for people residing or working in the Project area. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Summary of Certified EIR Finding: The Certified EIR concluded that the Approved Project would be expected to increase the volume of vehicles leaving the site in event of an emergency, which could hinder traffic conditions and impede the ability of emergency vehicles to access the site. Mitigation Measure TRAF-2 would require a Parking and Event Traffic Management Plan (TMP) to ensure that traffic on weekends with major events, such as baseball game at the Minor League Baseball Stadium or tournaments and games held at the City park and indoor athletic facility building, would not impede emergency operations or local traffic. The TMP would also involve coordination with the Ontario Fire Department and Police Department to provide sufficient emergency access and traffic control on-site. Additionally, Mitigation Measure TRAF-3 required preparation and implementation of a construction management plan to ensure that construction activities do not interfere with emergency access. Therefore, with the implementation of Mitigation Measures TRAF-2 and TRAF-3, the Approved Project would not conflict with

implementation of emergency response or evacuation plans during construction or operation, and impacts would be less than significant.

Discussion of Effects: Construction of the Modified Project would be generally confined to the Project site and would not physically impair access to the site or the Project area. During both construction and long-term operation, the Modified Project would be required to maintain adequate emergency access for emergency vehicles as required by the City and the OFD. In addition, the Modified Project will comply with the requirements of the OFD and all City requirements for fire and other emergency access. As concluded in the Certified EIR, Mitigation Measure TRAF-3 would require a construction management plan to ensure construction activities would not impair the City's emergency response plan or evacuation plan. Moreover, as part of the City's Design Review process, the City reviewed the Project's application materials to ensure that the design of the Project would meet City requirements, appropriate emergency ingress and egress would be available to-and-from the Project site and that the Project would not substantially impede emergency response times in the local area. Therefore, the Modified Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required. The following mitigation measure from the Certified EIR is applicable to the Modified Project:

TRAF-3 Prior to issuance of grading permits, the construction contractor shall prepare and submit a construction management plan. The construction management plan shall be approved by the City of Ontario Public Works Department. The construction management plan shall identify construction hours, truck routes, travel patterns for haul routes, staging and parking areas, staggered worker arrival times, and safety procedures for pedestrians and cyclists. The construction management plan shall prohibit the use of heavy construction vehicles during peak hours. The plan shall also require the construction contractor to implement the following measures during construction activities, which shall be discussed at the pre-grading conference/meeting:

- Minimize obstruction of through-traffic lanes and provide temporary traffic controls, such as a flag person, during all roadway improvement activities to maintain adequate access for emergency vehicles and personnel.

- Develop a traffic plan to minimize interference for emergency vehicles and personnel from demolition and construction activities (e.g., advanced public notice of demolition and construction activities).

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Summary of Certified EIR Finding: The Certified EIR concluded that the ORSC site was not in a designated fire hazard severity zone and did not contain unique slopes or other factors that would exacerbate wildfire risks. Therefore, the Approved Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires and impacts would be less than significant.

Discussion of Effects: As discussed above, the Project site is not located with a SRA or VHFHSZ in a LRA(CAL FIRE, 2025) and does not contain factors that would exacerbate wildland fire risk. Implementation of the Modified Project would not expose people or structures to a significant risk involving wildland fires and would not exacerbate the risk or result in post-wildfire hazards (e.g., landslides, mudflows, and flooding). Therefore, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

10. HYDROLOGY & WATER QUALITY. Would the project:

The analysis in this section are based on the Water Quality Management Plan and Hydrology and Hydraulic Study prepared by Hariya INC (Hariya) dated October 2025 and is provided in their entirety as Appendices B.1 and B.2 of this Addendum.

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Summary of Certified EIR Finding: The Certified EIR concluded that clearing, grading, excavation, and construction activities associated with the Approved Project had the potential to impact water quality through soil erosion and increasing the amount of silt and debris carried in runoff. To minimize these potential impacts, future development associated with the Approved Project would require compliance with the State Water Resources Control Board (SWRCB) Construction General Permit (CGP) Order WQ 2022-0057-DWQ, which included the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP). In addition, the City of Ontario required that an erosion and sediment control plan be submitted prior to grading plan approval and the issuance of a grading permit. Submittal of the permit registration documents and implementation of the SWPPP and the erosion control plan throughout the construction phase of the Apported Project would address anticipated and expected pollutants of concern as a result of construction activities. As a result, water quality impacts associated with construction activities would be less than significant.

Once the Approved Project has been constructed, urban runoff could include a variety of contaminants that could impact water quality. Preliminary and final Water Quality Management Plans (WQMPs) would be required for the ORSC under the MS4 permit prior to the start of construction. The WQMPs would identify BMPs for prevention of stormwater pollution during the post-construction phase, including site-design, source-control, and/or treatment BMPs. Preliminary stormwater control plans for the Approved Project included the use of the off-site Mill Creek Wetlands, which could accommodate a runoff discharge volume from up to 120 acres of the ORSC site associated with the open space-recreation land uses, and on-site BMPS, such as bio-retention areas, underground detention facilities, and permeable landscaping and planter areas. The ORSC would comply with the BMPs in the WQMPs in addition to all State, County, and local regulations regarding stormwater runoff during the operational phase. Therefore, water quality standards and waste discharge requirements would not be exceeded, and surface water and groundwater quality would not be degraded. Impacts would be less than significant.

Discussion of Effects: As demonstrated in the analysis below, the Modified Project would not violate any water quality standards or waste discharge requirements. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Temporary Construction-Related Activities

Construction of the Modified Project would involve grading, paving, utility installation, construction, and landscaping activities. Construction activities would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints and solvents, and other chemicals with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the Modified Project in the absence of protective or avoidance measures.

Construction activities would disturb the 3.41-acre site; therefore, the Modified Project is subject to the requirements of the SWRCB GCP, as previously analyzed in the Certified EIR. Mandatory adherence to the CGP and implementation of measures outlined in the SWPPP would ensure that the Modified Project does not violate any water quality standards or waste discharge requirements during construction activities. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Post-Development Water Quality Impacts

The site would be developed with a proposed hotel building up to 158,272 s.f. and 25,337 s.f. of commercial uses along with associated parking and landscaping. To meet the requirements of the NPDES permit, the Project Applicant would be required to prepare and implement a WQMP. Implementation of the WQMP ensures on-going, long-term protection of the watershed basin.

According to the Modified Project's Preliminary WQMP, included as Appendix B.1, the Modified Project is designed to include on-site structural source control BMPs consisting of underground stormtech infiltration system and catch basins. In addition, operation source control BMPs would be implemented, including but not limited to, litter/debris control program, inspection of the infiltration basins after each landscape procedure, vacuum sweeping of private streets and parking lots, and education/training of site occupants and employees on stormwater BMPs (Hariya, 2025a). Compliance with the Preliminary WQMP and long-term maintenance of proposed on-site water quality control features would be required by the City to ensure the long-term effectiveness of all on-site water quality features.

Consistent with the findings of the Certified EIR, the Modified Project's mandatory compliance with all applicable regulations would further reduce potential water quality impacts during long-term operation. Implementation of the Modified Project would have a beneficial impact on water quality because it would capture all on-site flows and treat flows prior to being discharged into the City's storm drainage system. Based on the foregoing analysis, the Modified Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality or result in potential discharge of stormwater to affect beneficial uses of receiving waters. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin)?

Summary of Certified EIR Finding: The Certified EIR concluded that the Approved Project would increase the amount of impermeable surfaces thus reducing groundwater recharge. Approximately 46 percent of the City's water supply was groundwater pumped by the City from

the Chino Groundwater Basin; groundwater pumping was managed by OMUC so that domestic demands did not exceed the safe yield for the basin. The Approved Project's estimated water demand would be met by the City's existing available water supply documented in the 2015 and 2020 Urban Water Management Plans and the Approved Project would not substantially deplete groundwater supplies. Although development of the Apported Project would increase the amount of impervious surfaces and could potentially impact groundwater recharge, the ORSC was required to implement BMPs and Low Impact Development (LID) measures in accordance with the County WQMP guidance and the regional MS4 permit. With implementation of stormwater control measures to be included in the preliminary and final WQMPs for the Approved Project, the potential for the Approved Project to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin would be less than significant.

Discussion of Effects: Water supply to the Modified Project would be provided by OMUC and would not require the direct use of groundwater at the Project site. Therefore, the Modified Project would not require direct additions or withdrawals of groundwater. Excavation that would result in the interception of existing aquifers or penetration of the existing water table is not proposed or anticipated. In addition, the total water demand for the Approved Project was estimated to be 215,748 gallons per day (gpd) or 242 acre-feet per year (afy). Using the water demand[1] from the Certified EIR, the Modified Project would result in a total water demand of 39,280[2] gallons per day (gpd) compared to the Approved Project's demand of 37,786 gpd for PAs 2 through 4. Therefore, the Modified Project would result in an nominal increase of 1,494 gpd in water demand. As discussed in Response 19.b, both the 2015 and 2020 UWMP anticipated a total of 606 acre-feet per year (afy) for the ORSC site from the Armstrong Ranch Specific Plan. Therefore, the increase in water demand from the Modified Project would be anticipated under the UWMPs and the Modified Project would not substantially deplete groundwater supplies. Consistent with the findings of the Certified EIR, the Modified Project would be required to comply with the measures in the WQMP. Therefore, impacts on groundwater would be less than significant. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation 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 or through the addition of impervious surfaces, in a manner which would?

i. Result in substantial erosion or siltation on- or off-site;

Summary of Certified EIR Finding: The Certified EIR concluded that the Approved Project would involve site improvements that required grading, excavation, and soil exposure during construction, with the potential for erosion or siltation to occur. If not controlled, the transport of these materials to local waterways could temporarily increase suspended sediment concentrations and release pollutants attached to sediment particles. To minimize this impact, the Approved Project would be required to comply with the requirements in the State's CGP, including preparation of a notice of intent and SWPPP prior to the start of construction activities. In addition, the City of Ontario required preparation of an erosion and sediment control plan and implementation of BMPs to control erosion, debris, and construction-related pollutants. For post-

[1] Hotel: 130 gpd/room; Retail: 1,800 gpd/acre
[2] 130 gpd/room x 226 + 1,800 gpd x 5.5 acre = 39,280 gpd

construction, the Approved would be required to control stormwater discharges under NPDES Permit through preparation of a WQMP identifying BMPs for reducing or eliminating runoff. Collectively, implementation of BMPs outlined in SWPPPs, erosion and sediment control plans, and WQMPs, would address anticipated erosion and siltation impacts. Therefore, impacts would be less than significant.

Discussion of Effects: Under existing conditions, the Project site does not contain a stream or river; therefore, the Modified Project does not have the potential to alter the course of a stream or river. No impacts would occur in this regard. Refer to Response 10.a. Project construction would temporarily expose on-site soils to surface water runoff. Additionally, the Modified Project would be required to prepare a WQMP identifying BMPs for reducing or eliminating runoff. Consistent with the findings of the Certified EIR, compliance with construction-related BMPs and/or the SWPPP erosion and sediment control plans, and WQMPs would control and minimize erosion and siltation, resulting in a less than significant impact. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site;

Summary of Certified EIR Finding: The Certified EIR concluded that the Approved Project would increase the amount of impermeable surfaces at the ORSC site, which could result in on- and off-site flooding. The City's standard conditions of approval for new development also required the preparation of hydrology studies and drainage analyses that documented the peak runoff rates from the developed site and evaluate the capacity of the storm drain system to accept these flow rates. Additionally, the BMPs determined in the preliminary and final WQMPs and planned drainage improvements would reduce the potential for on- and off-site flooding during the operational phases. Therefore, impacts would be less than significant.

Discussion of Effects: The Project site is currently undeveloped and graded; redevelopment of the site would not increase impervious surfaces compared to the Approved Project. According to the Hydrology and Hydraulic Study prepared by Hariya, included as Appendix B.2, runoff from the site will sheet flow over the parking areas into the ribbon gutter and curb and gutter system. The runoff will then be intercepted by catch basins and conveyed further by storm drain system into the underground stormtech infiltration system located at the southeastern portion of the site. Using an 18-inch storm drain outlet structure, the excess runoff will be discharged into the curb inlet located offsite at the southeastern corner of the site along A-street.

Moreover, the total 10-year and 100-year peak flow rate tributary to the Project site with the proposed storm drainage systems at proposed condition area approximately 0.06 cubic feet for second (cfs)and 8.79 cfs, which are slightly less than the existing conditions of 6.32 cfs and 10.86 cfs, respectively. The proposed underground stormtech infiltration system will reduce the post-developed flow rate to less than 81% of their corresponding predeveloped flow rate (Hariya, 2025b). Therefore, runoff discharge from the Project site would not have an adverse effect to the existing storm drain system downstream. The Modified Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

iii. Create or contribute runoff water which would exceed the capacity or existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;

Summary of Certified EIR Finding: The Certified EIR concluded that stormwater from the ORSC site would drain into on-site storm drains and be initially conveyed to the Lower Cucamonga Creek Spreading Grounds south of the site, and eventually into the Cucamonga Creek Channel. In compliance with the MS4 Permit and San Bernardino County Stormwater Program, the Approved Project would also be required to install stormwater treatment BMPs that retained the 2-year, 24-hour rainfall event. These BMPs would ensure that surface runoff from the Approved Project would not exceed the capacity of the local storm drain system and reduce the impacts of any increases in surface water flows that enter the storm drainage systems. Therefore, impacts would be less than significant.

Discussion of Effects: As stated above, according to the Project's Hydrology and Hydraulic Study, included as Appendix B.2, runoff from the implementation of the Modified Project would be less compared to existing conditions during both 10-year and 100-year storm events (Hariya, 2025b). Accordingly, the Modified Project would not create or contribute runoff that would exceed the capacity of any existing stormwater drainage system. Consistent with the finding of the Certified EIR, stormwater generated by the Modified 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 SWPPP developed in compliance with the General Construction Activities Permit requirements, the BMPs included in the SWPPP, and a stormwater monitoring program would reduce any impacts to below a level of significance. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

iv. Impede or redirect flood flows?

Summary of Certified EIR Finding: The Certified EIR concluded that since the Approved Project is required to comply the regional MS4 Permit and detain the ORSC's design capture volume, any flood flows would also be detained temporarily through either on-site BMPs or the use of designated off-site drainage basins. This would minimize the potential for flooding impacts from the ORSC site and threshold d below discussed the potential of for impeding or redirecting flood flows with development in areas within the 100-year floodplain would be less than significant. Therefore, impacts related to impeding or redirecting flood flows would be less than significant.

Discussion of Effects: According to the Federal Emergency Management Agency (FEMA) flood map No. 06071C8638H, the Project site is located within Zone X, an area with 0.2% Annual Chance Flood Hazard (FEMA, 2008). Consistent with the findings of the Certified EIR, the Modified Project would be required to comply with the regional MS4 permit. Additionally, as discussed above, the Modified Project's drainage system would result in less runoff compared to existing conditions. Therefore, the Modified Project would not impede or redirect flood flows and impacts would be less than significant. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Summary of Certified EIR Finding: The Certified EIR concluded the ORSC site was not located within a 100-year floodplain. While the ORSC site was immediately west of the Cucamonga Channel, the channel was considered to have sufficient capacity to convey flood flows (100-year, 24-hour storm event) for the Ontario sphere of influence and upstream drainages. Preparation of a hydrological study, as required for projects in 500-year floodplains by TOP 2050 would ensure that the Approved Project would not exacerbate risk of flood hazards at the ORSC site. Additionally, the ORSC site was within the dam inundation zone of San Antonio Dam. The reservoir behind the dam is usually dry, but can fill with up to 11,880 acre-feet of water after large flood events. Dam inundation is characterized as of medium concern in the City's Local Hazard Mitigation Plan and the City of Ontario had never been impacted by a major dam failure. In addition, dam owners were required to maintain emergency action plans (EAPs) that included procedures for damage assessment and emergency warnings. Because the likelihood of catastrophic failure of the San Antonio Dam was very low and the City had EAP notification procedures, impacts of release of pollutants due to dam inundation were considered less than significant. Moreover, the ORSC site was inland and approximately 30 miles from the ocean and was not at risk of flooding due to tsunamis. Therefore, impacts associated with the release of pollutants due to inundation would be less than significant.

Discussion of Effects: As discussed above, the Project site is not in a FEMA 100-year flood zone and the Project-specific hydrological study (Technical Appendix B.2) demonstrated that runoff from the implementation of the Modified Project would be less compared to existing conditions during both 10-year and 100-year storm events, which would ensure that the Modified Project would not exacerbate risk of flood hazards at the Project site. Additionally, consistent with the findings of the Certified EIR, the likelihood of catastrophic failure of the San Antonio Dam is very low and the Project site is outside of any tsunami hazard zone. Therefore, the Modified Project would not result in a risk of pollutant release due to inundation from a flooding event, tsunami, or seiche zones. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Summary of Certified EIR Finding: The Certified EIR concluded that the City's groundwater supplies were from the Chino Groundwater Basin, which was adjudicated and managed by the Chino Basin Watermaster. The Chino Basin was exempt from legislative requirements under the Sustainable Groundwater Management Act (SGMA) because it was an adjudicated basin and was not required to prepare a groundwater sustainability plan. As discussed above, implementation of the SWPPP, and adherence to the State CGP and the City's Erosion and Sediment Control Plan requirements would ensure that surface and groundwater quality were not adversely impacted during construction. Additionally, the Approved Project would be required to comply with the Santa Ana River Basin Plan and to control pollutants in discharges of stormwater from postconstruction activities under NPDES Permit through preparation of WQMPs. Therefore, the Approved Project would not obstruct or conflict with the RWQCB's Basin Plan or any groundwater management plan, and impacts would be less than significant.

Discussion of Effects: As discussed under Response 10.a, the Project site is within the Santa Ana River Basin; therefore, Project-related construction and operational activities would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Plan by preparing and adhering to an SWPPP and WQMP. Additionally, as discussed previously, implementation of the Modified Project would not conflict with or obstruct the Santa Ana River Basin Water Quality Control Plan.

The Project site is located within the Chino Groundwater Basin. Upon development, the Project site will be connected to the City's public water supply and there will be no onsite wells for use of groundwater. The City manages both the potable and non-potable supplies to ensure withdrawals from the Chino Groundwater Basin do not exceed the safe yield for the Basin, as per the Chino Basin Watermaster's Optimum Basin Management Program (OBMP). Therefore, the Modified Project would not obstruct or conflict with the OBMP. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

11. LAND USE & PLANNING. Would the project:

a. Physically divide an established community?

Summary of Certified EIR Finding: The Certified EIR concluded that the closest established residential communities to the ORSC site were the Countryside Specific Plan neighborhood to the east of the ORSC site and the Vineyard South neighborhood north of the ORSC site. To accommodate the proposed uses on the ORSC site, Riverside Drive and Ontario Avenue would be widened, and Vineyard Avenue would be extended south of Riverside Drive to Chino Avenue. These roadway improvements would also help to improve connection between the communities surrounding the ORSC site. All development would occur within the boundaries of the ORSC site and in surrounding roadways, and would not physically divide an existing community. Therefore, impacts would be less than significant.

Discussion of Effects: The Project site is located in an area that is currently developed with urban land uses. Existing recreational development borders the site to the north and west, and residential uses to the east beyond the Cucamonga Channel. The Project Applicant would redevelop the site with hospitality and commercial uses with associated parking and landscaping improvements, consistent with the TOP 2050 land use plan. The Modified Project will be of similar design and size to surrounding development and development will be confined to the Project site and surrounding roadways. The Modified Project would not have the potential to physically divide an established community, and no adverse impacts are anticipated. Therefore, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Summary of Certified EIR Finding: The Certified EIR concluded that the Approved Project would require a General Plan Amendment and zone change and the proposed amendment and

zone change would not result in physical impacts to the environment. The Approved Project would also be consistent with the goals and policies of TOP 2050 Policy Plan and complied with SB 330 and SB 166, resulting in no net loss of residential units in the City. Moreover, the Approved Project would be consistent with SCAG's Connect SoCal and the land use compatibility plans of ONT and the Chino Airport. Therefore, impacts would be less than significant.

Discussion of Effects: The Project site is designated for Hospitality by the TOP 2050 Land Use Plan and has Convention Center Support Commercial zoning designation. The Project Applicant would redevelop the Project site in accordance with the adopted land use and zoning designations. No General Plan Amendment or zone change would be required under the Modified Project. The Modified Project is consistent with the TOP 2050 Policy Plan and does not interfere with any policies for environmental protection. As such, no impacts are anticipated. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

12. MINERAL RESOURCES. Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

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?

Summary of Certified EIR Finding: The Certified EIR concluded that the ORSC site and Offsite Improvement Area is within MRZ-3, where the significance of mineral deposits cannot be determined from the available data. Development in an MRZ-3 area would not result in significant impacts because mineral resources of statewide or local importance were not identified on the California Geological Survey's Production-Consumption (P-C) Region maps. The ORSC site was not within an MRZ-2 area; therefore, the Approved Project would not result in the loss of availability of a known mineral resource in Ontario.

Discussion of Effects: As discussed above, the Project site is designated as MRZ-3. Therefore, no impacts to mineral resources are anticipated. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

13. NOISE. Would the project result in:

The analysis in this section is based on *the Noise & Vibration Technical Memorandum for Hotel Ontario Aloft + Residence Inn Project* prepared by PlaceWorks dated November 17, 2025. This report is provided in its entirety as Appendix C of this Addendum.

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Summary of Certified EIR Finding: The Certified EIR concluded that nighttime construction noise impacts were predicted to occur for sensitive receptors. To reduce construction noise impacts during nighttime hours to below the significant impact threshold, Mitigation Measure N-1 required installation of temporary noise barriers around the work site that have sufficient heights to block the direct line-of-sight between the onsite construction areas and off-site noise sensitive receptors. Additional mitigation measures, including positioning of equipment away from sensitive receptors and minimizing equipment idling, would further reduce overall noise levels during construction activities. Therefore, with the implementation of Mitigation Measure N-1, construction impacts would be reduced to less than significant levels.

During operation, the Approved Project would result in potentially significant long-term increase in noise levels associated with traffic noise, and commercial noise. Traffic generated by the Approved Project would result in a substantial increase in noise levels in the vicinity of noise-sensitive land uses. However, there are no feasible mitigation measures that would reduce traffic generated by vehicles associated with the Approved Project. Therefore, traffic noise impacts would be significant and unavoidable.

To ensure compliance with the more stringent overnight noise levels in the City's Municipal Code (45 dBA at single-family residences from 10:00 pm to 7:00 am), Mitigation Measure N-2 required that HVAC equipment for the indoor athletic facility be designed and/or placed to yield a sound level less than 58 dBA at 50 feet and Mitigation Measure N-3 required that HVAC equipment noise levels on all other structures, including the proposed hotel, retail spaces, Chicken N Pickle, community center, and pool building, be limited to 65 dBA at 50 feet to ensure compliance with nighttime limits at residences to the east along Plymouth Avenue. With the implementation of Mitigation Measures N-2 and N-3, commercial noise would reduce to less than significant noise levels.

Discussion of Effects:

Construction Noise Impacts

The Modified Project would redistribute the commercial/retail and hotel space within PAs 2 through 4 of the ORSC site, resulting in an overall reduction in building square footage across these PAs of the ORSC. Due to the overall decrease in building space under the Modified Project when compared to the Approved Project and corresponding decrease in the duration of construction activity, on-site construction activities and the associated construction noise levels during maximum activity days, which are used for measuring impact significance, would be similar to those of the Modified Project.

The Certified EIR concluded that the maximum daytime construction noise levels at the nearest receptor group to PAs 2 through 4, Receptor Group 5 (see Figure 9, *Noise-Sensitive Receptor Groups*; residences east of the Cucamonga Creek Channel), would be 72 dBA, as shown in Table 5.13-14, Ontario Regional Sports Complex Daytime Cumulative Construction Noise, of the Certified EIR. These maximum noise levels were anticipated to occur during Phase 1A of the ORSC, which included mass grading of the ORSC site. Construction of the retail and hospitality uses of PA 2 through 4 was anticipated in Phases 1B and 2, when noise levels would reach a maximum of 68 dBA at Receptor Group 5. As shown in Table 5.13-10, Source Noise Levels for Construction Equipment, of the Certified EIR, the average Lmax of the loudest piece of equipment used for construction of the ORSC is 92 dBA at 50 feet. The nearest sensitive receptor to the Modified Project in Receptor Group 5 is approximately 140 feet east of the boundary of PA 2. Noise levels from the loudest pieces of equipment would attenuate to 78 dBA at the outdoor activity areas of these residences, accounting for a 3 dBA reduction from the existing sound wall.

Therefore, conservatively assuming that the loudest pieces of equipment would be used at the boundary of the Project site, the maximum noise level of this activity would not exceed the FTA threshold of 80 dBA Leq for residential areas. Daytime construction impacts under the Modified Project would remain less than significant. Though construction of the retail and hospitality uses in PAs 2 through 4 was not anticipated to occur at night, the provisions of Mitigation Measure N-1 would apply to all construction under the ORSC, including the portion under the Modified Project. Compliance with this measure would result in a further reduction of construction noise. Therefore, nighttime construction impacts would also be less than significant. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Operational Noise Impacts

Traffic Noise

A project will normally have a significant effect on the environment related to traffic noise if it substantially increases the ambient noise levels for adjoining areas. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions, and changes of 1 to 3 dBA under quiet, controlled conditions. Changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernible to most people in an outdoor environment. Based on this, a significant impact would occur if traffic noise increases by 3 dBA.

Table 6-2, *Average Daily Trip Generation Comparison for the Approved Project and Modified Project*, shows that trips to the ORSC would decrease on the typical weekday with a stadium event scenario and would increase on Saturdays under both the "one tournament, no baseball stadium event" and "baseball stadium event with no tournament" scenarios. A doubling in daily traffic trips due to the Modified Project would result in a 3 dBA increase. The increase of 114 trips on Saturdays under the Modified Project represents a 1.4 percent increase in Saturday average daily traffic trips. This increase would result in a noise level increase of less than 1 dBA due to the Modified Project. Therefore, traffic noise impacts under the Modified Project are expected to remain similar to those under the Approved Project. Though impacts would continue to remain significant and unavoidable, the Modified Project would not result in new or increase the severity of traffic-related noise impacts compared to the Certified EIR.

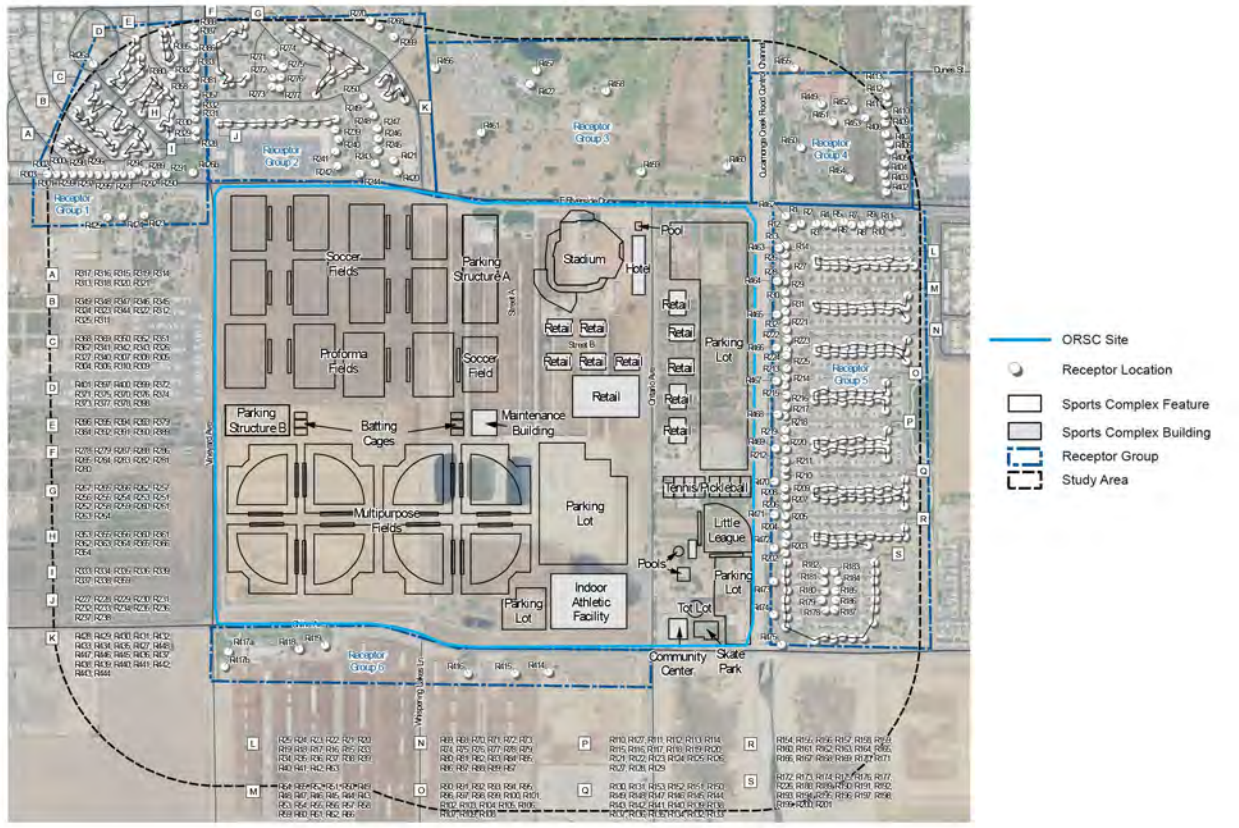


Figure 9: Noise-Sensitive Receptor Groups

Stationary Source Noise

The Modified Project would result in a reduction of building square footage across PAs 3 and 4, which would also reduce the amount of noise-producing stationary sources in these PAs, including HVAC equipment, loading docks, emergency generators, and maintenance equipment. The proposed hotel in PA 2 would result in an increase in hotel square footage in this PA when compared to the Approved Project. According to Project site plans, the distance from the footprint of the hotel complex to the nearest sensitive receptor (residences east of the ORSC in Receptor Group 5) is approximately 370 feet.

To ensure that noise levels associated with the proposed hotel meet the City's Municipal Code standards for noise from HVAC equipment at sensitive receptor locations, in addition to other development within PAs 2 through 4, the Modified Project would be required to implement Mitigation Measure N-3. As noted in the Certified EIR, noise associated with loading docks at hotel uses in PAs 2 through 4 would not result in noise levels that exceed the City's noise standards at sensitive receptor locations. The loudest potential noise source from loading dock activities would be movement alarms on trucks that result in noise levels of 74 dBA at 50 feet. However, this activity would only occur in the daytime hours (7:00 am to 10:00 pm), and noise levels would attenuate to 59 dBA at the nearest sensitive receptors. At 370 feet, the distance of the proposed hotel building to the nearest sensitive receptor, noise levels associated with loading dock activities would attenuate to 57 dBA. Similar to the Approved Project, potential stationary noise under the Modified Project would not exceed the City's maximum allowable noise standards pursuant to Municipal Code Section 5-29.04.

With implementation of Mitigation Measure N-3, impacts would continue to remain less than significant, and the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required. The following mitigation measures from the Certified EIR are applicable to the Modified Project:

N-1 The construction contractor shall implement the following measures during construction activities on the ORSC site and Offsite Improvement Area. These measures shall be identified on demolition, grading, and/or building permits.

- Prior to construction activities that warrant nighttime construction (e.g., infrastructure work, concrete pours, etc.), the construction contractor shall install noise pathway controls, including noise barriers and enclosures free from gaps and holes, which shall be placed as close as possible to construction areas. The temporary noise barrier shall be a sufficient height to block the direct line-of-sight between the on-site construction areas and off-site noise sensitive receptors and shall be a minimum of 6 feet tall and shall be constructed out of wood or other materials with a minimum surface weight of approximately 2.5 pounds per square foot.

- Construction equipment operating on a site shall be equipped with the appropriate manufacturer's noise reduction devices, including but not limited to a manufacturer's muffler (or equivalently rated material) that is free of rust, holes, and exhaust leaks.

- Noise from construction devices with internal combustion engines shall be mitigated by ensuring that the engine's housing doors are kept closed, and by using noise-insulating material mounted on the engine housing that does not interfere with the manufacturer's guidelines for engine operation or exhaust.

- Portable compressors, generators, pumps, and other such devices shall be covered with noise-insulating fabric to the maximum extent possible that does not interfere with the manufacturer's guidelines for engine operation or exhaust, and shall further reduce noise by operating the device at lower engine speeds during the work to the maximum extent possible.

- Idling on-site of heavy-duty diesel vehicles with Gross Vehicle Weight Rating of 10,000 pounds shall be limited to no longer than five minutes while parking, standing, or stopping, as per 13 California Code of Regulations Section 2485, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.

- Quieter back-up alarms on construction equipment shall be used whenever feasible.

- Construction vehicles shall be strategically positioned to minimize operation near receptors and avoiding tailgate slamming to the extent possible.

N-3 **HVAC Equipment, Planning Areas 2, 3, 4, and 7 Buildings.** An acoustics study shall be provided to the City of Ontario prior to building permit issuance for new structures with HVAC systems in Planning Areas 2, 3, 4, and 7 that documents compliance with the overnight noise levels in the City's municipal code (45 dBA at single-family residences from 10:00 pm to 7:00 am). HVAC equipment for the indoor athletic facility shall be designed and/or placed to yield a sound level less than 65 dBA at 50 feet to ensure compliance would result in a noise level of approximately 44 dBA at residential land uses to the east along Plymouth Avenue. Noise associated with operation of heating and cooling equipment shall be minimized by the design and strategic placement of equipment.

b. Generation of excessive groundborne vibration or groundborne noise levels?

Summary of Certified EIR Finding: The Certified EIR concluded that vibration-inducing activities that were proposed for construction of the Approved Project included the use of vibratory rollers, bulldozers, and dump trucks. The highest vibration level when evaluating for structural damage was 0.1601 Peak Particle Velocity (PPV), which was below the Federal Transit Administration's (FTA's) damage impact criteria. This level was predicted to occur at the commercial strip mall at 1919 East Riverside Avenue, which was approximately 32 feet from the ORSC site. Therefore, sensitive structures farther away would also have no damage impact from construction, and impacts would be less than significant.

Vibration annoyance predictions were calculated to estimate an approximate distance to impact for vibratory rollers, bulldozers, and dump trucks. For an annoyance impact to occur, a vibratory roller would need to be used closer than 27 feet; a large bulldozer would need to be

used closer than 12 feet; and a dump truck/loaded truck would need to be used closer than 12 feet. The nearest vibration-sensitive receptor to the proposed work areas was approximately 35 feet away. Therefore, no vibration annoyance is predicted to occur during construction, and impacts would be less than significant.

Discussion of Effects: As previously stated, the closest off-site building to the ORSC noted in the Certified EIR is 32 feet north of the ORSC site. The closest buildings to PAs 2 through 4 are the residences east of the ORSC site along Plymouth Avenue, approximately 140 feet away. Since the Modified Project's use of construction equipment would remain largely the same as that under the Approved Project, vibration impacts under the Modified Project would remain the same as under the Approved Project. Therefore, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Summary of Certified EIR Finding: The Certified EIR concluded that the ORSC site was approximately 2.8 miles south of ONT and approximately 2.2 miles northeast of the Chino Airport. The site was within the influence areas of both airports but outside the safety zones and noise contours of both airports. Therefore, the Approved Project would not expose people to substantial levels of airport-related noise, and impacts would be less than significant.

Discussion of Effects: As discussed above, the Project site is located within the ONT and Chino Airport Influence Area, but outside of the safety and noise contours. Therefore, the Modified Project would not expose people residing or working in the project area to excessive noise levels and impacts would be less than significant. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

14. POPULATION & HOUSING. Would the project:

a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?

Summary of Certified EIR Finding: The Certified EIR concluded that although the Approved Project would increase the number of jobs in the City, it was not expected to induce population growth and the jobs created by the Approved Project were expected to be filled by the existing local and regional labor pool. Additionally, the Approved Project did not include residential uses; however, the Approved Project would need to comply with SB 330 and SB 166 to offset the loss of housing potential identified in TOP 2050 for the ORSC site. To ensure compliance with State housing laws, the Approved Project would redesignate 94 acres along the Vineyard Corridor, south of the ORSC site, to a more intense land use designation—from LDR to MDR. This action is solely to replace the housing capacity designated for the ORSC site under TOP 2050 and to comply with State housing laws. The Approved Project would therefore not facilitate unplanned population growth due to the production of housing. Consequently, impacts would be less than significant.

Discussion of Effects: The Modified Project would result in the development of an 226-key hotel and does not include a residential component. As discussed previously, the proposed hotel would generate approximately 8 hotel staff. Total buildout of the Modified Project would result in a total of 212 employees[3], compared to the Approved Project's 505 employees in PAs 2 to 4, resulting in a decrease of 293 employees. According to the California Employment Development Department (EDD), as of July 2025, the City of Ontario has a labor force of 95,000 persons and of that labor force, 5,300 are unemployed (unemployment rate of 5.6 percent) (EDD, 2025). According to SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, the City of Ontario is anticipated to employ approximately 187,700 persons by 2050 (SCAG, 2024). Additionally, the TOP 2050 projected 296,002 employees in 2050. Therefore, the Modified Project is consistent with both the SCAG's 2045 and TOP 2050 employment projections for the City. Project-generated jobs are negligible and well within the employment projections for the City of Ontario. Operation of the Modified Project would not induce substantial unplanned population growth in the Project area, either directly or indirectly and would not exceed regional or local growth projections. Therefore, no impacts are anticipated. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Summary of Certified EIR Finding: The Certified EIR concluded that the ORSC site was primarily utilized for agricultural use but contained some single-family homes, and development of the ORSC site would require the removal of these rural residential units, resulting in the displacement of one resident at the existing dairy. However, the City had a vacancy rate of 4.7 percent and therefore was expected to have adequate housing capacity to accommodate the displaced resident. Implementation of the Approved Project would not result in the need to rebuild existing homes or construct replacement housing. Therefore, impacts with regard to displacement would be less than significant.

Discussion of Effects: The Project site does not contain any housing and there are no people living at the Project site that would be displaced by the Modified Project. Therefore, no impacts are anticipated. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

15. PUBLIC SERVICES. Would the project:

a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

[3] Using a generation rate of 1 employee per 400 square feet for retail uses: 81,567.98 s.f./400 = 204 employees. 204 + 8 hotel staff = 212 employees

i. Fire protection?

Summary of Certified EIR Finding: Fire prevention services were provided by the Ontario Fire Department (OFD) with Station 3 being the primary response station. The Certified EIR concluded that the Approved Project would result in periodic and permanent increases in demand for fire protection and emergency medical services on the ORSC site due to the increased activities onsite including employees and attendees of games and events at the proposed baseball stadium, as well as daily employment and visitors of the proposed retail, hotel, and City park and community recreation center uses. While the Approved Project would result in increased activity on the ORSC site and would therefore increase the number of fire protection and emergency service calls when compared to existing site conditions, it would not require the construction or alteration of fire protection facilities for the purposes of maintaining service ratios, response times, or other performance objectives for OFD fire protection services, as stated by correspondence with OFD. Project design plans would be reviewed by OFD, and potential fire protection and emergency service needs for high-attendance events on the ORSC site would be communicated to OFD. Additionally, development impact fees (DIF) would also be collected in order to build and supply necessary fire and emergency service needs. Therefore, impacts to fire protection services would be less than significant.

Discussion of Effects: Although the Modified Project would involve an increased number of rooms within the proposed hotel than previously anticipated in the Certified EIR, overall buildout would result in an overall reduction in commercial uses compared to the buildout of the Approved Project previously analyzed under the Certified EIR. Accordingly, the development activities proposed by the Modified Project were planned by the Approved Project and, thus, the Modified Project's demand for fire protection services was anticipated by the Certified EIR. The proposed building would be constructed in accordance with the applicable provisions of the adopted California Fire Code (CFC) and the City's Municipal Code Section 4-4.01, ordinances, and standard conditions regarding fire prevention and suppression measures related to water improvement plans, fire hydrants, fire access, and water availability. The Modified Project will not require the construction of any new fire protection facilities or alteration of any existing fire protection facilities or cause a decline in the levels of service, which could cause the need to construct new fire protection facilities. Consistent with the findings of the Certified EIR, DIF would also be collected in order to build and supply necessary infrastructure for fire protection services, as necessary. Therefore, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

ii. Police protection?

Summary of Certified EIR Finding: Police protection services were provided by the Ontario Police Department (OPD). The Certified EIR concluded that though the Approved Project would increase activity on the ORSC site, thereby increasing the number of potential service calls to the ORSC site when compared to existing conditions, the Approved Project would not require the construction or alternation of OPD facilities in order to maintain OPD's performance objectives for police services. Additionally, OPD did not anticipate any concerns with providing service to the ORSC so long as the ORSC incorporated the recommend lighting and security features required by the City's Municipal Code and traffic-reduction measures in the event traffic management plan. Pursuant to the City's existing permitting process, the City's Building Department would review final site plans for the ORSC to ensure that crime prevention through design measures and other OPD recommendations are incorporated as part of the ORSC. Furthermore, the ORSC would

be required to pay DIFs to help offset costs associated with providing police services to the ORSC. Therefore, impacts to police protection services would be less than significant.

Discussion of Effects: Overall buildout of the Modified Project would result in an overall reduction in commercial uses compared to the buildout of the Approved Project previously analyzed under the Certified EIR. Accordingly, the development activities proposed by the Modified Project were planned by the Approved Project, thus, the Project's demand for police protection services was anticipated by the Certified EIR. Exterior cameras will be mounted at building entrances, pool area, patio area, and parking lot. The Project plans would be reviewed and approved by the City's Building and Police Departments, which would ensure that adequate safety and crime prevention measures are provided within the Project's design. The Modified Project will not require the construction of any new police protection facilities or alteration of any existing police protection facilities or cause a decline in the levels of service, which could cause the need to construct new police protection facilities. Consistent with the findings of the Certified EIR, DIF would also be collected in order to build and supply necessary infrastructure for police protection services, as necessary. Therefore, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

iii. Schools?

Summary of Certified EIR Finding: The ORSC site was the attendance areas of three public school districts, Chino Valley Unified School District for elementary, junior high, and high school (western portion of site); Mountain View School District (MVSD) for elementary and junior high school (eastern portion of site); and Chaffey Joint Union High School District (CJUHSD) for high school (eastern portion of site). The Certified EIR concluded that the Approved Project did not include residential uses and therefore would not increase the student population in the school districts that serve the site. Additionally, MVSD stated that the change of planned use for the ORSC site from residential under the Armstrong Ranch Specific Plan to stadium/commercial/recreation under the ORSC may reduce the need for an elementary school in the vicinity and would not result in impacts to MVSD's long term plans. Therefore, impacts to school services would be less than significant.

Discussion of Effects: The Project site is within the school boundaries of MVSD and CJUHSD. The Project Applicant proposes to redevelop the site with a hotel and commercial uses. Implementation of the Modified Project does not include residential uses with the potential to result in substantial direct growth in the population, nor an increase in student population. The Project Applicant would develop the Project site within the total buildout of the Approved Project and, thus, the Modified Project's indirect demand for public school services was anticipated by the Certified EIR. Additionally, the Modified Project would be required to pay school fees as prescribed by state law prior to the issuance of building permits. Therefore, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

iv. Parks?

Summary of Certified EIR Finding: Park services were discussed under the Recreation section of the Certified EIR. The Certified EIR concluded that impacts to recreation would be less than significant. Details on the summary findings are discussed below in Section 16.

Discussion of Effects: The Modified Project does not include residential uses and would not introduce new residents to the City necessitating the need for additional parks. The Modified Project will not require the construction of any new parks or alteration of any existing parks or cause a decline in the levels of service, which could cause the need to construct new park facilities. Therefore, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

v. Other public facilities?

Summary of Certified EIR Finding: The Certified EIR concluded that the demand on libraries is based on the generation of a resident population and the Approved Project would not introduce any new permanent residents that may become patrons of the Ontario Library System. Therefore, implementation of the Approved Project would not directly create a demand for public library facilities and would not directly result in the need to modify existing or construct new library and no impact would occur to library services or facilities.

Discussion of Effects: The Modified Project does not include residential uses and would not introduce new residents to the City necessitating the need for additional public facilities. The Modified Project will not require the construction of any new public facilities or alteration of any existing public facilities or cause a decline in the levels of service, which could cause the need to construct new public facilities. Therefore, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

16. RECREATION. Would the project:

a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

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?

Summary of Certified EIR Finding: The Certified EIR concluded that the Approved Project included a variety of multiuse sports and recreational facilities, including soccer fields, baseball fields, an indoor gymnasium for basketball and volleyball, an aquatics facility, a skate park, pickleball/tennis courts, trails and open space, and playgrounds, in addition to the baseball stadium and supporting hospitality and retail. These facilities would be available for use by the public and would increase the total parks and recreation land acreage in the city to 662.82 acres, which is an approximately 25 percent increase to the current 528.66 acres. The Approved Project did not involve residential uses and therefore would not contribute to population growth in the City that would increase the use of other existing parks and recreational facilities. Because the

Approved Project would increase the acreage of recreational amenities in the City, no impact would occur.

Discussion of Effects: The Modified Project is not proposing any new housing or large employment generator that would cause an increase in the use of neighborhood parks or other recreational facilities. The Modified Project would include recreation facilities such as outdoor pool, spa and kiddie pool, and multiple outdoor patios with an outdoor bar and fire pits that would serve future hotel patrons. Construction of these facilities are discussed throughout this Addendum. Therefore, the Modified Project does not require the expansion of recreational facilities. Implementation of the Modified Project would not result in any adverse physical effects on the environment due to the construction of recreational facilities. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

17. TRANSPORTATION/TRAFFIC. Would the project:

a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Summary of Certified EIR Finding: The Certified EIR concluded that the Approved Project included street widening and intersection improvements from half width to potentially full width along Vineyard Avenue, Riverside Drive, and Chino Avenue. None of the roadways immediately adjacent to the ORSC site had bike lanes (Class II) or designated bike routes (Class III). New roadways would include bicycle and pedestrian facilities in accordance with the City's Circulation Plan and the proposed bicycle facilities on the internal and improved roadway segments would improve overall access throughout the ORSC site. The Approved Project would also enhance pedestrian facilities throughout the ORSC site by providing new sidewalks and enhanced lighting and landscaping in addition to bicycle lanes, which would enhance pedestrian safety. Moreover, the Approved Project did not include new transit service; however, existing transit system would continue to serve the site. Therefore, no significant impacts associated with conflicts with the City's multimodal plans would occur, and impacts would be less than significant.

Discussion of Effects:

Roadway Improvements

Roadway improvements surrounding the Project site was analyzed as part of the Certified EIR. The Modified Project would not require roadway improvements at nearby intersections. All proposed improvements within the public right-of-way of the Project site would be installed in conformance with City design standards. Therefore, the Modified Project would not result in any new, increased or substantially different impacts related to roadway improvements, other than those previously considered and addressed in the Certified EIR.

Bicycle and Pedestrian Facilities

The Project site is not located along a bikeway. As concluded in the Certified EIR, new roadways would include bicycle and pedestrian facilities in accordance with the City's Circulation Plan. As part of the Approved Project, bicycle infrastructure on roadways immediately adjacent to the ORSC site, including a Class I multiuse trail along the west side of Vineyard Avenue and Class II bike lanes along Riverside Drive between Vineyard Avenue and the Cucamonga

Channel. The Project would be confined to the Project site and would not conflict within the existing or planned bikeways. In addition, the Modified Project would provide bike racks to accommodate bicycle access to the Project stie.

The Project site features (buildings, parking areas, etc.) would be connected by ADA compliant sidewalks and striped crosswalks within the parking areas to the existing ensure pedestrian access throughout Project site. Additionally, the Modified Project would install sidewalks on C Street, A Street, South Champions/Hellman Avenue, and Riverside Drive. Implementation of the Modified Project would not interfere with the City's Active Transportation Plan. No impacts would occur.

Transit

Transit service to the City is provided by OmniTrans. The closest bus route to the Project site is Route 82 with a bus stop located at the northwestern corner of the Project site. The City of Ontario strives to provide a transit system that serves as a viable alternative to automobile travel. The Project would support transit use by improving existing pedestrian and bicycle facilities in the Project area. The Project would not introduce new features to any public road that would affect transit in the Project area. As such, a less than significant impact would occur.

As demonstrated, the Modified Project would not conflict with the City's Mobility Element, and impacts associated with conflict of an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities would be less than significant. Therefore, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Summary of Certified EIR Finding: The Certified EIR concluded that VMT would increase under the Approved Project. Mitigation Measures TRAF-1 and TRAF-2 would reduce potential impacts for future development projects to the extent feasible. Future development in the ORSC would need to consider transportation demand management (TDM) measures consistent with those identified in the Mobility Element. In addition, Mitigation Measure TRAF-2 would reduce VMT during events. Implementation of TDM measures could reduce VMT by up to 6,101,308 miles, or by up to approximately 10 percent; however, annual average weekday VMT would continue to exceed the City's threshold. Therefore, VMT impacts would remain significant and unavoidable.

Discussion of Effects: Trip generation represents the amount of traffic that is attracted to and produced by a development project. As shown in Table 6-2, *Average Daily Trip Generation Comparison for the Approved and Modified Project*, three scenarios were considered in the trip generation estimates include a "typical weekday with a stadium event" scenario and two scenarios for Saturday trips—one accounts for a tournament at the athletic facilities and no baseball stadium event; the other accounts for a baseball stadium event and no tournaments. As shown in Table 6-2, the Modified Project would result in an increase in trips during the scenarios modeled for events on Saturdays, but would result in a decrease in trips during the weekday scenario. Overall buildout of the Modified Project would result in an overall reduction in commercial uses compared to the buildout of the Approved Project previously analyzed under the Certified EIR. Accordingly, the development activities proposed by the Modified Project were planned by the Approved Project, thus, the Modified Project's VMT would anticipated in the Certified EIR. Consistent with the findings of the Certified EIR, Mitigation Measure TRAF-1 would be

applicable to the Modified Project and require the preparation of Transportation Demand Management measures. With the implementation of Mitigation Measure TRAF-1a, Project's VMT impact would remain significant and unavoidable and would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required. Mitigation Measure TRAF-1a is applicable to the Modified Project.

c. Substantially increase hazards due to a geometric design feature (e. g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

d. Result in inadequate emergency access?

Summary of Certified EIR Finding: The Certified EIR discussed thresholds c and d together and concluded that the traffic and circulation components of the Approved Project would be designed and constructed in accordance with all applicable City of Ontario design standards for emergency access to address fire and emergency access needs. During the building plan check and development review process, the City would coordinate with OFD and OPD to ensure that the necessary fire prevention and emergency response features are incorporated and that adequate circulation and access is provided. Therefore, impacts on emergency access would be less than significant. Additionally, all off-ramp queues are forecast to be contained within the available storage capacity and are not anticipated to affect the freeway mainline. Therefore, impacts to Caltrans facilities would be less than significant. Moreover, parking demand created by the events at the outdoor and indoor sports park would not create traffic hazards.

However, construction activities would generate truck traffic that has the potential to generate traffic hazards, and events would generate substantial population at the ORSC site. Mitigation Measure TRAF-3 would require preparation and implementation of a construction management plan. With implementation of Mitigation Measure TRAF-3, potential impacts associated with construction hazards would be reduced to a level that is less than significant. Mitigation Measure TRAF-2 would require preparation of a Parking and Event TMP to ensure that traffic on weekends with major events would not impede emergency operations or local traffic. The TMP would be prepared to analyze traffic conditions during an event and provide recommendations to direct traffic operations. Therefore, no significant impacts relating to event traffic would remain, and impacts would be less than significant.

Discussion of Effects: The Modified Project's potential to increase hazards as a result of a geometric design feature has been assessed to provide adequate access/circulation. The Modified Project's circulation plan has been designed to be compatible with all foreseeable vehicles. Vehicular access will be provided via a total of 3 driveways: one each on C Street, A Street, and South Champions/Hellman Avenue. The Modified Project area is generally characterized by recreational uses. Traffic generated by the Modified Project would be typical of a hotel and be compatible with the type of traffic generated by the existing and surrounding development. In addition, all proposed improvements within the public right-of-way would be installed in conformance with City design standards. The City of Ontario Engineering Department reviewed the Modified Project's application materials and determined that no hazardous transportation design features would be introduced by the Modified Project. At the time of final grading, landscape, and street improvement plans, the City will further review project access points to ensure adequate sight distance. Accordingly, the Modified Project would not create or substantially increase safety hazards due to a design feature or incompatible use and impacts would be a less than significant.

The Modified Project will be designed to provide access for all emergency vehicles and meet all applicable OFD and OPD access requirements to ensure that adequate access would be provided for emergency vehicles at Project build out. During construction activities that include road and sidewalk improvements, the Modified Project would provide adequate emergency access along abutting roadways during temporary construction activities within the public right-of-way. As concluded in the Certified EIR, Mitigation Measure TRAF-3 would require a construction management plan to ensure construction activities would not impair the City's emergency response plan or evacuation plan. As a result, the Modified Project would not a less than significant impact to emergency access. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required. Mitigation Measure TRAF-3 is applicable to the Modified Project.

18. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision(c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision(c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Summary of Certified EIR Finding: The Certified EIR concluded that results of the Sacred Lands File (SLF) check conducted through the Native American Heritage Commission (NAHC) was negative and did not indicate the presence of known tribal cultural resources within or immediately adjacent to the ORSC site. In accordance with AB 52 and SB 18 requirements, the City sent invitation letters to the Native American contacts provided by the NAHC and two tribes, the Gabrieleño Band of Mission Indians–Kizh Nation and the Cahuilla Band of Indians, responded. Construction of the Approved Project would require excavation and grading of the ORSC site in addition to trenching along Vineyard Avenue for the off-site sewer extension that could lead to the potential to uncover tribal cultural resources during construction. Mitigation Measures TCR-1 through TCR-3 would reduce potential impacts associated with tribal cultural resources to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating to tribal cultural resources would remain.

Discussion of Effects: As analyzed in Response 5.a, there are no resources on the Project site that are eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined by Public Resources Code Section 5020.1(k).Therefore, implementation of the Modified Project would not result in a substantial adverse change in the significance of a listed historical resource. Additionally, the Certified EIR concluded that no resources were recorded in the ORSC site. However, since the Modified Project would require excavation for construction into previously undisturbed soils, there is a potential to uncover undiscovered prehistoric artifacts or tribal cultural resources during excavation. Therefore, while unlikely, the presence of subsurface tribal cultural resources on the Project site remains possible,

and these could be affected by ground-disturbing activities associated with construction at the Project site. As a result, consistent with the findings of the Certified EIR, implementation of Mitigation Measures TCR-1 through TCR-3 would ensure preclude potential impacts to tribal cultural resources as defined in Public Resources Code 5024.1(c). Therefore, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required. The following mitigation measures from the Certified EIR are applicable to the Modified Project:

TCR-1 **Tribal Cultural Resources Monitoring.** The project archaeologist, in consultation with interested tribes and the City of Ontario, shall develop an archaeological monitoring plan (AMP) to address the details, timing, and responsibility of archaeological and cultural activities that will occur on the ORSC site and Offsite Improvement Area. Details in the AMP shall include:

1. Project-related ground disturbance (including, but not limited to, brush clearing, grading, trenching, etc.) and development scheduling;

2. The development of a rotating or simultaneous schedule in coordination with the developer and the project archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation, and ground-disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists. Tribes shall coordinate as to Tribal Monitoring concurrent with development;

3. The protocols and stipulations that the City, Tribes, and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

At least 30 days prior to application for a grading permit and before any brush clearance, grading, excavation, and/or ground-disturbing activities on the site, the developer shall retain a tribal cultural monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.

Pursuant to the AMP, a tribal monitor from the consulting tribes shall be present during the initial grading activities. If tribal resources are found during grubbing activities, the tribal monitoring shall be present during site grading activities.

TCR-2 **Treatment and Disposition of Cultural Resources.** In the event that Native American cultural resources are inadvertently discovered during the course of any ground-disturbing activities, including but not limited to brush clearance, grading, trenching, etc., at the ORSC site or Offsite Improvement Area, the following procedures will be carried out for treatment and disposition of the discoveries:

1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on-site or at the offices of the project archaeologist. The removal of any artifacts from the ORSC site and Offsite Improvement Area will need to be thoroughly inventoried with tribal monitor oversight of the process;

2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and nonhuman remains as part of the required mitigation for impacts to cultural resources. The City shall relinquish the artifacts through one or more of the following methods:

    a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloging, basic analysis, other analyses as recommended by the project archaeologist and approved by consulting tribes, and basic recordation have been completed; all documentation should be at a level of standard professional practice to allow the writing of a report of professional quality;

    b. A curation agreement with an appropriate qualified repository in San Bernardino County that meets federal standards per 36 CFR Part 79, and therefore the resource would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility in San Bernardino County, to be accompanied by payment of the fees necessary for permanent curation;

    c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, materials shall be curated at the San Bernardino County Museum by default;

    d. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pregrade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City, County Museum, and consulting tribes.

TRC-3 **Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects.** Native American human remains are defined in Public Resources Code Section 5097.98(d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

a) If Native American human remains and/or grave goods are discovered or recognized on the ORSC site or Offsite Improvement Area, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.

b) Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

c) Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.

d) Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

19. UTILITIES AND SERVICE SYSTEMS. Would the project:

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Summary of Certified EIR Finding: The Certified EIR concluded that the Approved Project would result in an increase in wastewater generation with the addition of residential and nonresidential land uses to an existing property currently on septic systems. Additionally, the Approved Project would require the expansion of the existing sewer infrastructure and the sewer installations would be require to comply with the City's Municipal Code Chapter 7, Section 6-7.707, Sanitary Sewer Installation Policy and the Setting of Sewer Connection Fees. Additionally, the OMUC regularly provides and prioritizes sewer projects for inclusion in the latest Capital Improvements Program (CIP), which includes a budget for wastewater infrastructure improvements over a five-year planning horizon. Therefore, there would be no significant impacts on wastewater infrastructure.

Additionally, the City's potable water and recycled water distribution systems would be improved and expanded with completion of the Approved Project. Planned new construction and expansion of the water distribution system due to the Approved Project would not significantly impact water treatment nor the City's water distribution system. Additionally, OMUC had capital improvement projects to monitor and upgrade their potable water and recycled water distribution systems, as described in their Water and Recycled Water Master Plans. Therefore, there would be no significant impacts on water infrastructure.

Development contemplated by the Approved Project would result in an increase in impervious surfaces, which in turn could result in an increase in stormwater runoff, higher peak discharges to drainage channels, and the potential to cause nuisance flooding in areas without adequate drainage facilities. The Approved Project would be required to comply with the City's storm drain policies and the MS4 permit, which would require the preparation of hydrology reports and drainage plans for review and approval by the City to ensure that there are no adverse impacts to the City's storm drain system. Also, the Approved Project would need to prepare a

WQMP that addresses stormwater runoff and requires the construction of stormwater treatment facilities for temporary on-site retention of stormwater runoff. These requirements would minimize the amount of stormwater runoff from potential future development. Compliance with the City's policies and programs that ensure adequate infrastructure and the regulatory provisions in the MS4 permit that limit runoff from new development would ensure that implementation of the Approved Project would not result in significant increases in runoff that would contribute to the construction or expansion of new storm drains beyond what is already planned. Therefore, impacts with respect to stormwater infrastructure would be less than significant.

The Approved Project included undergrounding electric transmission lines along Chino Avenue and may include undergrounding of transmission lines along Riverside Drive. SCE forecasts that it will have sufficient electricity supplies to meet demands in its service area. Additionally, electricity used on-site would be offset through solar panels required under Mitigation Measure GHG-2. Moreover, natural gas service would be extended to the ORSC site, provided by SoCalGas through connections to existing off-site gas distribution lines and new on-site infrastructure. Furthermore, a number of franchised telecommunications providers are available in the region, and no significant expansion or construction of the telecommunications network is anticipated as a result of implementation of the Approved Project. The Approved Project also included an extension of the City's OntarioNet fiber optic network to the ORSC site. Although the dry utilities infrastructure to the ORSC site would be extended, the construction or relocation of these facilities would not cause significant environmental effects, and impacts would be less than significant.

Discussion of Effects:

Water and Wastewater

The Modified Project would include the installation of water and wastewater lines within the Project site. Water would be accommodated via proposed 6-inch water lines from the northeastern portion of the building to the existing 12-inch water main on C Street. Additionally, a proposed 2-inch recycled water line would extend from the southwestern portion of the proposed building to the existing12-inch recycled water main on South Champions/Hellman Avenue. Sewer would be accommodated via proposed 8-inch and 10-inch sewer lines that would extend from the northeastern and southeastern corners of the building to an existing 10-inch sewer mains on C Street and South Champions/Hellman Avenue.

Although the Modified Project would result in new water and wastewater line connections, these connections would occur on-site and would be part of the Modified Project's construction phase, which is evaluated throughout this Addendum. The construction of the Modified Project's water and wastewater lines necessary to serve the Modified Project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this Addendum. Impacts would be less than significant.

Stormwater Drainage

Runoff from the site will sheet flow over the parking areas into the ribbon gutter and curb and gutter system. The runoff will then be intercepted by catch basins and conveyed further by storm drain system into the underground stormtech infiltration system located at the southeastern portion of the site. Using an 18-inch storm drain outlet structure, the excess runoff will be discharged into the curb inlet located offsite at the southeastern corner of the site along A-street. Refer to the analysis under Section 10, Hydrology and Water Quality, Threshold c.ii, above. As discussed, stormwater runoff would be treated on site and would not require relocation or construction of new or expanded storm water drainage infrastructure which could cause significant environmental effects. Therefore, impacts would be less than significant.

Dry Utilities

Electricity will be provided by the Southern California Edison (SCE), natural gas would be provided via Southern California Gas Company (SoCal Gas) and fiber optic would be provided by OntarioNet. Connections to the existing utility networks are available in the Project area and any offsite improvements would occur within improved rights-of-way, which are inherent to the Modified Project's construction phase and have been evaluated throughout this Addendum. Therefore, the Modified Project would not require or result in the construction or expansion of new facilities, and impacts would be less than significant.

Based on the preceding, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Summary of Certified EIR Finding: The Certified EIR concluded that the Approved Project would result in an increase in water demand with the addition of a Minor League Baseball Stadium, a community center and indoor athletic facility, and other nonresidential land uses to an existing property currently on private groundwater wells. The total water demand for the Approved Project was estimated to be 215,748 gallons per day (gpd) or 242 acre-feet per year (afy). Based on the land use maps and future water demand and population projections provided in Appendix B of the 2015 Urban Water Management Plan (UWMP) and Appendix E of the 2020 UWMP, water demand for the Armstrong Ranch Specific Plan, which encompassed the 199-acre ORSC site, was included in both the 2015 and 2020 UWMP. The 2015 Water Supply Assessment (WSA) for the Armstrong Ranch Specific Plan estimated a total water demand of 606 afy. The 2015 and 2020 UWMPs stated that the City's available water supply would meet the projected water demands during normal, single dry and multiple dry years. The ORSC's total water demand of 242 afy is less than the water demand of 606 afy assumed for the 199-acre ORSC site in the City's UWMP. Therefore, the conclusions reached in the 2015 and 2020 UWMPs that the City can meet its future water demand during normal, single-dry, and multiple dry years over the next 25-year period remains valid, and meet the water demand for the ORSC, and impacts would be less than significant.

Discussion of Effects: OMUC is responsible for supplying potable water to the Project site. The UWMP includes an analysis of water supply reliability projected through 2045 under normal years, single dry year, and multiple dry years. OMUC's total water demand for 2020 was approximately 32,109 AF (OMUC, 2021). As stated above, the City is anticipated to have adequate water supplies to meet all its demands from the implementation of the Approved Project at buildout over the next 25 years under a normal year, single dry year, and multiple dry years. As discussed under Response 10.b, the Modified Project would result in an nominal increase of 1,494 gpd in water demand. However, both the 2015 and 2020 UWMP anticipated a total of 606 afy for the ORSC site from the Armstrong Ranch Specific Plan. As such, the increase in water demand associated with the Modified Project was accounted for in the demand anticipated by the UWMPs and impacts would be less than significant. Therefore, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

c. 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?

Summary of Certified EIR Finding: The Certified EIR concluded that wastewater from the ORSC site would ultimately flow to the south and to Regional Water Recycling Plan #5 (RP-5). The additional wastewater generation for the Approved Project of 0.06 million gallons per day (mgd) is well below the excess capacity of 14.3 mgd for RP-5. Therefore, the Approved Project would not exceed the capacity of the wastewater treatment provider. In addition, IEUA continually updates its Wastewater Facilities Master Plans RP-5 and includes plans for expansion of this facility to meet the growth within the service area through year 2060. Therefore, there would be no significant impacts on wastewater collection and treatment, and impacts would be less than significant.

Discussion of Effects: The Project site is currently undeveloped and does not require wastewater treatment services. However, overall buildout of the Modified Project would result in an overall reduction in commercial uses compared to the buildout of the Approved Project previously analyzed under the Certified EIR. The Project Applicant would redevelop the Project site with a use that is consistent with the site's underlying land use designation; therefore, the wastewater generation associated with the Modified Project was considered in the demand anticipated by the Certified EIR. As such, the IEUA's existing wastewater treatment facilities are anticipated to have adequate capacity to serve the Modified Project's project demand in addition to its existing commitments. Impacts would be less than significant. Therefore, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Summary of Certified EIR Finding: The Certified EIR concluded that the Approved Project would result in an increase in solid waste of approximately 18,768 pounds per day (ppd), or 3,425 tons per year. This net increase was about 0.1 percent of the combined residual capacity of the Badlands Sanitary Landfill and the El Sobrante Landfill's excess capacity. With continued compliance with the applicable regulations such as CALGreen building code, AB 341, and AB 1826, leading to increased recycling and waste diversion, anticipated rates of solid waste disposal from the ORSC would be less than significant.

Discussion of Effects: Solid waste generated during the operation of the Modified Project is anticipated to be collected by the City of Ontario and is anticipated to be hauled to Badlands Sanitary Landfill or El Sobrante Landfill. The Badlands Sanitary Landfill has a permitted disposal capacity of 5,000 tons per day with a remaining capacity of 4,900,000 cubic yards. The Badlands Sanitary Landfill is estimated to reach capacity, at the earliest time, in the year 2059. (CalRecycle, 2025a) The El Sobrante Landfill is permitted to received 16,054 tons of solid waste per day with a remaining capacity of 121,083,583 tons. The El Sobrante Landfill is estimated to reach capacity, at the earliest time, in the year 2051 (CalRecycle, 2025b).

Based on the generation rate of 15.1 ppd per employee, the Modified Project would result in approximately 3,201.2 ppd[4] (1.6 tons per day), compared to the Approved Project's 7,625.5 ppd (3.81 tons per day). As previously stated, the Badlands Sanitary Landfill has a permitted

[4] 212 employees*15.1= 3,201.2 ppd

disposal capacity of 5,000 tons per day and the El Sobrante Landfill has a permitted disposal capacity of 16,054 tons per day. The Modified Project generated solid waste represents a nominal portion of the landfill's capacity and would not contribute significantly to the daily landfill capacity, and the landfill facilities are sufficient. Moreover, the Modified Project would result in a decrease of 10,160.02 s.f. of commercial uses compared to the buildout of the Approved Project previously analyzed under the Certified EIR. Accordingly, impacts would be less than significant. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Summary of Certified EIR Finding: The Certified EIR concluded that the City's per capita disposal rates of 15.1 ppd per employee is below the CalRecycle targets of 16.4 ppd for employees. In addition, the Approved Project would comply with Division 4.4, Material Conservation and Resource Efficiency, of the CALGreen Building Code, AB 341, and SB 1383. The City complied with all applicable federal, State, and local solid waste regulations, and solid waste, recycling, and green waste collection services were available to all commercial businesses in the City. Therefore, the Approved Project would comply with all current and future regulatory requirements, and impacts would be less than significant.

Discussion of Effects: The following federal and state laws and regulations govern solid waste disposal:

- AB 939 (Chapter 1095, Statutes of 1989), the California Integrated Waste Management Act of 1989 required each city, county, and regional agency to develop a source reduction and recycling element of an integrated waste management plan that contained specified components, including a source reduction component, a recycling component, and a composting component. With certain exceptions, the source reduction and recycling components were required to divert 50 percent of all solid waste from landfill disposal or transformation by January 1, 2000, through source reduction, recycling, and composting activities.

- AB 32 (Chapter 488, Statutes of 2006), the California Global Warming Solutions Act, established mandatory recycling as one of the measures to reduce GHG emissions adopted in the Scoping Plan by the California Air Resources Board.

- AB 341 (Chapter 476, Statutes of 2011) requires that all "commercial" generators of solid waste (businesses, institutions, and multifamily dwellings) establish recycling and/or composting programs. AB 341 goes beyond AB 939 and establishes the new recycling goal of 75 percent by 2020.

- SB 1383 (Chapter 395, Statutes of 2016)requires all businesses and residents to divert organic materials (including food waste, yard waste, and soiled paper products) from the landfill.

The Modified Project would implement the requirements of the City's Integrated Waste Department's Refuse & Recycling Planning Manual on refuse and recycling storage and access

for service, as well as addressing the City's recycling goals. The requirements of Chapter 3, Integrated Waste Management, of the Municipal Code will also be implemented to ensure that the Modified Project complies with all applicable state and federal laws. Therefore, no impacts are anticipated. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

20. WILDFIRE.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

Summary of Certified EIR Finding: The Certified EIR concluded that the City's Emergency Operations Plan provided a means to prepare and maintain systems, supplies, and other logistical items among City departments to support emergency/disaster response and recovery throughout the City. The number of people visiting and working at the ORSC site would fluctuate throughout the year and on a daily basis because the schedule of activities at the proposed baseball stadium and use of the proposed City recreation facilities would vary based on sport seasons. Development of the Approved Project would also include construction activities that may also temporarily impact traffic on the ORSC site. Therefore, construction and operation of the Approved Project could impair an emergency response plan or evacuation plan. Implementation of Mitigation Measures TRAF-2 and TRAF-3 would require that the City prepare and implement a Parking and Event Traffic Management Plan (TMP) and a construction management plan to ensure that construction and operational activities do not interfere with emergency access. Therefore, with the implementation of Mitigation Measure TRAF-2 and TRAF-3, impacts related to emergency access would be less than significant.

Discussion of Effects: As concluded in the Certified EIR, the City is not located with a SRA. According to the California Department of Forestry and Fire Protection's fire hazard map for the Local Responsibility Area (LRA), the Project site is not within a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE, 2025). Consistent with the findings of the Certified EIR, the Modified Project would be required to develop a construction management plan (Mitigation Measure TRAF-3) to ensure construction activities would not impair the City's emergency response plan or evacuation plan. Additionally, during the building plan check and development review process, the City would coordinate with OFD and OPD to ensure that the necessary fire prevention and emergency response features are incorporated into the Modified Project and that adequate circulation and access (e.g., adequate turning radii for fire trucks) is provided. Therefore, impacts would be less than significant with the implementation of Mitigation Measure TRAF-3. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required. Mitigation Measure TRAF-3 is applicable to the Modified Project.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Summary of Certified EIR Finding: The Certified EIR concluded that the City was located outside of a State Responsibility Area (SRA) and did not contain areas subject to very high wildfire risk. However, the City recognized that even though fuel loading was light in Ontario and fire risk came primarily from urban fires, not wildfires, there was some risk related to wildfires. Implementation of the Approved Project would not add wildland vegetation or change site topography (such as adding large slopes) so as to exacerbate the spread of wildfire; therefore, it was unlikely that a wildfire would travel into the Project area from adjacent areas and be exacerbated by the Approved Project. Construction of these infrastructure improvements would be required to comply with of the CFC Chapter 33's fire safety precautions for construction and demolition of a project, therefore minimizing fire-related impacts associated with the installation of this infrastructure. Additionally, all project buildings would be constructed in accordance with the applicable provisions of the adopted CFC, the City's Municipal Code, and standard conditions regarding fire prevention and suppression measures. Moreover, the ORSC site and the area surrounding the site were relatively flat and in areas of minimal flood hazard; therefore, would not increase the risk of landslides after a wildfire compared to existing condition and increase the risk of downslope or downstream flooding. With adherence to the building practices in the CAL FIRE's 2019 Strategic Fire Plan for California, the California Fire Code, CBC, City's LHMP, and fire services from OFD, development and infrastructure associated with the Approved Project would not exacerbate risk or result in post-wildfire hazards.

Discussion of Effects: As discussed above, the Project site is not located with a SRA or VHFHSZ in a LRA(CAL FIRE, 2025). Construction of the proposed infrastructure improvements would be required to comply with of the CFC Chapter 33's fire safety precautions and Project buildings constructed in accordance with the applicable provisions of the adopted CFC and the City's Development Code. Additionally, as discussed previously, the Project site is not located with an area of flood or landslide hazards. Therefore, impacts would be less than significant. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation required.

21. MANDATORY FINDINGS OF SIGNIFICANCE.

a. 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?

Summary of Certified EIR Finding: The Certified EIR concluded that the Approved Project would result in less-than-significant impacts to sensitive plant and animal species as well as habitats with the implementation of Mitigation Measures BIO-1 through BIO-9. Additionally, the Approved Project concluded that the Approved Project would result in in less-than-significant impacts to historical resources.

Discussion of Effects: As discussed in Biological Resources Section of the Addendum, With the implementation of Mitigation Measures BIO-1 through BIO-9, impacts to sensitive plant and wildlife species would be less than significant. Additionally, as indicated in the Cultural Resources Section, the Project site is not included on the National Register of Historic Places, California Register of Historical Resources, or a local register of historical resources, nor is it eligible for listing. Therefore, no impacts are anticipated. The Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary.

Mitigation: No additional mitigation 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.)

Summary of Certified EIR Finding: The Certified EIR addressed cumulative impacts for each of the environmental topics evaluated. The Certified EIR concluded that the Approved Project would result in significant and unavoidable cumulative impacts regarding agricultural resources, air quality, greenhouse gas emissions, noise, and transportation (VMT).

Discussion of Effects: As identified through the analysis presented in this Addendum, with the implementation of Project-specific mitigation measures identified herein, the Modified Project would not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analyses are necessary. Therefore, there is no potential for the Modified Project to result in cumulatively considerable effects to the environment beyond those previously disclosed in the Certified EIR (and already disclosed throughout this analysis), and instead, the Modified Project's impacts are generally less than the impacts assumed and analyzed in the Certified EIR.

Mitigation: No additional mitigation required.

c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Summary of Certified EIR Finding: The Certified EIR concluded that with the implementation of the Mitigation Measures, compliance with existing laws, plans and regulations, the Approved Project does not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

Discussion of Effects: The Modified Project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this Addendum. The Modified Project would result in less than significant impacts related to air quality and associated effects on human health from air pollutants, GHG emissions, and construction-related noise and potential effects on hearing impairment. Implementation of the Modified Project would not result in environmental effects that would cause substantial adverse

effects on human beings, either directly or indirectly, beyond those disclosed in the Certified EIR, and instead, the Modified Project's impacts are generally less than the impacts assumed by the Certified EIR.

Mitigation: No additional mitigation 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 analyses used and state where they are available for review.

a) Ontario Regional Sports Complex Final Environmental Impact Report

b) Armstrong Ranch Specific Plan Environmental Impact Report

c) The Ontario Plan/Policy Plan

d) City of Ontario Municipal Code

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.

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TECHNICAL MEMORANDUM

DATE	November 17, 2025
TO	Tracy Chu, Project Manager T&B Planning
ADDRESS	3200 El Camino Real, Suite 100 Irvine, CA 92602
FROM	Nicole Vermilion, Principal Lance Park, Senior Associate II Lexie Zimny, Associate I
SUBJECT	Air Quality and Greenhouse Gas Emissions Technical Memorandum for Hotel Ontario Aloft + Residence Inn Project
PROJECT NUMBER	T&B-02

PlaceWorks' technical staff has prepared an air quality and greenhouse gas (GHG) emissions memorandum to support the environmental documentation required under the California Environmental Quality Act (CEQA) for the proposed amendments to the Ontario Regional Sports Complex and Hotel Ontario Aloft + Residence Inn Project (together referred to as the "Proposed Project") compared to the previously approved Ontario Regional Sport Complex (ORSC).

Project Background and Prior Environmental Analysis

This memorandum was prepared to support an Addendum to the previously approved ORSC Environmental Impact Report (Certified EIR) (State Clearinghouse [SCH] No. 2023110328) for the Proposed Project. The memorandum has been prepared in accordance with the provisions of Section 21166 of the CEQA statute and Sections 15162 and 15164 of the CEQA Guidelines.

The land use plan for the ORSC (Approved Project) designates land uses within seven planning areas (PA)—Baseball Stadium (PA 1); Commercial Retail (PA 2); Baseball Stadium Retail-Hospitality (PA 3), Baseball Stadium Retail-Hospitality South (PA 4); City Park–Active Fields (PA 5); City Park–Indoor Athletic Facility (PA 6); and Community Recreation Center (PA 7). The Approved Project allows for up to 540,750 square feet of commercial building space, 450,000 square feet of stadium space (110,000 square feet of conditioned space and 340,000 square feet of unconditioned space), and 272,000 square feet of parking structures within the 199-gross-acre site. The EIR for the ORSC was certified in August 2024.

CERTIFIED EIR MITIGATION MEASURES

The Certified EIR determined that the following air quality and GHG mitigation measures would be applicable to future individual projects under the approved project.

AQ-1 The City of Ontario shall require the construction contractor to incorporate the following to reduce air pollutant emissions during construction activities:

- Use construction equipment rated by the United States Environmental Protection Agency as having Tier 4 (model year 2015 or newer) Final or stricter emission limits for all off-road construction equipment. If Tier 4 Final equipment is not commercially available for a specific piece of equipment, the applicant shall provide documentation (e.g., rental inventory requests), to the City's satisfaction, or otherwise demonstrate its unavailability to the City of Ontario prior to the issuance of any construction permits and replacement equipment used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by the California Air Resources Board.
    - If Tier 4 Final equipment is not available, the construction contractor(s) and subcontractor(s) shall use Tier 4 Interim equipment.
    - If Tier 4 Interim equipment is not available, the construction contractor(s) and subcontractor(s) affected shall use then Tier 3 equipment outfitted with a level 3 diesel particulate filter.
    - For purposes of this mitigation measure, "commercially available" shall mean the availability of Tier 4 engines similar to the availability of other large-scale construction projects in the City occurring at the same time and taking into consideration factors such as (i) potential significant delays to critical-path timing of construction and (ii) geographic proximity to the project site of Tier 4 equipment.
- During construction, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by the City of Ontario. The construction equipment list shall state the makes, models, Equipment Identification Numbers, Engine Family Numbers, and number of construction equipment on-site.
- Use paints with a VOC content that meets the South Coast Air Quality Management District Super Compliant architectural coatings standard of 10 grams per liter (g/L) or less (i.e.,) for coating architectural surfaces.
- Comply with South Coast Air Quality Management District Rule 403, including the following measure:
    - Provide National Institute of Occupational Safety and Health (NIOSH)-approved respirators for workers with a prior history of Valley Fever.
    - Half-face respirators equipped with a minimum N-95 protection factor for use during worker collocation with surface disturbance activities. Half-face respirators equipped with N-100 or P-100 filters should be used during digging activities. Employees should wear respirators when working near earth-moving machinery.
    - Post warnings onsite and consider limiting access to visitors, especially those without adequate training and respiratory protection.
    - These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to and verified by the City.

AQ-2 All landscaping equipment (e.g., leaf blower) used for property management shall be electric powered only. The property manager/facility owner shall provide documentation (e.g., purchase, rental, and/or

services agreement) to the City of Ontario Planning Department to verify to the City's satisfaction that all landscaping equipment utilized will be electric powered.

GHG-1 The City of Ontario shall require proposed buildings within the ORSC site to be all electric, with electricity to be the only permanent source of energy for all nonemergency building energy needs, including but not limited to water heating; mechanical equipment; and heating, ventilation, and air conditioning (HVAC) (i.e., space-heating and space cooling). All major appliances (e.g., dishwashers, refrigerators, and water heaters) provided/installed shall be electric-powered EnergyStar certified or an equivalent energy efficiency where applicable. The only exception to this measure shall be limited to commercial cooking uses. Prior to issuance of building permits for development projects, applicants shall provide plans that show the aforementioned requirements to the City of Ontario Planning Department. Prior to issuance of the certificate of occupancy, the City of Ontario Building Department shall verify installation of the electric-powered EnergyStar or equivalent appliances.

GHG-2 The City of Ontario shall require proposed buildings and parking areas within the ORSC site to include on-site renewable energy generation systems. Proposed buildings shall include photovoltaic (PV) and battery energy storage systems compliant with the Prescriptive Requirements of the California Building Standards Code, Part 6, California Energy Code. Proposed buildings may substitute alternative renewable energy generation technology (e.g., wind) for PV systems; however, that alternative generation technology system shall be sized to provide annual electricity equal to what would be provided by a PV system for that building compliant with the Prescriptive Requirements of the California Building Standards Code, Part 6, California Energy Code. Proposed parking areas shall include a PV system or alternative renewable energy generation system (e.g., wind) to help offset electricity demand generated by electric vehicle charging. Prior to issuance of building permits for development projects, applicants shall provide plans that show the aforementioned requirements to the City of Ontario Planning Department. Prior to issuance of the certificate of occupancy, the City of Ontario Building Department shall verify installation of the PV and battery energy storage systems or alternative renewable energy generation systems.

GHG-3 The City of Ontario shall require that the parking lots and parking structure install electric vehicle spaces in compliance with the voluntary Tier 2 standards under Section A5.106.5.3.2 of the Non-residential Voluntary Measures in the 2022 California Green Building Standards Code. All site plans submitted to the City of Ontario Planning Department shall illustrate compliance with Section A5.106.5.3.2.

GHG-4 The City of Ontario shall require applicants to design and construct buildings in Planning Areas 2, 3, and 4 to achieve a 100-point score with the 2022 Community Climate Action Plan (CCAP), Table 6, "Screening Table for Implementing GHG Performance Standards for Commercial, Office, Medical, Hotel, Industrial, and Retail Development, 2030." Alternatively, the analysis of development projects can be done through emissions calculations to demonstrate equivalent reductions using CalEEMod or a similar tool. Projects that do not use the CCAP Screening Tables to demonstrate consistency with the 2022 CCAP must demonstrate that they will generate annual GHG emissions that do not exceed the following emission screening thresholds from the CCAP:

1. For residential development completed between 2020 and 2030, the project shall not produce GHG emissions greater than 5.85 $MTCO_2e$/dwelling unit.

2. For residential development completed after 2030, the project shall not produce GHG emissions greater than 1.53 $MTCO_2e$/dwelling unit.

3. For nonresidential developments of all types completed between 2020 and 2030, the project shall not produce GHG emissions greater than 8.84 $MTCO_2e$/2,500 square feet of conditioned space.

4. For nonresidential developments of all types completed after 2030, the project shall not produce GHG emissions greater than 3.61 $MTCO_2e$/2,500 square feet of conditioned space.

For projects that include both residential and nonresidential space, the residential and nonresidential components must be assessed separately against their respective applicable thresholds.

Project Location

The ORSC is in the southern portion of Ontario, which is known as the Ontario Ranch. The ORSC site is bounded to the north by Riverside Drive, to the south by Chino Avenue, to the west by the unimproved right-of-way (ROW) for Vineyard Avenue, and to the east by the Cucamonga Creek Flood Control Channel. The Proposed Project, which covers PAs 2 through 4 of the ORSC, is largely concentrated in the northeastern portion of the ORSC. PA 2 and PA 3 border Riverside Drive; PA 2 borders the Cucamonga Creek Flood Control Channel; and PA 4 is bordered by PAs 2, 3, and 5.

The proposed hotel and retail building is in a 3.41-acre portion of PA 2 of the ORSC. The project site encompasses three assessor's parcel numbers (APNs): 0218-111-12-0-000, 0218-111-49-0-000, and 0218-111-50-0-000. The site has a General Plan designation of Hospitability (HOS) and a zoning designation of Convention Center Support Commercial (CCS). The project site is bounded by Riverside Drive to the north, Hellman Avenue and the baseball stadium of PA 1 to the west, A Street and the Cucamonga Flood Control Channel to the east, and C Street to the south.

Project Description

The Proposed Project encompasses the amendments to the ORSC to relocate and reconfigure the hotel and retail building space across PAs 2 through 4 as well as construction and operation of the proposed Aloft & Residence Inn Hotel in PA 2. As shown in Table 1, *Approved Project and Proposed Project Comparison*, across all three PAs, the hotel space would increase from 70,000 square feet with 100 rooms to up to 170,000 square feet with 249 rooms, and the retail building space would diminish from 180,000 square feet to 72,144 square feet, resulting in a net decrease of building space—from 250,000 square feet to 242,144 square feet—across all retail and hotel uses in those three PAs.

The proposed Aloft & Residence Inn is a five-story hotel complex consisting of 249 rooms across the second through fifth floors and a retail/conference area on the first floor. The retail/conference area would include conference rooms, a "hall of fame" area, a Yogurtland, and a café. A courtyard on the first floor of the hotel would consist of a patio, three pool areas, and an event area with artificial turf. The total proposed Aloft & Residence Inn building is anticipated to consist of up to 195,700 square feet. The proposed Aloft & Residence Inn would also have two parking areas with a total of 197 parking stalls and an off-site sidewalk improvement.

Table 1 Approved Project and Proposed Project Comparison

Land Use	Approved Project	Proposed Project	Difference
PA 2 Commercial Retail			
Retail/Commercial, East	45,000 Sq Ft	25,631 Sq Ft	-19,369 Sq Ft
Hotel	0 Sq Ft	170,000 Sq Ft 249 Rooms	170,000 Sq Ft 249 Rooms
PA 3 Baseball Stadium Retail Stadium Retail and Hospitality			
Retail/Commercial	21,000 Sq Ft	10,000 Sq Ft	-11,000 Sq Ft
Hotel	70,000 Sq Ft 100 Rooms	0 Sq Ft 0 Rooms	-70,000 Sq Ft -100 Rooms
PA 4 Baseball Stadium Retail and Hospitality South			
Retail/Commercial	114,000 Sq Ft	36,513 Sq Ft	-77,487 Sq Ft
TOTAL Retail Space	**180,000 Sq Ft**	**72,144 Sq Ft**	**-107,856 Sq Ft**
TOTAL Hotel Space	**70,000 Sq Ft 100 Rooms**	**170,000 Sq Ft 249 Rooms**	**100,000 Sq Ft 149 Rooms**
TOTAL Building Space PAs 2 to 4	**250,000 Sq Ft 100 Rooms**	**242,144 Sq Ft 249 Rooms**	**-7,856 Sq Ft 149 Rooms**

Modeling Methodology

Projected operation-related air pollutant emissions are calculated using the California Emissions Estimator Model (CalEEMod), version 2022.1. For the purposes of this analysis, operational emissions were calculated using the project-specific information for the proposed Aloft & Residence Inn portion of the Proposed Project in PA 2. In lieu of project-specific information for PAs 3 and 4, operational emissions for these portions of the Proposed Project were calculated based on the total projected building square footages shown in Table 1 in addition to the landscaping and parking square footage assumed under these PAs of the ORSC. The total emissions for these three PAs under the Proposed Project were compared to the operational emissions of these PAs under the Approved Project.

Operation-related mobile emissions modeled for both the Approved and Proposed Project are based on trip generation estimates from the 11th edition of the ITE manual compiled by the City of Ontario (see Attachment A, *Approved Project and Proposed Project Trip Generation*). The scenarios considered in these trip generation estimates include a "typical weekday with a stadium event" scenario and two scenarios for Saturday trips—one accounts for a tournament at the athletic facilities and no baseball stadium event; the other accounts for a baseball stadium event and no tournaments. For the purposes of this analysis, the average daily trips from the scenario with the highest number of trips across the three scenarios were used for modeling mobile emissions of the Approved Project and Proposed Project, respectively.

The calculated operational emissions of the Proposed Project are compared to the thresholds of significance for individual projects per the South Coast Air Quality Management District's (South Coast AQMD) *CEQA Air Quality Handbook* (1993) as well as the emissions of the Approved Project. Because the Proposed Project would result in a net decrease in building space, construction-related air quality impacts are discussed qualitatively.

Thresholds of Significance

AIR QUALITY

The analysis of the proposed project's air quality impacts follows the guidance and methodologies recommended in the *CEQA Air Quality Handbook* and the significance thresholds on South Coast AQMD's website (South Coast AQMD 1993, 2023). CEQA allows the significance criteria established by the applicable air quality management or air pollution control district to be used to assess a project's impacts on air quality. South Coast AQMD has established thresholds of significance for regional air quality emissions for construction activities and project operation. In addition to the daily thresholds, projects are also subject to the ambient air quality standards (AAQS). These are addressed through an analysis of localized carbon monoxide (CO) impacts and localized significance thresholds (LST).

Regional Significance Thresholds

South Coast AQMD has adopted regional construction and operational emissions thresholds to determine a project's cumulative impact on air quality in the South Coast Air Basin (SoCAB). Table 2, *South Coast AQMD Regional Significance Thresholds*, lists thresholds that are applicable for all projects uniformly, regardless of size or scope. There is growing evidence that although ultrafine particulates ($PM_{0.1}$) contribute a very small portion of the overall atmospheric mass concentration, they represent a greater proportion of the health risk from particulate matter (PM). However, the United States Environmental Protection Agency (EPA) and California Air Resources Board (CARB) have not yet adopted AAQS to regulate ultrafine particulates; therefore, South Coast AQMD has not developed thresholds for them.

Table 2 South Coast AQMD Regional Significance Thresholds

Air Pollutant	Construction Phase	Operational Phase
Reactive Organic Gases (ROGs)/Volatile Organic Compounds (VOCs)	75 lbs/day	55 lbs/day
Nitrogen Oxides (NO_X)	100 lbs/day	55 lbs/day
Carbon Monoxide (CO)	550 lbs/day	550 lbs/day
Sulfur Oxides (SO_X)	150 lbs/day	150 lbs/day
Coarse Particulates (PM_{10})	150 lbs/day	150 lbs/day
Fine Particulates ($PM_{2.5}$)	55 lbs/day	55 lbs/day

Source: South Coast AQMD 2023.

Projects that exceed the regional significance thresholds contribute to the nonattainment designation of the SoCAB. The attainment designations are based on the AAQS, which are set at levels of exposure that are determined to not result in adverse health effects. Exposure to fine particulate pollution and ozone causes myriad health impacts, particularly to the respiratory and cardiovascular systems, including:

- Increase in cancer risk ($PM_{2.5}$, toxic air contaminants [TACs])
- Aggravation of respiratory disease (ozone [O_3], $PM_{2.5}$)
- Increase in bronchitis (O_3, $PM_{2.5}$)
- Cause of chest discomfort, throat irritation, and increased effort to take a deep breath (O_3)
- Reduction in resistance to infections and increases fatigue (O_3)

» Reduction in lung growth in children ($PM_{2.5}$)
» Contribution to heart disease and heart attacks ($PM_{2.5}$)
» Contribution to premature death (O_3, $PM_{2.5}$)
» Reduction in birth weight in newborns ($PM_{2.5}$) (South Coast AQMD 2015a)

Exposure to fine particulates and ozone aggravates asthma attacks and can amplify other lung ailments, such as emphysema and chronic obstructive pulmonary disease. Exposure to current levels of $PM_{2.5}$ is responsible for an estimated 4,300 cardiopulmonary-related deaths per year in the SoCAB. In addition, University of Southern California scientists responsible for a landmark children's health study found that lung growth improved as air pollution declined for children aged 11 to 15 in five communities in the SoCAB (South Coast AQMD 2015b).

Mass emissions in Table 2 are not correlated with concentrations of air pollutants but contribute to the cumulative air quality impacts in the SoCAB. Therefore, regional emissions from a single project do not usually trigger a regional health impact. South Coast AQMD is the primary agency responsible for ensuring the health and welfare of individuals sensitive to elevated concentrations of air quality in the SoCAB. To achieve the health-based standards established by the EPA, South Coast AQMD prepares an air quality management plan (AQMP) that details regional programs to attain the AAQS.

CO HOTSPOTS

Areas of vehicle congestion have the potential to create pockets of carbon monoxide (CO) called hot spots. These pockets have the potential to exceed the State's one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hot spots are typically produced at intersections where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the SoCAB and in the state have steadily declined.

In 2007, the SoCAB was designated in attainment for CO under both the California AAQS and National AAQS. The CO hotspot analysis conducted for attainment by South Coast AQMD did not predict a violation of CO standards at the busiest intersections in Los Angeles during the peak morning and afternoon periods.[1] As identified in South Coast AQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the SoCAB in previous years were a result of unusual meteorological and topographical conditions and not a result of congestion at a particular intersection (South Coast AQMD 1992, 2003). The South Coast AQMD does not currently have adopted CO hotspot screening guidance, so guidance from the Bay Area Air District was used to determine whether the proposed project may result in potentially significant impacts related to CO hotspot generation. According to Bay Area Air District's CEQA Air Quality Guidelines, to generate a significant CO impact under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection to more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix (Bay Area Air District 2023).[2]

[1] The four intersections were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day, with level of service (LOS) E in the morning peak hour and LOS F in the evening peak hour.

[2] The CO hotspot analysis refers to the modeling conducted by the Bay Area Air District (formerly known as BAAQMD) for its 2022 CEQA Guidelines because it is based on newer data and considers the improvement in mobile-source CO emissions. Although meteorological conditions in the Bay Area differ from those in the SoCAB, the modeling conducted by Bay Area Air District demonstrates that the peak-hour traffic volumes at an intersection in a single hour would need to be substantial. This finding is consistent with the CO hotspot analysis South Coast AQMD prepared as part of its 2003 AQMP to provide support in seeking CO attainment for the SoCAB. Based on that analysis, no CO hotspots were predicted for

LOCALIZED SIGNIFICANCE THRESHOLDS

South Coast AQMD developed LSTs for emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at the project site (off-site mobile-source emissions are not included in the LST analysis). LSTs represent the maximum emissions at a project site that are not expected to cause or contribute to an exceedance of the most stringent federal or State AAQS and are shown in Table 3, *South Coast AQMD Localized Significance Thresholds*.

Table 3 South Coast AQMD Localized Significance Thresholds

Air Pollutant (Relevant AAQS)	Concentration
1-Hour CO Standard (CAAQS)	20 ppm
8-Hour CO Standard (CAAQS)	9.0 ppm
1-Hour NO_2 Standard (CAAQS)	0.18 ppm
Annual NO_2 Standard (CAAQS)	0.03 ppm
24-Hour PM_{10} Standard – Construction (South Coast AQMD)[1]	10.4 µg/m^3
24-Hour $PM_{2.5}$ Standard – Construction (South Coast AQMD)[1]	10.4 µg/m^3
24-Hour PM_{10} Standard – Operation (South Coast AQMD)[1]	2.5 µg/m^3
24-Hour $PM_{2.5}$ Standard – Operation (South Coast AQMD)[1]	2.5 µg/m^3

Source: South Coast AQMD 2023.
ppm – parts per million; µg/m^3 – micrograms per cubic meter
[1] Threshold is based on South Coast AQMD Rule 403. Since the SoCAB is in nonattainment for PM_{10} and $PM_{2.5}$, the threshold is established as an allowable change in concentration. Therefore, background concentration is

To assist lead agencies, South Coast AQMD developed screening-level LSTs to back-calculate the mass amount (lbs. per day) of emissions generated on-site that would trigger the levels shown in Table 3 for projects under 5 acres. In accordance with South Coast AQMD's LST methodology, the screening-level construction LSTs are based on the acreage disturbed per day by equipment use, distance to sensitive receptors, and source receptor area (SRA). Table 4, *South Coast AQMD Screening-Level Localized Significance Thresholds*, presents the screening-level construction LSTs for the project site in SRA 33, Southwest San Bernardino Valley. The screening-level thresholds are based on sensitive receptors within South Coast AQMD's minimum reference distance of 82 feet (25 meters) for NO_X, CO, PM_{10}, and $PM_{2.5}$.

the SoCAB. As noted in the preceding footnote, the analysis included some of Los Angeles' busiest intersections, with daily traffic volumes of 100,000 or more daily vehicle trips operating at LOS E and F.

Table 4 South Coast AQMD Screening-Level Localized Significance Thresholds

Acreage Disturbed	Threshold (lbs/day)			
	Nitrogen Oxides (NO_X)	Carbon Monoxide (CO)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
5 Acres Disturbed per Day (Construction)	270	2,193	16	9
5 Acres Disturbed per Day (Operation)	270	2,193	4	2

Source: South Coast AQMD 2008, 2011, and 2023.

Notes: Screening-level LSTs for NO_X, CO, PM_{10}, and $PM_{2.5}$ are based on SRA 33 at the minimum reference distance of 82 feet (25 meters).

Air Quality Management Plan Consistency

The South Coast AQMD is the agency responsible for improving air quality in the SoCAB and ensuring that the National and California AAQS are attained and maintained. South Coast AQMD is responsible for preparing the air quality management plan (AQMP) for the SoCAB in coordination with the Southern California Association of Governments (SCAG). The AQMP is a regional strategy plan to achieve air quality standards by examining emissions, looking at regional growth projections, and the impact of existing and proposed control measures to provide healthful air in the long-term. Since 1979, a number of AQMPs have been prepared. The latest AQMP was adopted on December 22, 2022.

The regional emissions inventory for the SoCAB is compiled by South Coast AQMD and SCAG. Regional population, housing, and employment projections developed by SCAG are based in part on cities' general plan land use designations. These projections form the foundation for the emissions inventory of the AQMP. These demographic trends are incorporated into SCAG's 2024-2050 Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS), Connect SoCal, to determine priority transportation projects and vehicle miles traveled in the SCAG region (SCAG 2024). Because the AQMP strategy is based on projections from local general plans and SCAG's regional growth forecasts, projects that are consistent with the local general plan are considered consistent with the air-quality-related regional plan.

Health Risk

Table 5 South Coast AQMD Toxic Air Contaminants Incremental Risk Thresholds

Maximum Incremental Cancer Risk	≥ 10 in 1 million
Cancer Burden (in areas ≥ 1 in 1 million)	> 0.5 excess cancer cases
Hazard Index (project increment)	≥ 1.0

Source: South Coast AQMD 2023.

Whenever a project would require use of chemical compounds that have been identified in South Coast AQMD Rule 1401, placed on CARB's air toxics list pursuant to Assembly Bill (AB) 1807, or placed on the EPA's National Emissions Standards for Hazardous Air Pollutants, a health risk assessment is required by the South Coast AQMD.

Table 5, *South Coast AQMD Toxic Air Contaminants Incremental Risk Thresholds*, lists the South Coast AQMD's TAC incremental risk thresholds for operation of a project.

The purpose of this environmental evaluation is to identify the significant effects of the proposed project on the environment, not the significant effects of the environment on the proposed project (*California Building Industry Association v. Bay Area Air Quality Management District* [2015] 62 Cal.4th 369 [Case No. S213478]). Land uses that have the potential to generate substantial stationary sources of emissions include industrial projects that require a permit from South Coast AQMD, such as chemical processing, or warehousing projects where substantial truck idling could occur on-site (CARB 2005).

The primary sources of potential air toxics associated with project operations include diesel particulate matter (DPM) from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and, to a lesser extent, building operations (e.g., natural gas-fired boilers). However, the proposed project does not include the types of land uses that generate a substantial number of trucks or TAC emissions. Due to the type of land use proposed under the project, toxic or carcinogenic air pollutants are not expected in any meaningful amounts in conjunction with operation of the proposed project. Therefore, an analysis of the project's operational TAC emissions is not warranted.

GREENHOUSE GAS EMISSIONS

The CEQA Guidelines recommend that a lead agency consider the following when assessing the significance of impacts from GHG emissions on the environment.

1. The extent to which the project may increase (or reduce) GHG emissions compared to the existing environmental setting.
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
3. The extent to which the project complies with regulations or requirements adopted to implement an adopted statewide, regional, or local plan for the reduction or mitigation of GHG emissions.[3]

Net Zero Threshold

Because the land use types associated with the ORSC are not identified by any air district's GHG emissions methodology or the State's Scoping Plan emissions inventory or forecast, the Certified EIR determined that market capture approach thresholds and efficiency thresholds derived from the State's GHG emissions forecast would not be applicable to the ORSC. To provide a conservative analysis of the ORSC's impacts in relation to carbon neutrality goals of AB 1279,[4] the City identified a no net increase threshold of zero (0 $MTCO_2e$). Appendix D of the CARB 2022 Draft Scoping Plan recognizes that achieving no net additional increase in GHG emissions, resulting in no contribution to GHG impacts, may be an appropriate overall objective (CARB 2022). Therefore, the zero-net increase

[3] The Governor's Office of Land Use and Climate Innovation (LCI) recommends a requirement that such a plan be adopted through a public review process and include specific requirements that reduce or mitigate the project's incremental contribution of GHG emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable, notwithstanding compliance with the adopted regulations or requirements, an environmental impact report (EIR) must be prepared for the project.

[4] The 2022 Scoping Plan update includes statewide measures to achieve the state's carbon neutrality goals under AB 1279, such as carbon dioxide removal, that are not applicable to local governments. Carbon neutrality goals are a "no impact" level and not a "less than significant" impact level for climate change effects. There are presently no reliable means of forecasting how future technological developments related to carbon dioxide removal may affect future emissions in a jurisdiction. Therefore, carbon neutrality targets are not directly applicable to local governments or CEQA projects to mitigate GHG emissions impacts of a proposed project.

threshold was used as a conservative threshold for GHG emissions impacts under CEQA for the Approved Project and is utilized to determine potential impacts resulting from the Proposed Project.

Consistency with a GHG Reduction Plan

CEQA Guidelines Section 15183.5, Tiering and Streamlining the Analysis of Greenhouse Gas Emissions, allows for lead agencies to analyze and mitigate the significant effects of GHG emissions at a programmatic level. Pursuant to CEQA Guidelines Section 15183.5, later project-specific environmental documents may tier from and/or incorporate by reference the GHG reduction plan so long as they include the following plan elements.

» Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area.

» Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable.

» Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area.

» Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level.

» Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels.

» Be adopted in a public process following environmental review.

The Ontario Community Change Action Plan (CCAP) was adopted in a public process following environmental review in August 2022. The CCAP included an updated a GHG inventory for Ontario based on the latest community protocols and global-warming potentials. It provided emissions forecasts for 2030 and 2050 and established GHG emissions targets for 2030 consistent with SB 32. It also identified State and local measures to reduce GHG emissions and quantified GHG reductions associated with these measures. With implementation of the GHG reduction measures, the CCAP provides a flexible path to reduce the community's GHG emissions to achieve the 2030 target pursuant to SB 32. While the CCAP includes a forecast with reductions for the 2050 horizon, it was based on the reductions needed to achieve Executive Order S-03-05 and predates the passage of AB 1279 for year 2045.

Consequently, the CCAP is a qualified GHG reduction plan through 2030. However, because emissions associated with the Approved Project were not included in the forecast for the CCAP, the ORSC's GHG emissions impacts were not evaluated based on consistency with the CCAP. Similarly, emissions of the Proposed Project would not have been considered in the CCAP. To assess consistency with the CCAP, the Proposed Project would be required to comply with Mitigation Measure GHG-4.

Target Project-Level Efficiency Threshold

The work prepared for the CCAP includes levels of reduction from existing and new development and from residential and nonresidential development to achieve the adopted targets. Targets for projects completed by 2030 are separate from those completed between 2031 and 2050, consistent with the CCAP target years.

2030 TARGET EFFICIENCY THRESHOLDS

Nonresidential projects that do not use the CCAP Screening Tables (Ontario 2023) need to demonstrate that they will generate annual GHG emissions that do not exceed the following thresholds:

1. For residential development completed between 2020 and 2030, the project shall not produce GHG emissions greater than 5.85 $MTCO_2e$/dwelling unit.
2. For residential development completed after 2030, the project shall not produce GHG emissions greater than 1.53 $MTCO_2e$/dwelling unit.
3. For nonresidential developments of all types completed between 2020 and 2030, the project shall not produce GHG emissions greater than 8.84 $MTCO_2e$/2,500 square feet of conditioned space.
4. For nonresidential developments of all types completed after 2030, the project shall not produce GHG emissions greater than 3.61 $MTCO_2e$/2,500 square feet of conditioned space.

For projects that include both residential and nonresidential space, the residential and nonresidential components must be assessed separately against their respective applicable thresholds. The nonresidential thresholds assume that 2,500 square feet of conditioned space employs an average of 2.31 people by 2030 and 2.83 people by 2050 (Ontario 2022). For the purposes of the following analysis, emissions under the Proposed Project will be compared to the GHG efficiency metric for development projects completed before 2030, 8.84 $MTCO_2e$/2,500 square feet of conditioned space, for consistency with the Ontario CCAP in accordance with Mitigation Measure GHG-4.

Environmental Impacts

AIR QUALITY

The Air Quality section addresses the impacts of the proposed project on ambient air quality and the exposure of people, especially sensitive individuals, to unhealthy pollutant concentrations. The results of the air quality modeling can be found in Attachment A, *Air Quality and Greenhouse Gas Modeling*.

The primary air pollutants of concern for which the AAQS have been established are ozone (O_3), carbon monoxide (CO), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), and lead (Pb). Areas are classified under the federal and California Clean Air Act as either in attainment or nonattainment for each criteria pollutant based on whether the AAQS have been achieved. The SoCAB, which is managed by the South Coast AQMD, is designated nonattainment for O_3 and $PM_{2.5}$ under the California and National AAQS, nonattainment for PM_{10} under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2025).

The South Coast AQMD has identified regional thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including VOC, CO, nitrogen oxides (NO_x), SO_2, PM_{10}, and $PM_{2.5}$. Development projects below the regional significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation. Where available, the significance criteria established by the South Coast AQMD may be relied upon to make the following determinations. The following describes project-related regional, localized, and odor impacts from construction and operational activities from implementation of the Proposed Project compared to impacts identified in the Certified EIR.

SUMMARY OF IMPACTS IDENTIFIED IN THE CERTIFIED EIR

The following summarizes the approved project's environmental impacts related to air quality identified in the Certified EIR.

» Air Quality Management Plan Consistency. The Certified EIR determined that the ORSC would not result in resident or employment growth that outpaces the demographic growth forecasts underpinning the South Coast AQMD's 2022 Air Quality Management Plan. However, because the ORSC would result in exceedances of South Coast AQMD regional significance thresholds, it could contribute to existing or projected AAQS violations. Mitigation Measures AQ-1 and AQ-2 would help to reduce regional air quality emissions to the extent feasible, but operational emissions would continue to exceed the South Coast AQMD significance thresholds due to vehicle emissions associated with operation of the ORSC. Impacts associated with Air Quality Management Plan consistency were considered significant and unavoidable.

» Regional Air Quality Impacts. The Certified EIR determined that regional emissions from construction activities would exceed the South Coast AQMD regional significance thresholds for NO_X and VOC due to the quantity of off-road construction equipment anticipated to be operating concurrently during multiple construction years. Implementation of Mitigation Measure AQ-1, which requires the use of Tier 4 Final equipment for the entire off-road construction fleet and architectural coatings that contain no greater than 10 grams of VOC content per liter (g/L) of product, would reduce construction regional emissions impacts to less than significant.

  Operational emissions associated with the ORSC were found to exceed the South Coast AQMD regional significance thresholds for VOC, CO, and PM_{10} and cumulatively contribute to the nonattainment designations of the SoCAB. Implementation of Mitigation Measure AQ-2, requiring use of electric landscaping equipment; MMs GHG-1 through GHG-4; and MMs TRAF-1 and TRAF-2 would contribute to reducing operational air quality emissions associated with building energy consumption and mobile sources. However, regional operational emissions would continue to exceed the South Coast AQMD thresholds and therefore are considered significant and unavoidable.

» Localized Air Quality Impacts. The Certified EIR determined that construction and operational emissions would not exceed South Coast AQMD's localized significance thresholds (LST). The EIR also concluded that CO hotspot impacts were less than significant. Construction of the ORSC would exceed the South Coast AQMD health risk threshold of 10 cancer cases per one million people for the residential and daycare maximum exposed receptors (MER) without mitigation; however, implementation of Mitigation Measure AQ-1 requiring Tier 4 Final equipment would reduce construction health risk impacts to less than significant.

» Odors. The Certified EIR determined that construction and operation of the land uses allowed under the approved project would generate no significant odor impacts. Implementation of South Coast AQMD Rule 402 would ensure long-term objectionable odors are minimized.

IMPACTS ASSOCIATED WITH THE PROPOSED PROJECT

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

The Certified EIR determined that the Approved Project would not induce population growth in the City. However, because long-term emissions generated by the ORSC would exceed the South Coast AQMD regional significance thresholds, including after implementation of mitigation measures, impacts with respect to AQMP consistency were considered significant and unavoidable.

The Proposed Project would result in a net decrease of building space across the associated PAs. Though the amount of hotel space in PA 2 would increase by approximately 170,000 square feet, like all other uses under the Approved Project, the proposed hotel development would serve the existing demands for this use in the City and region. Since the Proposed Project would result in an overall decrease in building space when compared to the Approved Project, the Proposed Project is not anticipated to result in a significant increase in jobs beyond what was analyzed in the Certified EIR. Therefore, the Proposed Project would not substantially affect housing, employment, or population projections within the region.

Additionally, as demonstrated in Impact b), when compared to the Approved Project, the Proposed Project would not result in new operational emissions impacts or substantially increase the severity of regional operational emissions impacts with respect to cumulatively contributing to the nonattainment designations of the SoCAB. Therefore, though the Proposed Project would continue to have significant and unavoidable impacts with respect to consistency with the 2022 AQMP, the Proposed Project would not result in a new impact or a substantial increase in the severity of impacts when compared to the Certified EIR.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard?

The following describes project-related impacts from short-term construction activities and long-term operation of the Proposed Project compared to the Approved Project.

Regional Short-Term Construction Impacts

With incorporation of Mitigation Measures AQ-1, the Certified EIR determined that impacts to regional air quality during construction activities under the Approved Project were less than significant.

Typical construction activities would result in the generation of air pollutants. These emissions would primarily be (1) exhaust from off-road diesel-powered construction equipment; (2) dust generated by construction activities; (3) exhaust from on-road vehicles; and (4) off-gassing of VOCs from paints and asphalt. Similar to the Approved Project, construction activities under the Proposed Project would also produce combustion emissions from various sources, such as on-site heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew.

The Proposed Project would result in an overall decrease in building square footage across PAs 2 through 4. While the total acreage of disturbance within the PAs would remain similar between the Approved Project and Proposed Project, emissions sources commensurate to the level of building space constructed would decrease. For example, total pieces of construction equipment and the number of workers traveling to the site may decrease as a result of the reduction in building space, as would the amount of architectural coatings used for the buildings. Additionally, the Proposed Project would, like the Approved Project, comply with Mitigation Measure AQ-1, which would ensure that construction activities associated with the Proposed Project utilize construction equipment that meets Tier 4 Final emissions standards and architectural coatings with a VOC content of less than 10 grams per liter.

Overall, the Proposed Project's decrease in building space would result in less maximum daily air pollutant emissions compared to what was analyzed in the Certified EIR. Consequently, the Proposed Project would not result in a new regional construction emissions impact or a substantial increase in the severity of regional construction emissions impacts when compared to the Certified EIR.

Long-Term Operation-Related Air Quality Impacts

The Certified EIR concluded that operation-related emissions during the "worst case Saturday with events" scenario would exceed South Coast AQMD's significance thresholds for VOC, CO, and PM_{10}, and impacts would be significant and unavoidable even with implementation of Mitigation Measure AQ-2.

Long-term air pollutant emissions associated with development of the uses under the Proposed Project typically include area sources (e.g., landscape fuel use, aerosols, architectural coatings, and asphalt pavement), energy use (natural gas), and mobile sources (i.e., on-road vehicles). When compared to the Approved Project, the Proposed Project would result in less overall building square footage. The primary source of operational emissions under the Proposed Project are mobile emissions associated with vehicle trips under the Proposed Project.

As shown in Table 6, *Maximum Daily Regional Operational Phase Emissions*, air pollutant emissions generated from operation-related activities would not exceed the South Coast AQMD regional significance threshold values, nor would the Proposed Project substantially exceed those of the Approved Project. Like the Approved Project, the Proposed Project would be required to implement Mitigation Measure AQ-2, requiring all landscaping equipment to be all-electric.

Table 6 Maximum Daily Regional Operational Phase Emissions

Source	Maximum Daily Emissions (lbs/day)[1]					
	VOC	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Approved Project						
PAs 2 through 4[2]	35	16	255	1	55	14
Total ORSC Emissions[3]	110	46	738	2	156	40
South Coast AQMD Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	**Yes**	No	**Yes**	No	**Yes**	No
Proposed Project[4]						
Mobile	28	15	257	1	56	14
Area	6	<1	<1	<1	<1	<1
Energy	<1	2	1	<1	<1	<1
Total Maximum Daily Emissions	**34**	**17**	**258**	**1**	**56**	**14**
South Coast AQMD Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Regional Threshold?	No	No	No	No	No	No
Net Change (Proposed Project minus Approved Project, PAs 2 through 4)	**-1**	**1**	**4**	**<1**	**1**	**<1**
With Project Increase (Net Change plus Approved Project, Total ORSC)	**109**	**47**	**742**	**2**	**157**	**40**
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Exceeds Regional Threshold?	Yes	No	Yes	No	Yes	No
New Impact?	No	No	No	No	No	No

Source: CalEEMod Version 2022.1. Highest winter or summer emissions are reported. South Coast AQMD 2023.
Notes: lbs = pounds

[1] Both the Approved and Proposed Project modeling incorporate Mitigation Measure AQ-2 requiring all-electric landscaping equipment.

[2] Emissions under the Approved Project are based on the inputs used for the modeling of PAs 2 through 4 of the ORSC in the Certified EIR. Trip generation for the Approved Project is based on the maximum trip generation scenario calculated by the City of Ontario in 2025 (see Attachment B, *Approved and Proposed Project Trip Generation*).

[3] Operational emissions for all PAs under the ORSC, under the "Worst-Case Saturday" scenario as shown in Table 5.3-18 of the Certified EIR.

[4] Proposed Project emissions for PA 2 incorporate the project-specific land use information for the proposed Aloft & Residence Inn. Land use inputs for PAs 3 and 4 are based on building square footages noted for the Proposed Project in PAs 3 and 4 in Table 1 and the landscaping and parking square footages assumed for the ORSC in PAs 3 and 4. Mobile emissions are based on the maximum trip generation scenario calculated by the City of Ontario in 2025 (see Attachment B). CalEEMod defaults were used for all other emissions sources unless otherwise noted in Attachment A.

As shown in Table 6, the majority of emissions under the Proposed Project are mobile source emissions. The Proposed Project would comply with Mitigation Measures TRAF-1 and TRAF-2 to reduce VMT associated with the Proposed Project to the extent possible. Like the Approved Project, no additional mitigation measures are available to reduce impacts associated with VMT. In addition, emissions from building energy use would be minimized because the new buildings would comply with the latest energy standards in addition to Mitigation Measures GHG-1 and GHG-2. The Proposed Project would not result in a substantial increase in operation-phase emissions compared to what was analyzed in the Certified EIR. While impacts would remain significant and unavoidable, the Proposed Project does not identify or require adoption of any further mitigation measures beyond those in the Certified EIR. The Proposed Project compared to the Approved Project would not result in any new regional operational emissions impacts or substantially increase the severity of regional operational emissions impacts with respect to cumulatively contributing to the nonattainment designations of the SoCAB.

c) Expose sensitive receptors to substantial pollutant concentrations?

The proposed project could expose sensitive receptors to elevated pollutant concentrations if it causes or significantly contributes to elevated pollutant concentration levels. Unlike regional emissions, localized emissions are typically evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects.

Construction Phase

LOCALIZED SIGNIFICANCE THRESHOLDS

The Certified EIR concluded that localized on-site construction-related emissions would not exceed South Coast AQMD's local significance thresholds and impacts would be less than significant.

LSTs are based on the California AAQS, which are the most stringent AAQS to provide a margin of safety in the protection of public health and welfare. They are designated to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and people engaged in strenuous work or exercise. Screening-level LSTs are the amount of project-related emissions at which localized concentrations (ppm or $\mu g/m^3$) could exceed the AAQS for criteria air pollutants for which the SoCAB is designated nonattainment. They are based on the size of the area disturbed, distance to the nearest sensitive receptor, and SRA.

Due to the decrease in building square footage, the Proposed Project would result in less overall construction activity compared the Approved Project, and maximum daily emissions would be less under the Proposed Project. To evaluate localized air quality impacts from construction, the Approved Project utilized the LSTs that accounted for the maximum project size available (a project size of 5 acres) and the most conservative receptor distance (25 meters). Since the Proposed Project would also involve activities on a site larger than 5 acres within a 25 meter distance of sensitive receptors, it would be subject to the same LSTs as the Approved Project. Therefore, due to the relative reduction in construction activities under the Proposed Project from the overall reduction in proposed building square footage, project emissions would not exceed the applicable LSTs, and impacts would remain less than significant. The Proposed Project would not result in a new localized construction emissions impact or a substantial increase in the severity of localized construction emissions impacts when compared to the Certified EIR.

CONSTRUCTION HEALTH RISK

The Certified EIR found that the Approved Project would exceed the South Coast AQMD health risk threshold of 10 cancer cases per one million people for the maximally exposed residential and daycare receptors. Implementation of Mitigation Measure AQ-1 requiring the use of equipment that meets Tier 4 Final emissions standards would reduce cancer risk to below the threshold for these receptors.

As noted, the Proposed Project would not increase the scale of construction activity at PAs 2 through 4 but would decrease the total amount of building space constructed. Implementation of Mitigation Measure AQ-1 would continue to be incorporated under the Proposed Project, ensuring that health risk impacts from construction activities remain less than significant, but the Proposed Project would not increase the health risks for nearby receptors. Therefore, project-related construction activities would not expose sensitive receptors to substantial TAC concentrations with implementation of Mitigation Measure AQ-1. As such, Proposed Project would not result in a new construction health risk impact or substantial increase in the severity of construction health risk impacts when compared to the Certified EIR.

Operational Phase

The Certified EIR determined impacts to be less than significant in regard to operational localized emissions, CO hotspot analysis, and potential for long-term health risk impacts.

OPERATION-PHASE LOCALIZED SIGNIFICANCE THRESHOLDS

Operation of the Proposed Project would not generate substantial quantities of emissions from on-site stationary sources. Land uses that have the potential to generate substantial stationary sources of emissions that would require a permit from South Coast AQMD include industrial land uses, such as chemical processing and warehousing operations where substantial truck idling could occur on-site. Uses under the Proposed Project would be limited to commercial, retail, and hospitality, which would not involve the stationary source emissions common for industrial land uses.

As shown in Table 7, *Proposed Project Localized On-Site Operational Emissions*, on-site emissions sources from the Proposed Project would not exceed the operational LSTs used for the Approved Project, which continue to be applicable to the Proposed Project. The Proposed Project would also not result in a substantial increase in on-site emissions when compared to the Approved Project. Therefore, on-site emissions generated from operation of the Proposed Project would not expose off-site sensitive receptors to substantial pollutant concentrations and TACs. Overall, the Proposed Project would not result in a new localized operational emissions impact or substantial increase in the severity of localized operational emissions impacts when compared to the Certified EIR.

Table 7 Proposed Project Localized On-Site Operational Emissions

Source	On-Site Pollutants (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Approved Project				
PAs 2 through 4	0.85	1	<1	<1
Total ORSC Emissions[1]	4	57	<1	<1
Proposed Project				
Area Sources	<1	<1	<1	<1
Energy Sources	2	1	<1	<1
Total	**2**	**1**	**<1**	**<1**
South Coast AQMD Screening-Level LST[2]	**270**	**2,193**	**4**	**2**
Exceeds Screening-Level LST?	**No**	**No**	**No**	**No**
Net Change (Proposed Project minus Approved Project, PAs 2 through 4)	**1**	**1**	**<1**	**<1**
With Project Increase (Net Change plus Approved Project, Total ORSC)	**5**	**58**	**<1**	**<1**
South Coast AQMD Screening-Level LST[2]	**270**	**2,193**	**4**	**2**
Exceeds Screening-Level LST?	**No**	**No**	**No**	**No**

Sources: CalEEMod Version 2022.1; South Coast AQMD 2009.

Notes: In accordance with South Coast AQMD methodology, only on-site stationary sources and mobile equipment on the ORSC site are included in the analysis. Modeling assumptions in this table for the Approved and Proposed Projects reflect those described in Table 6.

[1] On-site operational emissions for all PAs under the ORSC, as shown in Table 5.3-16 of the Certified EIR.

[2] Operational LSTs are based on a 5-acre site and sensitive receptors within 82 meters (25 feet) in SRA 33, consistent with the Certified EIR.

CO HOTSPOTS

Areas of vehicle congestion have the potential to create pockets of CO called hot spots. These pockets have the potential to exceed the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9.0 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to AAQS is typically demonstrated through an analysis of localized CO concentrations, typically produced at intersections where vehicles queue for longer periods and are subject to reduced speeds.

The Certified EIR demonstrated that the Approved Project would not generate CO hot spots, and nearby sensitive receptors would not be affected by project-related local air quality impacts. The SoCAB has been designated as attainment under both the national and California AAQS for CO. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection to more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—to generate a significant CO impact (Bay Area Air District 2023). As mentioned previously, the South Coast AQMD does not currently have adopted CO hotspot screening guidance, so guidance from the Bay Area Air District was utilized to determine whether the Proposed Project could result in potentially significant impacts related to CO hotspot generation.

The Certified EIR noted that the Approved Project could generate up to 2,734 peak hour trips (midday peak hour) on a Saturday with concurrent events and a sold-out stadium event. As illustrated by the Proposed Project's vehicle trip generation estimates provided by the City and included in Attachment B (Ontario 2025), the Proposed Project would result in the net addition of 278 trips during the midday peak hour under the scenario accounting for use of the baseball stadium on Saturday with no field tournaments, the traffic scenario for which the ORSC as a whole would experience the highest peak hour vehicle trips. Therefore, the total peak hour trips for the ORSC under this scenario with the addition of the Proposed Project would be 3,012 trips. The annual average daily vehicle trip volumes surrounding the ORSC site include Chino Avenue (east of Grove Avenue) with 6,420 daily trips and Riverside Drive (east of Vineyard Avenue) with 19,978 daily trips (Ontario 2024). Assuming that all 3,012 peak hour trips generated by the Approved and Proposed Projects would be along Riverside Drive, and assuming that all 19,978 daily trips along Riverside Drive occur during the same peak hour, the combined 22,990 daily trips would not exceed BAAQMD's recommended screening criteria of greater than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited.

Impacts with respect to localized CO hotspots would continue to less than significant under the Proposed Project, and the Proposed Project would not result in a new CO hotspot impact or substantial increase in the severity of CO hotspot impacts when compared to the Certified EIR.

d) Create objectionable odors affecting a substantial number of people?

The threshold for odor is if a project creates an odor nuisance pursuant to South Coast AQMD Rule 402, *Nuisance*, which states:

> A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The Certified EIR identified that odors generated by the ORSC would not affect a substantial number of people, and impacts would be less than significant.

The Proposed Project consists of uses already anticipated under the Approved Project, which include retail, commercial and hospitality uses. As a result, operation of the Proposed Project would not fall within the types of land uses with objectionable odors. Emissions from construction equipment, such as diesel exhaust, and from volatile organic compounds associated with architectural coatings and paving activities, may generate odors. However, these odors would be temporary and intermittent and are not expected to affect a substantial number of people. Similar to the Approved Project, land uses accommodated under the Proposed Project would be subject to South Coast AQMD Rule 402, which would contribute to minimizing odor-related nuisances. The Proposed Project would not introduce or require any new construction processes that would generate substantial odors compared with what was previously considered in the Certified EIR.

Therefore, the Proposed Project would not result in a new odor impact or substantial increase in the severity of odor impacts when compared to the Certified EIR.

Adopted Mitigation Measures Applicable to the Proposed Project

The following applicable mitigation measures were taken directly from the Certified EIR and would be incorporated as part of the Proposed Project. Any modifications to these mitigation measures are shown in ~~strikethrough~~ for deleted text and underline for new, inserted text.

AQ-1 The City of Ontario shall require the construction contractor to incorporate the following to reduce air pollutant emissions during construction activities:

- Use construction equipment rated by the United States Environmental Protection Agency as having Tier 4 (model year 2008 or newer) Final or stricter emission limits for all off-road construction equipment. If Tier 4 Final equipment is not available, the applicant shall provide documentation (e.g., rental inventory requests), to the City's satisfaction, or otherwise demonstrate its unavailability to the City of Ontario prior to the issuance of any construction permits.
- During construction, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by the City of Ontario. The construction equipment list shall state the makes, models, Equipment Identification Numbers, Engine Family Numbers, and number of construction equipment on-site.
- Use paints with a VOC content that meets the South Coast Air Quality Management District Super Compliant architectural coatings standard of 10 grams per liter (g/L) or less (i.e.,) for coating architectural surfaces.
- These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to and verified by the City.

AQ-2 All landscaping equipment (e.g., leaf blower) used for property management shall be electric powered only. The property manager/facility owner shall provide documentation (e.g., purchase, rental, and/or services agreement) to the City of Ontario Planning Department to verify to the City's satisfaction that all landscaping equipment utilized will be electric powered.

GREENHOUSE GAS EMISSIONS

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as GHGs, into the atmosphere. The primary source of these GHGs is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed within the twentieth and twenty-first centuries. Other GHGs identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons.[5]

Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

[5] Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, but part of the feedback loop rather than a primary cause of change.

Information on manufacture of cement, steel, and other "life cycle" emissions that would occur as a result of the proposed project are not applicable and are not included in the analysis.[6] Black carbon emissions are not included in the GHG analysis because CARB does not include this short-lived climate pollutant in the state's SB 32 and AB 1279 inventory but treats it separately.[7]

SUMMARY OF IMPACTS IDENTIFIED IN THE CERTIFIED EIR

The following summarizes the approved project's environmental impacts related to greenhouse gases identified in the Certified EIR.

» GHG Emissions. The Certified EIR determined that the ORSC's contribution of 21,777 $MTCO_2e$ would result in a net increase of GHG emissions at the project site, resulting in significant impacts. While implementation of Mitigation Measures GHG-1 and GHG-2 would require all-electric building design and the installation of renewable energy generation systems on-site, impacts were considered significant and unavoidable due to the extent of emissions reductions being unknown.

» Applicable Plan, Policy or Regulation for Reducing GHGs. The Certified EIR analyzed the ORSC's consistency with the 2022 CARB Scoping Plan, SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the Ontario CCAP. The EIR determined that the Approved Project would be inconsistent with all three Scoping Plan priority areas; however, implementation of GHG-1 and GHG-3 requiring all-electric building design and adherence to the strictest applicable CALGreen electric vehicle charging standards would ensure the ORSC's compliance with these respective priority areas. TRAF-1 would contribute to reducing VMT under the ORSC but since the Approved Project would continue to exceed the City's VMT threshold, impacts associated with Scoping Plan consistency remained significant and unavoidable.

  Additionally, Mitigation Measure GHG-4 would require development under the ORSC to incorporate energy efficiency measures and other emission-reducing design features from the City's CCAP, ensuring that development of the Approved Project is consistent with the City's CCAP. Impacts associated with project consistency with the CCAP and SCAG RTP/SCS were considered less than significant.

IMPACTS ASSOCIATED WITH THE PROPOSED PROJECT

Would the project:

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

[6] Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Resources Agency, in adopting the CEQA Guidelines Amendments on GHG emissions found that lifecycle analyses were not warranted for project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (CNRA 2018). Because the amount of materials consumed during the operation or construction of the proposed project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted (LCI 2008).

[7] Particulate matter emissions, which include black carbon, are analyzed in the Air Quality section. Black carbon emissions have sharply declined due to efforts to reduce on-road and off-road vehicle emissions, especially diesel particulate matter. The State's existing air quality policies will virtually eliminate black carbon emissions from on-road diesel engines within 10 years (CARB 2017).

Construction Emissions

Because the Proposed Project would involve a decrease in the overall building square footage across PA 2 through PA 4, equipment use during construction of the Proposed Project would be similar to or less than what was identified for PA 2 through PA 4 of the Approved Project, which would result in similar if not fewer construction GHG emissions generated for the Proposed Project when compared to the Approved Project. The Certified EIR noted that the South Coast AQMD does not have an adopted threshold for construction GHG emissions. Therefore, determination of significance for GHG emissions impacts in the Certified EIR was limited to those under operation of the Approved Project. The South Coast AQMD recommends that average annual construction emissions be amortized over 30 years and added to operational emissions to account for temporary GHG emissions from construction phases (South Coast AQMD 2009). However, because construction equipment use and subsequent construction GHG emissions would be similar or decrease under the Proposed Project, construction emissions from the Proposed Project would not contribute to a net increase in total ORSC construction GHG emissions, and the evaluation of GHG emissions under the Proposed Project is therefore limited to operational emissions.

Operation Emissions

The Certified EIR assessed the emissions of the Approved Project against a zero net increase threshold, consistent with the State's carbon neutrality goals under AB 1279. Under this threshold, the Proposed Project in combination with the Approved Project would have a significant impact with respect to GHG emissions if its total emissions would exceed the no net increase threshold utilized in the Certified EIR. Proposed Project operation-phase GHG emissions compared to the Approved Project are shown in Table 8, *Project-Related Operation GHG Emissions*. As shown below, implementation of the Proposed Project would result in an increase in GHG emissions compared to what was analyzed in the Certified EIR primarily due to mobile source emissions (e.g., privately owned vehicles from visitors and employees traveling to the project site) which are not under the control of the City or project applicant. However, as shown in Table 8, the increase in operational GHG emissions resulting from the Proposed Project would constitute an increase of an estimated 468 MT CO_2e per year, or an increase in total ORSC emissions by approximately 2.1 percent. Therefore, the significant GHG effect identified in the Certified EIR would not be substantially more severe with implementation of the Proposed Project. The Proposed Project's compliance with the Ontario CCAP efficiency threshold, as shown in Table 8, is discussed in Impact b).

Table 8 Project-Related Operation GHG Emissions

Source	Project GHG Emissions ($MTCO_2e$/Year)
Approved Project	
PAs 2 thru 4 Emissions	9,265
Total ORSC Emissions[1]	21,777
Proposed Project	
Mobile	8,347
Area	0
Energy	1,217
Water	36
Solid Waste	87
Refrigerants	46
Total Project Emissions	**9,732**

Table 8 Project-Related Operation GHG Emissions

Source	Project GHG Emissions ($MTCO_2e$/Year)
Net Change (Proposed Project minus Approved Project, PAs 2 through 4)	**468**
With Project Increase (Net Change plus Approved Project, Total ORSC)	**22,245**
Significant Increase?	**No**
Ontario CCAP Efficiency Threshold ($MTCO_2e$/2,500 square feet of conditioned building space)[2]	**8.84**
Proposed Project GHG Efficiency Threshold ($MTCO_2e$)[3]	**100.5**
Exceeds GHG Efficiency Threshold?	Yes

Source: CalEEMod, Version 2022.1. Totals may not equal the sum of the values as shown due to rounding.
Notes: $MTCO_2e$ = metric ton of carbon dioxide equivalence. Modeling assumptions in this table for the Approved and Proposed Projects reflect those described in Table 6.
[1] Total emissions for all PAs of the ORSC as shown in Table 5.8-5 of the Certified EIR.
[2] Ontario CCAP efficiency threshold for non-residential buildings operational before 2030.
[3] Based on the total 242,144 square feet of proposed building space across PAs 2 through 4 shown in Table 1.

As shown in Table 8, the Proposed Project would result in a slight increase in GHG emissions when compared to the Approved Project, primarily due to the slight increase in vehicle trip generation and hotel building space energy needs, and impacts would remain significant and unavoidable. Nonetheless, operational GHG emissions would be reduced through compliance with Mitigation Measures GHG-1 through GHG-4 in addition to AQ-2, TRAF-1, and TRAF-2. Mitigation Measures GHG-1 and GHG-2 require all-electric building design and on-site renewable energy systems and were incorporated under the Approved Project to address GHG emissions reductions. As discussed below, Mitigation Measures GHG-3 and GHG-4 were incorporated to reduce impacts associated with consistency with the CARB 2022 Scoping Plan and the Ontario CCAP.

In addition to the requirements specific to projects in the ORSC, State emissions reductions requirements would also reduce emissions throughout the lifetime of the Proposed Project. For example, the State's electricity grid is transitioning to renewable energy under California's Renewables Portfolio Standard (RPS) Program requirements, which is expanded by regulations such as SB 100. SB 100 established a landmark policy requiring renewable energy and zero-carbon resources supply 100 percent of electric retail sales by 2045. The statewide RPS goal is not directly applicable to individual development projects but to utilities and energy providers such as Southern California Edison (SCE), which is the utility that would provide all of electricity needs for the Proposed Project. SCE's compliance with the RPS goals would support the State in meeting its objective in transitioning to renewable energy. These features and progress toward achieving RPS goals would help to reduce operational GHG emissions.

Due to these reasons, the Proposed Project compared to the Approved Project would not result in a new GHG emissions impact or substantial increase in the severity of GHG emissions impacts when compared to the Certified EIR.

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

The Certified EIR determined that the Approved Project would conflict with the priority areas of the CARB 2022 Scoping Plan, resulting in significant and unavoidable impacts after the incorporation of mitigation. Upon implementation of Mitigation Measure GHG-4, the Approved Project would be consistent with the Ontario CCAP. The following evaluates consistency of the Proposed Project to the CARB's 2022 Scoping Plan, SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the Ontario CCAP.

CARB Scoping Plan

The adopted 2022 CARB Scoping Plan is applicable to state agencies but is not directly applicable to cities/counties and individual projects (i.e., the Scoping Plan does not require the City to adopt policies, programs, or regulations to reduce GHG emissions). However, new regulations adopted by the State agencies outlined in the Scoping Plan result in GHG emissions reductions at the local level. As a result, local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape codes, and other statewide actions that affect a local jurisdiction's emissions inventory from the top down. Statewide strategies to reduce GHG emissions include the low-carbon fuel standard and changes in the corporate average fuel economy standards (e.g., Pavley I and Pavley California Advanced Clean Cars program). Like the Approved Project, the Proposed Project would adhere to the programs and regulations identified by the Scoping Plan and implemented by State, regional, and local agencies to achieve the statewide GHG reduction goals of SB 32 and AB 1279. For example, new buildings under the Proposed Project would meet the current CALGreen and Building Energy Efficiency standards at the time they are constructed. Table 8 demonstrates that the Proposed Project would result in a minor increase in GHG emissions when compared to the Approved Project; however, the Proposed Project would incorporate Certified EIR Mitigation Measures GHG-1, GHG-2, and GHG-3, and would therefore be consistent with the Scoping Plan objectives to demonstrate consistency with the State's long-term carbon neutrality goals.

Though statewide efforts could provide downstream reductions at the local level, the 2022 Scoping Plan identifies three priority areas for local actions that would support and amplify the overall state efforts to reduce GHG emissions and achieve the long-term climate goals: 1) transportation electrification, 2) VMT reduction, and 3) building decarbonization. The Certified EIR incorporated Mitigation Measures GHG-1 and GHG-3 to ensure that projects under the ORSC would incorporate all-electric building design and EV charging infrastructure with the voluntary CALGreen Tier 2 standards, consistent with the first and third 2022 Scoping Plan priority areas. Because the Approved Project exceeded the City's VMT thresholds after incorporation of all feasible mitigation measures, the Certified EIR determined that the Approved Project would not be consistent with the second Scoping Plan priority area for VMT reduction. Compliance with Mitigation Measures GHG-1 and GHG-3 would ensure that the Proposed Project is also consistent with the transportation electrification and building decarbonization priority areas. While the Proposed Project would also comply with Mitigation Measures TRAF-1 and TRAF-2 to reduce VMT impacts and would result in similar VMT when compared to the Approved Project, impacts would continue to remain significant and unavoidable with respect to compliance with the VMT reduction priority area. The Proposed Project would not result in a new impact or a substantial increase in the severity of impacts when compared to the Certified EIR.

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

SCAG adopted the 2024-2050 RTP/SCS, Connect SoCal, in September 2024. Connect SoCal finds that land use strategies that focus on new housing and job growth in areas rich with destinations and mobility options would be consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in Connect SoCal is to plan for the southern California region to grow in more compact communities in transit priority areas and priority growth areas; provide neighborhoods with efficient and

plentiful public transit; establish abundant and safe opportunities to walk, bike, and pursue other forms of active transportation; and preserve more of the region's remaining natural lands and farmlands (SCAG 2024). Connect SoCal's transportation projects help more efficiently distribute population, housing, and employment growth, and forecast development is generally consistent with regional-level general plan data to promote active transportation and reduce GHG emissions. The projected regional development, when integrated with the proposed regional transportation network in Connect SoCal, would reduce per-capita GHG emissions related to vehicular travel and achieve the GHG reduction per capita targets for the SCAG region.

Connect SoCal does not require that local general plans, proposed projects, or zoning be consistent with the SCS, but provides incentives for consistency to governments and developers. The Certified EIR concluded that because the Approved Project would not result in population growth and would incorporate VMT reduction strategies, the Approved Project would be consistent with Connect SoCal and impacts would be less than significant. The Proposed Project would implement Mitigation Measures TRAF-1 and TRAF-2 and would result in similar impacts with respect to population growth. The Proposed Project would not result in a new impact or substantial increase in the severity of impacts when compared to the Certified EIR.

Ontario Community Climate Action Plan

To ensure new development projects are consistent with the Ontario CCAP, the CCAP includes implementation of a development review process to reduce GHG emissions associated with new development. The development review process sets procedures for evaluating GHG impacts and determining significance for CEQA purposes by using the "Greenhouse Reduction Measures Screening Thresholds Tables" to mitigate project GHG emissions that exceed the threshold level. The screening tables provide a menu of options that both ensure implementation of the reduction strategies and flexibility for projects to reduce GHG emissions to levels that align with the City's reduction goals. The Certified EIR analyzed the Approved Project's consistency with the applicable strategies of the CCAP in Table 5.8-7, *Ontario Regional Sports Complect Consistency with CCAP Strategies*, of the Certified EIR. While the Approved Project was found to be consistent with the strategies in the CCAP, Mitigation Measure GHG-4 was incorporated to ensure that individual development projects in the ORSC would adhere to the measures in the CCAP. This mitigation measure requires projects in PAs 2 through 4 to either achieve a 100-point score under the CCAP's GHG performance standards (Table 6, "Screening Table for Implementing GHG Performance Standards for Commercial, Office, Medical, Hotel, Industrial, and Retail Development, 2030," of the CCAP) or demonstrate that annual emissions would not exceed the applicable GHG efficiency threshold.

For purposes of showing consistency with the Ontario CCAP and demonstrating compliance with Mitigation Measure GHG-4, a comparison of the Proposed Project's emissions to the applicable efficiency threshold of the CCAP is shown in Table 8. The Proposed Project is anticipated to become operational before 2030; therefore, the 8.84 $MTCO_2e$ per 2,500 square feet of conditioned space efficiency metric was utilized to determine Proposed Project's consistency with the CCAP. As shown in Table 8, the Proposed Project's emissions would exceed the 8.84 $MTCO_2e$ per year efficiency metric of the CCAP for nonresidential development projects, with an estimated efficiency of 100.5 $MTCO_2e$ per year per 2,500 square feet of conditioned space, which is principally the result of the Proposed Project's mobile- and energy-source GHG emissions. Therefore, the Proposed Project will be required to achieve a 100-point score in the screening table of the CCAP (Table 6 of the CCAP) to show compliance with Mitigation Measure GHG-4.

Furthermore, like the Approved Project, the Proposed Project would be consistent with all relevant strategies in the Ontario CCAP. The Proposed Project would largely be subject to the same regulatory requirements as development in the rest of the ORSC, including requirements related to energy efficiency, transportation emissions reductions, off-road equipment emissions reductions, waste diversion, and water use efficiency. The Proposed Project would also be required to comply with all applicable mitigation measures under the Approved Project that align with the strategies in the CCAP, including Mitigation Measures GHG-1, GHG-2, GHG-3, TRAF-1, and TRAF-2. Thus, the

Proposed Project would not result in a new impact or substantial increase in the severity of impacts when compared to the Certified EIR with respect to consistency with the CCAP.

Adopted Mitigation Measures Applicable to the Proposed Project

The following applicable mitigation measures were taken directly from the Certified EIR and would be incorporated as part of the Proposed Project. Any modifications to these mitigation measures are shown in ~~strikethrough~~ for deleted text and underline for new, inserted text. Mitigation Measure GHG-4 reflects edits to specify the pathway of compliance outlined in the measure. Because the Proposed Project's GHG emissions would exceed the applicable CCAP GHG efficiency threshold, the Proposed Project would need a 100-point score on the CCAP's Table 6 screening table.

GHG-1 The City of Ontario shall require proposed buildings within the ORSC site to be all electric, with electricity to be the only permanent source of energy for all nonemergency building energy needs, including but not limited to water heating; mechanical equipment; and heating, ventilation, and air conditioning (HVAC) (i.e., space-heating and space cooling). All major appliances (e.g., dishwashers, refrigerators, and water heaters) provided/installed shall be electric-powered EnergyStar certified or an equivalent energy efficiency where applicable. The only exception to this measure shall be limited to commercial cooking uses. Prior to issuance of building permits for development projects, applicants shall provide plans that show the aforementioned requirements to the City of Ontario Planning Department. Prior to issuance of the certificate of occupancy, the City of Ontario Building Department shall verify installation of the electric-powered EnergyStar or equivalent appliances.

GHG-2 The City of Ontario shall require proposed buildings and parking areas within the ORSC site to include on-site renewable energy generation systems. Proposed buildings shall include photovoltaic (PV) and battery energy storage systems compliant with the Prescriptive Requirements of the California Building Standards Code, Part 6, California Energy Code. Proposed buildings may substitute alternative renewable energy generation technology (e.g., wind) for PV systems; however, that alternative generation technology system shall be sized to provide annual electricity equal to what would be provided by a PV system for that building compliant with the Prescriptive Requirements of the California Building Standards Code, Part 6, California Energy Code. Proposed parking areas shall include a PV system or alternative renewable energy generation system (e.g., wind) to help offset electricity demand generated by electric vehicle charging. Prior to issuance of building permits for development projects, applicants shall provide plans that show the aforementioned requirements to the City of Ontario Planning Department. Prior to issuance of the certificate of occupancy, the City of Ontario Building Department shall verify installation of the PV and battery energy storage systems or alternative renewable energy generation systems.

GHG-3 The City of Ontario shall require that the parking lots and parking structure install electric vehicle spaces in compliance with the voluntary Tier 2 standards under Section A5.106.5.3.2 of the Non-residential Voluntary Measures in the 2022 California Green Building Standards Code. All site plans submitted to the City of Ontario Planning Department shall illustrate compliance with Section A5.106.5.3.2.

GHG-4 The City of Ontario shall require applicants to design and construct buildings in Planning Areas 2, 3, and 4 to achieve a 100-point score in the 2022 Community Climate Action Plan (CCAP), Table 6, "Screening Table for Implementing GHG Performance Standards for Commercial, Office, Medical, Hotel, Industrial, and Retail Development, 2030." ~~Alternatively, the analysis of development projects can be done through emissions calculations to demonstrate equivalent reductions using CalEEMod or a similar tool. Projects that do not use the CCAP Screening Tables to demonstrate consistency with the~~

~~2022 CCAP must demonstrate that they will generate annual GHG emissions that do not exceed the following emission screening thresholds from the CCAP:~~

1. ~~For residential development completed between 2020 and 2030, the project shall not produce GHG emissions greater than 5.85 $MTCO_2e$/dwelling unit.~~
2. ~~For residential development completed after 2030, the project shall not produce GHG emissions greater than 1.53 $MTCO_2e$/dwelling unit.~~
3. ~~For nonresidential developments of all types completed between 2020 and 2030, the project shall not produce GHG emissions greater than 8.84 $MTCO_2e$/2,500 square feet of conditioned space.~~
4. ~~For nonresidential developments of all types completed after 2030, the project shall not produce GHG emissions greater than 3.61 $MTCO_2e$/2,500 square feet of conditioned space.~~

~~For projects that include both residential and nonresidential space, the residential and nonresidential components must be assessed separately against their respective applicable thresholds.~~

ENERGY

Based on CEQA Guidelines Appendix F, Energy Conservation, to ensure energy implications are considered in project decisions, CEQA identifies that EIRs include a discussion of the potential impacts of proposed projects, with particular emphasis on avoiding or reducing wasteful, unnecessary, or inefficient use of energy resources as applicable. To assist in analyzing whether the Approved Project's energy consumption was considered wasteful, inefficient, or unnecessary, the following energy conservation goals from Appendix F of the CEQA Guidelines were used:

- Decrease overall per capita energy consumption.
- Decrease reliance on fossil fuels such as coal, natural gas, and oil.
- Increase reliance on renewable energy sources.

SUMMARY OF IMPACTS IDENTIFIED IN THE CERTIFIED EIR

The following summarizes the approved project's environmental impacts related to energy identified in the Certified EIR.

- Energy Consumption. The Certified EIR determined that implementation of the Approved Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. While operation of the ORSC would generate additional electricity and natural gas demand compared to existing conditions, development would be required to comply with the requirements of the Building Energy Efficiency Standards, CALGreen, Renewable Portfolio Standards, and Corporate Average Fuel Economy standards. Compliance with the applicable standards would increase building energy efficiency and vehicle fuel efficiency and reduce building energy demand and transportation-related fuel usage.
- Energy Plan Consistency. The Certified EIR analyzed the ORSC's consistency with the California Renewable Portfolio Standard Program and the Ontario CCAP. The EIR determined that the Approved Project would be consistent with these plans due to the project's compliance with regulatory requirements.

IMPACTS ASSOCIATED WITH THE PROPOSED PROJECT

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Construction Energy Use

The Proposed Project would result in less building square footage constructed than under the Approved Project. Energy consumption during construction activities under the Proposed Project would therefore be similar or less than that of the Approved Project. Electricity and fuel resources would be consumed temporarily during construction activities. For example, electric-powered construction equipment could include hand tools (e.g., power drills, table saws) and lighting. Natural gas or other types of fuel would be used for construction vehicles and equipment. Use of such equipment would be considered necessary for the construction of the proposed project, and all construction equipment would cease operating upon completion of project construction. Furthermore, to limit wasteful and unnecessary energy consumption, construction contractors would be required to minimize nonessential idling of construction equipment during construction, in accordance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9.

Overall, energy consumption during construction under the Proposed Project would be similar to that of the Approved Project; the Proposed Project would not result in a new construction energy impact or substantial increase in the severity of construction energy impacts when compared to the Certified EIR.

Operational Energy Use

Operation of the proposed project would generate new demand for electricity (e.g., appliances and cooling), natural gas (e.g., cooking and heating), and transportation energy.

BUILDING ENERGY: ELECTRICITY AND NATURAL GAS

The proposed increase in electricity and natural gas consumption from buildings under the Proposed Project is shown in Table 9, *Operation-Related Building Energy Consumption*.

Table 9 Operation-Related Building Energy Consumption

Land Use[1]	Electricity (kWh/year)	Natural Gas (kBTU/year)
Approved Project		
PAs 2 through 4	3,500,028	3,152,123
Total ORSC Emissions	17,338,246	12,359,271
Proposed Project		
PAs 2 through 4	**3,678,327**	**6,107,068**
Net Change (Proposed Project less Approved Project, PAs 2 through 4)	**178,299**	**2,954,945**
With Project Increase (Net Change + Approved Project, Total ORSC)	**17,516,545**	**15,314,216**
Percent Increase Under Proposed Project	**1%**	**24%**

Source: CalEEMod v. 2022.1.
Note: kWh = kilowatt-hour; kBTU = kilo-British Thermal Unit

Though the Proposed Project would generate additional energy demand at the site, it would be similar to the energy demand for PAs 2 through 4 of the Approved Project. Like the Approved Project, the Proposed Project would also be required to comply with the applicable Building Energy Efficiency Standards and CALGreen requirements. Compliance with the current Building Energy Efficiency Standards and CALGreen would be consistent with the goals outlined in Appendix F of the CEQA Guidelines, as the Proposed Project would promote the use of renewable energy and decrease reliance on fossil fuels to meet the energy demands of the Proposed Project. Additionally, the Proposed Project would be required to implement Mitigation Measures AQ-2, GHG-1, GHG-2, and GHG-3, which would decrease natural gas usage under the Proposed Project and promote on-site renewable energy generation.

In addition to the proposed building energy efficiency, Southern California Edison is required to comply with the state's renewable portfolios standard (RPS), which mandates utilities to procure a certain proportion of electricity from eligible renewable and carbon-free sources and increasing the proportion through the coming years, with an ultimate procurement requirement of 100 percent by 2045. The RPS requirements would support use of electricity by the proposed project that is generated from renewable or carbon-free sources. Overall, the proposed project would generally be consistent with the goals outlined in Appendix F of the CEQA Guidelines regarding increasing energy efficiency, decreasing reliance on fossil fuels, and increasing renewable energy sources. Because the Proposed Project would comply with these regulations, it would not result in wasteful, inefficient, or unnecessary energy demands.

Due to these reasons, the Proposed Project would not result in a new impact or substantial increase in the severity of impacts when compared to the Certified EIR with respect to wasteful, inefficient, or unnecessary building energy consumption.

TRANSPORTATION ENERGY

The Proposed Project would result in the consumption of transportation energy during operation from the use of motor vehicles associated with employees and visitors to the site, in addition to truck deliveries for the commercial uses. When compared to the Approved Project, the Proposed Project involves similar land uses and would generate similar types of trips to the project site. Additionally, the number of trips under the Proposed Project would be similar to those under the Approved Project, as shown in Table 10 and detailed in the trip generation estimates provided by the City in Attachment B. As shown in Table 10, *Average Daily Trip Generation Comparison for the Approved Project and Proposed Project*, the Proposed Project would result in an increase in trips during the scenarios modeled for events on Saturdays but would result in a decrease in trips during the weekday scenario.

Table 10 Average Daily Trip Generation Comparison for the Approved Project and Proposed Project

	Weekday with Stadium Event	Saturday with Tournament (No Baseball Stadium Event)	Saturday with Baseball Stadium Event (No Tournaments)
Approved Project	8,060	8,035	8,035
Proposed Project	7,638	8,149	8,149
Difference	-422 (-5.2%)	114 (1.4%)	114 (1.4%)

Source: City of Ontario 2025 (see Attachment B).

Additionally, compliance with Mitigation Measure GHG-3 would require the installation of electric vehicle charging above the mandatory amount, allowing for increased electric vehicle charging under the Proposed Project. Compliance with Mitigation Measures TRAF-1 and TRAF-2 would help to decrease VMT and associated vehicle fuel consumption associated with the Proposed Project.

Moreover, the general fuel efficiency of vehicles with each passing year would improve on average. The improvement in fuel efficiency would be attributable to the statewide fuel reduction strategies and regulatory compliances (e.g., CAFE standards), resulting in new cars that are more fuel efficient and the attrition of older, less fuel-efficient vehicles. The CAFE standards are not directly applicable to land use development projects, but to car manufacturers. Thus, neither the Proposed Project nor the City has direct control of the fuel efficiency of vehicles that are manufactured and available. However, compliance with the CAFE standards by car manufacturers would ensure that vehicles produced in future years have greater fuel efficiency and would generally result in an overall benefit of reducing fuel usage by providing the population of the project site's region more fuel-efficient vehicle options. In addition, because electricity generated in California is required to meet the increasing renewable energy mix requirements under the State's RPS, a greater and greater share of electricity consumed for transportation energy demand under the Proposed Project would be sourced from renewable energy sources rather than fossil fuels.

Overall, for these reasons, the Proposed Project would not result in a new impact or a substantial increase in the severity of impacts when compared to the Certified EIR with respect to inefficient, wasteful, or unnecessary transportation energy consumption.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The following evaluates consistency of the proposed project with California's Renewables Portfolio Standard program and the Ontario CCAP.

California Renewables Portfolio Standard Program

The state's electricity grid is transitioning to renewable energy under California's Renewable Energy Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. Electricity production from renewable sources is generally considered carbon neutral. Executive Order S-14-08, signed in November 2008, expanded the state's renewable portfolios standard (RPS) to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (Senate Bill [SB] X1-2). SB 350 (de Leon) was signed into law September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

On September 10, 2018, Governor Brown signed SB 100, which supersedes the SB 350 requirements. Under SB 100, the RPS for public-owned facilities and retail sellers consist of 44 percent renewable energy by 2024, 50 percent by 2026, 52 percent by 2027, and 60 percent by 2030. The bill also established a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Additionally, SB 1020 adds interim targets to the SB 100 framework to require renewable energy and zero-carbon resources to supply 90 percent of all retail electricity sales by 2035 and 95 percent of all retail electricity sales by 2040. Under SB 100 and SB 1020, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

The statewide RPS goal is not directly applicable to individual development projects, but to utilities and energy providers such as SCE, which is the utility that would provide all of electricity needs for the Proposed Project. Compliance of SCE in meeting the RPS goals would ensure the state is meeting its objective in transitioning to renewable energy. In addition, the Proposed Project would be required to comply with the applicable Building Energy Efficiency Standards and implement the requirements under Mitigation Measures AQ-2 and GHG-1 through GHG-3, which would contribute to increasing energy efficiency and renewable energy use under the Proposed Project. Therefore, implementation of the Proposed Project would not conflict with or obstruct implementation of

California's RPS Program. The Proposed Project would not result in a new impact or a substantial increase in the severity of impacts when compared to the Certified EIR with respect to consistency with the State's RPS goals.

Ontario Community Climate Action Plan

As previously discussed, the City of Ontario adopted the CCAP to implement a plan to reduce GHG emissions to achieve SB 32 emission reduction targets by year 2030 and additional reductions beyond year 2030. While the CCAP's primary focus is reducing community-wide GHG emissions, a main strategy in the plan relates to improving energy efficiency, reducing fossil fuel energy consumption, and promoting renewable energy consumption in its place. The Certified EIR concluded that the Approved Project would generally be considered consistent with the City's CCAP and its energy efficiency and renewable energy strategies, as shown in Table 5.8-7 of the Certified EIR. Like the Approved Project, the Proposed Project would comply with these CCAP strategies and implement mitigation measures that further increase energy efficiency and renewable energy generation.

Similar to the Approved Project, the Proposed Project would be required to comply with the version of the California Building Standards Code, including the Building Energy Efficiency Standards in Part 6, that is in effect at the time that each proposed structure is designed. Currently, the 2022 Building Energy Efficiency Standards require that new structures of specified occupancy types either include rooftop solar systems or be designed in such a way they achieve the same energy efficiency as if solar were included. The Proposed Project would also receive the benefits of the ORSC's pedestrian and active transportation improvements throughout and adjacent to the ORSC site, such as sidewalks and bicycle lanes, that would reduce VMT and transportation fuel consumption. Moreover, the Proposed Project would comply with applicable water efficiency standards in CALGreen to reduce the amount of water and electricity consumed for treatment and transport during operation. These features support the Proposed Project's consistency with the Ontario CCAP strategies that are focused on energy efficiency and renewable energy. Therefore, the Proposed Project would be consistent with the Ontario CCAP, and impacts would remain less than significant. The Proposed Project would not result in a new impact or substantial increase in the severity of impacts when compared to the Certified EIR with respect to consistency with the CCAP.

Adopted Mitigation Measures Applicable to the Proposed Project

Energy impacts under the Approved Project were less than significant, therefore the Certified EIR did not incorporate any mitigation measures to reduce energy impacts. Certified EIR mitigation measures relevant to energy impacts are discussed in Impacts (a) and (b), above.

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Attachment A – Air Quality and Greenhouse Gas Modeling

CalEEMod Inputs - ORSC Addendum Project, Operation

Name:	ORSC Addendum (Hotel Ontario Aloft + Residence Inn Project)
Project Number:	T&B-02
Project Location:	East Riverside Drive & Ontario Avenue
County/Air Basin:	San Bernardino-South Coast
Climate Zone:	10
Land Use Setting:	Suburban
Gas Utility Company:	Southern California Gas
Electric Utility Company:	Southern California Edison
Air Basin:	South Coast Air Basin
Air District:	South Coast AQMD
SRA:	33 - Southwest San Bernardino Valley

Project Summary

	Approved Project (SQFT)	Proposed Project (SQFT)	Net Increase
PA 2			
Retail/Commercial, East	45,000	35,055	-9,945
Hotel	0	158,450	158,450
PA 3			
Retail/Commercial	21,000	10,000	-11,000
Hotel	70,000	0	-70,000
PA 4			
Retail/Commercial	114,000	36,513	-77,487

Land Use Inputs (PA 2- Aloft & Residence Inn)

Building Space	**Land Use SQFT**	**Acreage**
Conference Area	9,891	
Hall of Fame	10,169	
Yogurtland	1,635	
Café	3,936	
Hotel (5 floors)[1]	170,000	
Hotel First Floor	14,742	
Hotel & Retail TOTAL	**195,631**	
Building Footprint	**40,373**	**0.93**
Surface Work	**Land Use SQFT**	**Acreage**
Landscaping	18,442	0.42
Sidewalk Improvement	18,379	0.42
Pool Areas	1,649	0.04
Parking Areas	52,825	1.21
Interior Patio	11,007	0.25
Event Area (Turf)	2,800	0.06
TOTAL	**145,475**	**3.34**

Notes

[1] Square footage of the proposed hotel accounts for a potential increase in the square footage before the design is finalized.

Land Use Inputs (PA 3 & PA 4)

PA 3	**Land Use SQFT**	**Acreage**
Retail/Commercial	10,000	0.23
Hotel	0	0.00
Landscaping (ORSC)[1]	108,505	2.49
TOTAL	**118,505**	**2.72**
PA 4	**Land Use SQFT**	**Acreage**
Retail/Commercial	36,513	0.84
Landscaping (ORSC)[1]	170,882	3.92
Surface Parking Lot (ORSC)[1]	87,120	2.00
TOTAL	**207,395**	**4.76**

Notes

[1] Landscaping and parking inputs for PAs 3 and 4 assumed to be the same as those modeled for the ORSC.

CalEEMod Land Use Inputs (PA 2)

Land Use Type	Land Use Subtype	Unit Amount	Size Metric	Lot Acreage	Land Use Square Feet	Landscape Area Square Feet	Special Landscape Area Square Feet
Recreational	Hotel	249	Room	1.41	170,000	18,442	2,800
Retail	Strip Mall	20.06	1,000 SQFT	--	20,060	--	--
Recreational	Drive Thru	5.57	1,000 SQFT	--	5,571	--	--
Recreational	Recreational Swimming Pool	1.65	1,000 SQFT	0.04	1,649	--	--
Parking	Other Non-Asphalt Surfaces	29.39	1,000 SQFT	0.67	29,386	--	--
Parking	Parking Lot	52.82	1,000 SQFT	1.21	52,825	--	--
				3.34			

CalEEMod Land Use Inputs (PA 3 & PA 4)

Land Use Type	Land Use Subtype	Unit Amount	Size Metric	Lot Acreage	Land Use Square Feet	Landscape Area Square Feet	Special Landscape Area Square Feet
Retail	Strip Mall	46.51	1,000 SQFT	7.48	46,513	279,387	--
Parking	Parking Lot	87.12	1,000 SQFT	2.00	87,120	--	--
				9.48			

Vehicle Trips[1]

Land Use Type	Typical Weekday Trips with Stadium Event	Saturday Trips with Stadium Event
PA 2		
Hotel (ITE Code 310)	1,990	2,009
Strip Mall (ITE Code 821)	1,184	1,421
Fast Food Restaurant (ITE Code 930)	1,703	1,703
TOTAL	4,877	5,133
PA 3		
Strip Mall (ITE Code 821)	338	405
Fast Food Restaurant (ITE Code 930)	486	486
PA 4		
Strip Mall (ITE Code 821)	1,233	1,480
Fast Food Restaurant (ITE Code 930)	1,774	1,774
TOTAL	3,831	4,145
TOTAL (all PAs)	8,708	9,278
ternalization Reduction (50% of Hotel Trips)	(398)	(402)
ternalization Reduction (33% of Retail Trips)	(672)	(727)
TOTAl (with reductions)	**7,638**	**8,149**

Notes

[1] Project trips reflect the Saturday with a stadium event and no tournament scenario- the maximum ADT across all three traffic scenarios: typical weekday with stadium event, Saturday with one tournament and no stadium event, and Saturday with stadium event and no tournament.

Water Use

	Indoor (gals/year)	Outdoor (gals/year)[1]	Total
PA 2			
Hotel	6,316,326	3,109,860	9,426,186
Strip Mall	1,485,895		1,485,895
Fast Food Restaurant w/o Drive Thru	1,690,683		1,690,683
Recreational Swimming Pool	97,586		97,586
TOTAL	**9,590,489**	**3,109,860**	**12,700,349**
PAs 3 & 4			
Strip Mall	3,445,113	1,572,063	5,017,176

Notes

[1] Indoor water use is based on CalEEMod defaults. Outdoor water use is based on the water use calculated for ORSC Water Supply Assessment.

Solid Waste (CalEEMod default)

Land Use	Total Solid Waste (tons/year)
PA 2	
Hotel	136.33
Strip Mall	21.06
Fast Food Restaurant w/o Drive Thru	64.16
Recreational Swimming Pool	9.40
PAs 3 & 4	
Strip Mall	48.84

Electricity (Buildings)

Default CalEEMod Energy Use

Land Use Subtype	Total Annual Electricity Consumption (kWh/year)	Total Annual Natural Gas Consumption (kBTU/year)	Title-24 Electricity Energy Intensity (kWhr/size/year)*	Title-24 Natural Gas Energy Intensity (KBTU/size/year)*	Nontitle-24 Electricity Energy Intensity (kWhr/size/year)	Nontitle-24 Natural Gas Energy Intensity (KBTU/size/year)
PA 2						
Hotel	2,712,767.51	5,077,984.35	**2,137,128.11**	**2,713,321.73**	575,639.40	2,364,662.62
Strip Mall	195,150.38	118,263.53	**154,589.35**	**28,196.03**	40,561.02	90,067.50
Fast Food Restaurant w/o Drive Thru	195,356.39	636,602.96	**98,625.37**	**121,414.34**	96,731.01	515,188.61
Parking	46,270.32	0.00	**46,270.32**	**0.00**	0.00	0.00
PA 3 & PA 4						
Strip Mall	452,464.81	274,216.93	**358,445.39**	**65,377.96**	94,048.60	208,838.97
Parking Lot	76,317.12	0.00	**76,317.12**	**0.00**	0.00	0.00
TOTAL	3,678,327	6,107,068				

Architectural Coating

	Percent Painted	
Interior Painted:	100%	
Exterior Painted:	100%	
Interior Paint VOC content:	50	grams per liter
Exterior Paing VOC content:	50	grams per liter

Structures	Paintable Interior Area	Paintable Exterior Area
Non-Residential Structures		
PA 2 - 4	363,216	121,072
Parking		
Parking (All)	-	10,160

Landscape Equipment

Mitigation Measure AQ-2	Require all-electric landscaping equipment
CalEEMod Area Source Measure LL-1	Replace Gas Powered Landscape Equipment with Zero-Emission Landscape Equipment

CalEEMod Inputs - Onatrio Regional Sports Complex (PA 2 - 4), Operation

Name:	ORSC PA 2 - 4
Project Number:	ONT-06.10
Project Location:	East Riverside Drive & Ontario Avenue
County/Air Basin:	San Bernardino-South Coast
Climate Zone:	10
Land Use Setting:	Suburban
Gas Utility Company:	Southern California Gas
Electric Utility Company:	Southern California Edison
Air Basin:	South Coast Air Basin
Air District:	South Coast AQMD
SRA:	33 - Southwest San Bernardino Valley

Project Summary

	Approved Project (SQFT)	Proposed Project (SQFT)	Net Increase
PA 2			
Retail/Commercial, East	45,000	35,055	-9,945
Hotel	0	158,450	158,450
PA 3			
Retail/Commercial	21,000	10,000	-11,000
Hotel	70,000	0	-70,000
PA 4			
Retail/Commercial	114,000	36,513	-77,487

CalEEMod Land Use Inputs

Land Use Type	Land Use Subtype	Unit Amount	Size Metric	Lot Acreage	Land Use Square Feet	Landscape Area Square Feet
PA 2						
Retail	Strip Mall	45.00	1,000 SQFT	5.00	45,000	--
Parking	Parking Lot	1,500.00	Space	14.56	--	46,174
PA 3						
Retail	Strip Mall	21.00	1,000 SQFT	2.17	21,000	73,525
Recreational	Hotel	100.00	Room	2.41	70,000	34,980
PA 4						
Retail	Strip Mall	114.00	1,000 SQFT	6.54	114,000	170,882
Parking	Parking Lot	250.00	Space	2.00	--	--
				32.68		

Vehicle Trips[1]

Land Use Type	Typical Weekday Trips with Stadium Event	Saturday Trips with Stadium Event[2]
PA 2		
Strip Mall (ITE Code 821)	1,519	1,824
Fast Food Restaurant (ITE Code 930)	2,186	2,186
PA 3		
Hotel (ITE Code 310)	799	807
Strip Mall (ITE Code 821)	709	851
Fast Food Restaurant (ITE Code 930)	1,020	1,020
PA 4		
Strip Mall (ITE Code 821)	473	567
Fast Food Restaurant (ITE Code 930)	680	680
Chicken 'n Pickle San Antonio Data	1,493	2,856
TOTAL (all PAs)	8,879	10,791
Hotel Internalization Reduction (50% of Hotel Trips)	(160)	(404)
Retail Internalization Reduction (33% of Retail Trips)	(659)	(2,352)
TOTAl (with reductions)	**8,060**	**8,035**

Notes

[1] Project trips reflect typical weekday ADT with a stadium event - the maximum ADT across all three traffic scenarios: typical weekday with stadium event, Saturday with one tournament and no stadium event, and Saturday with stadium event and no tournament.

[2]

Architectural Coating (CalEEMod Default)

	Percent Painted	
Interior Painted:	100%	
Exterior Painted:	100%	
Interior Paint VOC content:	50	grams per liter
Exterior Paing VOC content:	50	grams per liter

Structures	Paintable Interior Area	Paintable Exterior Area
Non-Residential Structures		
Strip Mall & Hotel	1,500,386	496,526
Parking		
Parking (All)	-	211,231

Landscape Equipment

Mitigation Measure AQ-2	Require all-electric landscaping equipment
CalEEMod Area Source Measure LL-1	Replace Gas Powered Landscape Equipment with Zero-Emission Landscape Equipment

ORSC EIR Water Consumption Estimates

Proposed Project Component	Indoor Water Consumption (Gallons/Year)[1]	Outdoor Water Consumption (Gallons/Year)[1]
Planning Area 1		
PA 1 Baseball Stadium	1,836,995	5,028,056
PA 1 Parking Structure A	-	-
Planning Area 2		
PA 2 Retail / Commercial, East	3,324,420	715,345
PA 2 Surface Parking Lot, East	-	-
Planning Area 3		
PA 3 Stadium Retail / Commercial	1,425,690	306,778
PA 3 Hotel	4,745,000	340,708
Planning Area 4		
PA 4 Stadium Retail / Commercial	4,296,780	924,577
PA 4 Surface Parking Lot, South	-	-
Planning Area 5		
PA 5 Multipurpose Fields	-	25,565,322
PA 5 Multiuse Fields	-	24,326,445
PA 5 Park	-	3,357,779
PA 5 Parking Structure B	-	-
PA 5 Surface Parking, South	-	-
Planning Area 6		
PA 6 Indoor Athletic Facility	1,783,953	-
PA 6 Surface Parking Lot	-	-
Planning Area 7		
PA 7 Community Center / Admin Building	770,000	-
PA 7 Activity Center	-	-
PA 7 Surface Parking Lot	-	-
On-Site Roadways		
Ontario Avenue	-	-
Street A	-	-
Street B	-	-
Off-Site Improvements		
Chino Avenue	-	-
Riverside Drive	-	-
Vineyard Avenue	-	-
TOTALS	**18,182,838**	**60,565,010**

Notes:

1. Land uses with no indoor water consumption are generally considered as part of the predominant development component they are associated with. For example, the indoor water consumption estimates for PA 7 Community Center / Admin Building generally covers the PA 7 Activity Center water consumption as well. Land uses with no outdoor water consumption are generally considered as part of the Fields and Park land use outdoor water consumption. Assumes 100% aerobic treatment for the City's Wastewater Treatment Facility.

ORSC EIR Fleet Mix Adjustments

Vehicle Type:	Passenger	Medium Duty	Heavy Duty	Total
Assumed Fleet Mix (Percent of Total):	99	0	1	100

Key	Vehicle Class	Year 2027 Default (%)	Year 2027 Adjusted (%)
LDA=Light duty auto	LDA	49.75322	64.07375
LDT1=Light duty truck 1	LDT1	3.83638	4.94061
LDT2=Light duty truck 2	LDT2	21.20354	27.30658
MCY=Motorcycle	MCY	2.08028	2.67906
MDV=Medium duty vehicle	MDV	15.27987	0.00000
LHD1=Light heavy duty 1	LHD1	2.82841	0.36046
LHD2=Light heavy duty 2	LHD2	0.77467	0.09873
MHD=Medium heavy duty	MHD	1.79189	0.22836
HHD=Heavy heavy duty	HHD	1.83178	0.23344
OBUS=Other bus	OBUS	0.06026	0.00768
UBUS=Urban bus	UBUS	0.03098	0.00395
SBUS=School bus	SBUS	0.10891	0.01388
MH=Motorhome	MH	0.41982	0.05350
	Totals	**100.00000**	**100.00000**
	Passenger Vehicles	76.87342	99.00000
	Medium Duty Vehicles	15.27987	0.00000
	Heavy Duty Vehicles	7.84671	1.00000
	Totals	**100.00000**	**100.00000**

Source: Fehr & Peers (2024)

CalEEMod Inputs-Ontario Sports Complex Project, Operation

Name: Ontario Sports Complex Project, Construction
Project Number: ONT-06
Project Location: Ontario, CA
County/Air Basin: San Bernardino County
Climate Zone: 10
Land Use Setting: Urban
First Year of Operation: 2027
Electricity Company: Southern California Edison (SCE)
Air Basin: South Coast Air Basin (SCAB)
Air District: South Coast Air Quality Management District (South Coast AQMD)
SRA: 33 - Southwest San Bernardino Valley

CalEEMod Energy Use

Project Component	Total Annual Electricity Consumption (kWh/year)	Total Annual Natural Gas Consumption (kBTU/year)	Title-24 Electricity (kWh/year)	Title-24 Natural Gas (KBTU/year)	Nontitle-24 Electricity (kWh/year)	Nontitle-24 Natural Gas (KBTU/year)
PA 1 Baseball Stadium	8,730,000.00	0.00	**3,100,500.00**	**0.00**	5,629,500.00	0.00
PA 1 Parking Structure A	682,914.84	0.00	**647,764.84**	**0.00**	35,150.00	0.00
PA 2 Retail / Commercial, East	437,775.03	265,297.05	**346,785.69**	**63,251.31**	90,989.34	202,045.74
PA 2 Surface Parking Lot, East	555,588.63	0.00	**555,588.63**	**0.00**	0.00	0.00
PA 3 Stadium Retail / Commercial	204,295.01	123,805.29	**161,833.32**	**29,517.28**	42,461.69	94,288.01
PA 3 Hotel	1,117,021.92	2,090,934.73	**879,993.93**	**1,117,250.12**	237,027.99	973,684.61
PA 4 Stadium Retail / Commercial	1,109,030.06	672,085.87	**878,523.74**	**160,236.66**	230,506.32	511,849.21
PA 4 Surface Parking Lot, South	76,317.12	0.00	**76,317.12**	**0.00**	0.00	0.00
PA 5 Multipurpose Fields	0.00	0.00	**0.00**	**0.00**	0.00	0.00
PA 5 Multiuse Fields	0.00	0.00	**0.00**	**0.00**	0.00	0.00
PA 5 Park	0.00	0.00	**0.00**	**0.00**	0.00	0.00
PA 5 Parking Structure B	321,154.55	0.00	**304,624.55**	**0.00**	16,530.00	0.00
PA 5 Surface Parking, South	389,217.31	0.00	**389,217.31**	**0.00**	0.00	0.00
PA 6 Indoor Athletic Facility	1,778,825.84	6,600,346.44	**1,464,249.98**	**2,782,533.48**	314,575.86	3,817,812.96
PA 6 Surface Parking Lot	119,054.71	0.00	**119,054.71**	**0.00**	0.00	0.00
PA 7 Community Center / Admin Building	1,221,632.12	1,920,801.21	**983,502.73**	**1,550,094.62**	238,129.39	370,706.59
PA 7 Activity Center	436,297.18	686,000.43	**351,250.97**	**553,605.22**	85,046.21	132,395.21
PA 7 Surface Parking Lot	159,121.20	0.00	**159,121.20**	**0.00**	0.00	0.00
Ontario Avenue	0.00	0.00	**0.00**	**0.00**	0.00	0.00
Street A	0.00	0.00	**0.00**	**0.00**	0.00	0.00
Street B	0.00	0.00	**0.00**	**0.00**	0.00	0.00
Chino Avenue	0.00	0.00	**0.00**	**0.00**	0.00	0.00
Riverside Drive	0.00	0.00	**0.00**	**0.00**	0.00	0.00
Vineyard Avenue	0.00	0.00	**0.00**	**0.00**	0.00	0.00
TOTALS	**17,338,245.52**	**12,359,271.02**	**10,418,328.72**	**6,256,488.69**	**6,919,916.80**	**6,102,782.33**

Note: Natural gas consumption not reduced for MM GHG-1 due to the unknown extent of commercial cooking uses.

Solid Waste[1]

Development Component	Total Solid Waste (tons/yr)
PA 1 Baseball Stadium	0.97
PA 1 Parking Structure A	0.00
PA 2 Retail / Commercial, East	47.25
PA 2 Surface Parking Lot, East	0.00
PA 3 Stadium Retail / Commercial	22.05
PA 3 Hotel	54.75
PA 4 Stadium Retail / Commercial	119.70
PA 4 Surface Parking Lot, South	0.00
PA 5 Fields & Park	8.35
PA 5 Parking Structure B	0.00
PA 5 Surface Parking, South	0.00
PA 6 Indoor Athletic Facility	58.04
PA 6 Surface Parking Lot	0.00
PA 7 Community Center / Admin Building	65.10
PA 7 Activity Center	44.62
PA 7 Surface Parking Lot	0.00
Ontario Avenue	0.00
Street A	0.00
Street B	0.00
Chino Avenue	0.00
Riverside Drive	0.00
Vineyard Avenue	0.00
TOTAL	**420.83**

Notes:

[1] Based on CalEEMod default

Ontario Regional Sports Complex Addendum (PA 2- 4) Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Ontario Regional Sports Complex Addendum (PA 2- 4)
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.60
Precipitation (days)	9.20
Location	34.014735002712754, -117.60595454674288
County	San Bernardino-South Coast
City	Ontario
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5260
EDFZ	10
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.30

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Hotel	249	Room	1.41	170,000	184,420,000	2,800	—	PA 2 Hotel
Strip Mall	20.1	1000sqft	0.00	20,060	0.00	—	—	PA 2 Conference & Hall of Fame

Fast Food Restaurant w/o Drive Thru	5.57	1000sqft	0.00	5,571	0.00	—	—	PA 2 Cafe & Yogurtland
Recreational Swimming Pool	1.65	1000sqft	0.04	1,650	0.00	—	—	PA 2 Pool Area
Other Non-Asphalt Surfaces	29.4	1000sqft	0.67	0.00	0.00	—	—	PA 2 Hardsdcape
Parking Lot	52.8	1000sqft	1.21	0.00	0.00	—	—	PA 2 Parking
Strip Mall	46.5	1000sqft	7.48	46,513	279,387	—	—	PA 3 & 4 Retail
Parking Lot	87.1	1000sqft	2.00	0.00	0.00	—	—	PA 3 & 4 Parking
User Defined Recreational	1.00	User Defined Unit	0.00	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Area Sources	LL-1	Replace Gas Powered Landscape Equipment with Zero-Emission Landscape Equipment

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	38.0	35.5	15.2	269	0.54	0.40	55.3	55.7	0.38	14.0	14.4	179	60,932	61,111	17.9	1.64	442	62,491
Mit.	36.1	33.8	15.2	259	0.54	0.38	55.3	55.7	0.36	14.0	14.3	179	60,898	61,077	17.9	1.64	442	62,457
% Reduced	5%	5%	1%	4%	—	5%	—	< 0.5%	4%	—	< 0.5%	—	< 0.5%	< 0.5%	< 0.5%	—	—	< 0.5%

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	34.5	32.2	16.5	218	0.49	0.38	55.3	55.7	0.36	14.0	14.3	179	56,606	56,785	18.0	1.74	279	58,033
Mit.	34.5	32.2	16.5	218	0.49	0.38	55.3	55.7	0.36	14.0	14.3	179	56,606	56,785	18.0	1.74	279	58,033
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	35.5	33.1	16.9	233	0.50	0.40	55.0	55.4	0.37	13.9	14.3	179	57,304	57,482	18.0	1.76	347	58,805
Mit.	34.2	31.9	16.8	226	0.50	0.38	55.0	55.4	0.36	13.9	14.3	179	57,281	57,459	18.0	1.76	347	58,782
% Reduced	4%	4%	< 0.5%	3%	—	3%	—	< 0.5%	3%	—	< 0.5%	—	< 0.5%	< 0.5%	—	—	—	< 0.5%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.48	6.04	3.08	42.5	0.09	0.07	10.0	10.1	0.07	2.54	2.60	29.6	9,487	9,517	2.98	0.29	57.5	9,736
Mit.	6.25	5.83	3.07	41.2	0.09	0.07	10.0	10.1	0.07	2.54	2.60	29.6	9,483	9,513	2.98	0.29	57.5	9,732
% Reduced	4%	4%	< 0.5%	3%	< 0.5%	3%	—	< 0.5%	3%	—	< 0.5%	—	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	30.4	28.2	13.5	257	0.53	0.26	55.3	55.6	0.24	14.0	14.2	—	53,405	53,405	2.23	1.54	168	54,086
Area	7.39	7.25	0.09	10.5	< 0.005	0.02	—	0.02	0.01	—	0.01	—	43.3	43.3	< 0.005	< 0.005	—	43.5
Energy	0.18	0.09	1.64	1.38	0.01	0.12	—	0.12	0.12	—	0.12	—	7,318	7,318	0.51	0.04	—	7,344
Water	—	—	—	—	—	—	—	—	—	—	—	27.9	166	193	0.11	0.06	—	215
Waste	—	—	—	—	—	—	—	—	—	—	—	151	0.00	151	15.1	0.00	—	528

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	275	275
Total	38.0	35.5	15.2	269	0.54	0.40	55.3	55.7	0.38	14.0	14.4	179	60,932	61,111	17.9	1.64	442	62,491
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	28.8	26.6	14.9	216	0.48	0.26	55.3	55.6	0.24	14.0	14.2	—	49,122	49,122	2.34	1.63	4.34	49,672
Area	5.52	5.52	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.18	0.09	1.64	1.38	0.01	0.12	—	0.12	0.12	—	0.12	—	7,318	7,318	0.51	0.04	—	7,344
Water	—	—	—	—	—	—	—	—	—	—	—	27.9	166	193	0.11	0.06	—	215
Waste	—	—	—	—	—	—	—	—	—	—	—	151	0.00	151	15.1	0.00	—	528
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	275	275
Total	34.5	32.2	16.5	218	0.49	0.38	55.3	55.7	0.36	14.0	14.3	179	56,606	56,785	18.0	1.74	279	58,033
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	28.6	26.3	15.2	224	0.49	0.26	55.0	55.2	0.24	13.9	14.1	—	49,790	49,790	2.34	1.66	72.4	50,414
Area	6.80	6.70	0.06	7.21	< 0.005	0.01	—	0.01	0.01	—	0.01	—	29.7	29.7	< 0.005	< 0.005	—	29.8
Energy	0.18	0.09	1.64	1.38	0.01	0.12	—	0.12	0.12	—	0.12	—	7,318	7,318	0.51	0.04	—	7,344
Water	—	—	—	—	—	—	—	—	—	—	—	27.9	166	193	0.11	0.06	—	215
Waste	—	—	—	—	—	—	—	—	—	—	—	151	0.00	151	15.1	0.00	—	528
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	275	275
Total	35.5	33.1	16.9	233	0.50	0.40	55.0	55.4	0.37	13.9	14.3	179	57,304	57,482	18.0	1.76	347	58,805
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.21	4.80	2.77	40.9	0.09	0.05	10.0	10.1	0.04	2.54	2.58	—	8,243	8,243	0.39	0.27	12.0	8,347
Area	1.24	1.22	0.01	1.32	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.91	4.91	< 0.005	< 0.005	—	4.93
Energy	0.03	0.02	0.30	0.25	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,212	1,212	0.08	0.01	—	1,216
Water	—	—	—	—	—	—	—	—	—	—	—	4.61	27.4	32.0	0.02	0.01	—	35.5
Waste	—	—	—	—	—	—	—	—	—	—	—	25.0	0.00	25.0	2.50	0.00	—	87.3
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	45.5	45.5
Total	6.48	6.04	3.08	42.5	0.09	0.07	10.0	10.1	0.07	2.54	2.60	29.6	9,487	9,517	2.98	0.29	57.5	9,736

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	30.4	28.2	13.5	257	0.53	0.26	55.3	55.6	0.24	14.0	14.2	—	53,405	53,405	2.23	1.54	168	54,086
Area	5.52	5.52	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.18	0.09	1.64	1.38	0.01	0.12	—	0.12	0.12	—	0.12	—	7,328	7,328	0.51	0.04	—	7,354
Water	—	—	—	—	—	—	—	—	—	—	—	27.9	166	193	0.11	0.06	—	215
Waste	—	—	—	—	—	—	—	—	—	—	—	151	0.00	151	15.1	0.00	—	528
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	275	275
Total	36.1	33.8	15.2	259	0.54	0.38	55.3	55.7	0.36	14.0	14.3	179	60,898	61,077	17.9	1.64	442	62,457
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	28.8	26.6	14.9	216	0.48	0.26	55.3	55.6	0.24	14.0	14.2	—	49,122	49,122	2.34	1.63	4.34	49,672
Area	5.52	5.52	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.18	0.09	1.64	1.38	0.01	0.12	—	0.12	0.12	—	0.12	—	7,318	7,318	0.51	0.04	—	7,344
Water	—	—	—	—	—	—	—	—	—	—	—	27.9	166	193	0.11	0.06	—	215
Waste	—	—	—	—	—	—	—	—	—	—	—	151	0.00	151	15.1	0.00	—	528
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	275	275
Total	34.5	32.2	16.5	218	0.49	0.38	55.3	55.7	0.36	14.0	14.3	179	56,606	56,785	18.0	1.74	279	58,033
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	28.6	26.3	15.2	224	0.49	0.26	55.0	55.2	0.24	13.9	14.1	—	49,790	49,790	2.34	1.66	72.4	50,414
Area	5.52	5.52	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.18	0.09	1.64	1.38	0.01	0.12	—	0.12	0.12	—	0.12	—	7,325	7,325	0.51	0.04	—	7,351
Water	—	—	—	—	—	—	—	—	—	—	—	27.9	166	193	0.11	0.06	—	215
Waste	—	—	—	—	—	—	—	—	—	—	—	151	0.00	151	15.1	0.00	—	528

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	275	275
Total	34.2	31.9	16.8	226	0.50	0.38	55.0	55.4	0.36	13.9	14.3	179	57,281	57,459	18.0	1.76	347	58,782
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.21	4.80	2.77	40.9	0.09	0.05	10.0	10.1	0.04	2.54	2.58	—	8,243	8,243	0.39	0.27	12.0	8,347
Area	1.01	1.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.03	0.02	0.30	0.25	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,213	1,213	0.08	0.01	—	1,217
Water	—	—	—	—	—	—	—	—	—	—	—	4.61	27.4	32.0	0.02	0.01	—	35.5
Waste	—	—	—	—	—	—	—	—	—	—	—	25.0	0.00	25.0	2.50	0.00	—	87.3
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	45.5	45.5
Total	6.25	5.83	3.07	41.2	0.09	0.07	10.0	10.1	0.07	2.54	2.60	29.6	9,483	9,513	2.98	0.29	57.5	9,732

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Fast Food Restaurant w/o Drive Thru	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Recreational Swimmi Pool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Recreational	30.4	28.2	13.5	257	0.53	0.26	55.3	55.6	0.24	14.0	14.2	—	53,405	53,405	2.23	1.54	168	54,086
Total	30.4	28.2	13.5	257	0.53	0.26	55.3	55.6	0.24	14.0	14.2	—	53,405	53,405	2.23	1.54	168	54,086
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Fast Food Restaurant w/o Drive Thru	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Recreational	28.8	26.6	14.9	216	0.48	0.26	55.3	55.6	0.24	14.0	14.2	—	49,122	49,122	2.34	1.63	4.34	49,672

Total	28.8	26.6	14.9	216	0.48	0.26	55.3	55.6	0.24	14.0	14.2	—	49,122	49,122	2.34	1.63	4.34	49,672
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Fast Food Restaurant w/o Drive Thru	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Recreational	5.21	4.80	2.77	40.9	0.09	0.05	10.0	10.1	0.04	2.54	2.58	—	8,243	8,243	0.39	0.27	12.0	8,347
Total	5.21	4.80	2.77	40.9	0.09	0.05	10.0	10.1	0.04	2.54	2.58	—	8,243	8,243	0.39	0.27	12.0	8,347

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Fast Food Restaurant w/o Drive Thru	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Recreational	30.4	28.2	13.5	257	0.53	0.26	55.3	55.6	0.24	14.0	14.2	—	53,405	53,405	2.23	1.54	168	54,086
Total	30.4	28.2	13.5	257	0.53	0.26	55.3	55.6	0.24	14.0	14.2	—	53,405	53,405	2.23	1.54	168	54,086
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Fast Food Restaurant w/o Drive Thru	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Recreational	28.8	26.6	14.9	216	0.48	0.26	55.3	55.6	0.24	14.0	14.2	—	49,122	49,122	2.34	1.63	4.34	49,672
Total	28.8	26.6	14.9	216	0.48	0.26	55.3	55.6	0.24	14.0	14.2	—	49,122	49,122	2.34	1.63	4.34	49,672
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Fast Food Restaurant w/o Drive Thru	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Recreational	5.21	4.80	2.77	40.9	0.09	0.05	10.0	10.1	0.04	2.54	2.58	—	8,243	8,243	0.39	0.27	12.0	8,347
Total	5.21	4.80	2.77	40.9	0.09	0.05	10.0	10.1	0.04	2.54	2.58	—	8,243	8,243	0.39	0.27	12.0	8,347

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	3,954	3,954	0.25	0.03	—	3,969
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	944	944	0.06	0.01	—	948
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	285	285	0.02	< 0.005	—	286
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	179	179	0.01	< 0.005	—	179
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	5,361	5,361	0.33	0.04	—	5,381
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	3,954	3,954	0.25	0.03	—	3,969
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	944	944	0.06	0.01	—	948

Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	285	285	0.02	< 0.005	—	286
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	179	179	0.01	< 0.005	—	179
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	5,361	5,361	0.33	0.04	—	5,381
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	655	655	0.04	< 0.005	—	657
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	156	156	0.01	< 0.005	—	157
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	47.1	47.1	< 0.005	< 0.005	—	47.3
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	29.6	29.6	< 0.005	< 0.005	—	29.7

User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	888	888	0.06	0.01	—	891

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	3,961	3,961	0.25	0.03	—	3,976
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	947	947	0.06	0.01	—	950
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	285	285	0.02	< 0.005	—	286
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	179	179	0.01	< 0.005	—	179
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	5,371	5,371	0.33	0.04	—	5,391

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	3,954	3,954	0.25	0.03	—	3,969
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	944	944	0.06	0.01	—	948
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	285	285	0.02	< 0.005	—	286
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	179	179	0.01	< 0.005	—	179
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	5,361	5,361	0.33	0.04	—	5,381
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	655	655	0.04	< 0.005	—	658
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	157	157	0.01	< 0.005	—	157
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	47.2	47.2	< 0.005	< 0.005	—	47.3

Recreational Swimming	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	29.6	29.6	< 0.005	< 0.005	—	29.7
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	889	889	0.06	0.01	—	892

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.15	0.08	1.36	1.15	0.01	0.10	—	0.10	0.10	—	0.10	—	1,627	1,627	0.14	< 0.005	—	1,632
Strip Mall	0.01	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	126	126	0.01	< 0.005	—	126
Fast Food Restaurant w/o Drive Thru	0.02	0.01	0.17	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	204	204	0.02	< 0.005	—	205
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Recreational	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.18	0.09	1.64	1.38	0.01	0.12	—	0.12	0.12	—	0.12	—	1,957	1,957	0.17	< 0.005	—	1,963
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.15	0.08	1.36	1.15	0.01	0.10	—	0.10	0.10	—	0.10	—	1,627	1,627	0.14	< 0.005	—	1,632
Strip Mall	0.01	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	126	126	0.01	< 0.005	—	126
Fast Food Restaurant w/o Drive Thru	0.02	0.01	0.17	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	204	204	0.02	< 0.005	—	205
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Recreational	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.18	0.09	1.64	1.38	0.01	0.12	—	0.12	0.12	—	0.12	—	1,957	1,957	0.17	< 0.005	—	1,963
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.03	0.01	0.25	0.21	< 0.005	0.02	—	0.02	0.02	—	0.02	—	269	269	0.02	< 0.005	—	270

Strip Mall	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.8	20.8	< 0.005	< 0.005	—	20.9
Fast Food Restaurant w/o Drive Thru	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	33.8	33.8	< 0.005	< 0.005	—	33.9
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Recreational	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.03	0.02	0.30	0.25	< 0.005	0.02	—	0.02	0.02	—	0.02	—	324	324	0.03	< 0.005	—	325

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.15	0.08	1.36	1.15	0.01	0.10	—	0.10	0.10	—	0.10	—	1,627	1,627	0.14	< 0.005	—	1,632
Strip Mall	0.01	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	126	126	0.01	< 0.005	—	126

Fast Food Restaurant w/o Drive Thru	0.02	0.01	0.17	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	204	204	0.02	< 0.005	—	205
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Recreational	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.18	0.09	1.64	1.38	0.01	0.12	—	0.12	0.12	—	0.12	—	1,957	1,957	0.17	< 0.005	—	1,963
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.15	0.08	1.36	1.15	0.01	0.10	—	0.10	0.10	—	0.10	—	1,627	1,627	0.14	< 0.005	—	1,632
Strip Mall	0.01	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	126	126	0.01	< 0.005	—	126
Fast Food Restaurant w/o Drive Thru	0.02	0.01	0.17	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	204	204	0.02	< 0.005	—	205
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Recreational	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.18	0.09	1.64	1.38	0.01	0.12	—	0.12	0.12	—	0.12	—	1,957	1,957	0.17	< 0.005	—	1,963
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.03	0.01	0.25	0.21	< 0.005	0.02	—	0.02	0.02	—	0.02	—	269	269	0.02	< 0.005	—	270
Strip Mall	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.8	20.8	< 0.005	< 0.005	—	20.9
Fast Food Restaurant w/o Drive Thru	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	33.8	33.8	< 0.005	< 0.005	—	33.9
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Recreational	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.03	0.02	0.30	0.25	< 0.005	0.02	—	0.02	0.02	—	0.02	—	324	324	0.03	< 0.005	—	325

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	5.20	5.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.32	0.32	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.87	1.73	0.09	10.5	< 0.005	0.02	—	0.02	0.01	—	0.01	—	43.3	43.3	< 0.005	< 0.005	—	43.5
Total	7.39	7.25	0.09	10.5	< 0.005	0.02	—	0.02	0.01	—	0.01	—	43.3	43.3	< 0.005	< 0.005	—	43.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	5.20	5.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.32	0.32	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	5.52	5.52	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.95	0.95	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.06	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape	0.23	0.22	0.01	1.32	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.91	4.91	< 0.005	< 0.005	—	4.93
Total	1.24	1.22	0.01	1.32	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.91	4.91	< 0.005	< 0.005	—	4.93

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	5.20	5.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.32	0.32	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	5.52	5.52	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	5.20	5.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.32	0.32	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	5.52	5.52	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.95	0.95	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architect Coatings	0.06	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	1.01	1.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	13.5	86.7	100	0.05	0.03	—	110
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	10.5	61.1	71.6	0.04	0.02	—	79.6
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	3.61	16.8	20.4	0.01	0.01	—	23.1
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	0.21	0.97	1.18	< 0.005	< 0.005	—	1.33
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	27.9	166	193	0.11	0.06	—	215

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	13.5	86.7	100	0.05	0.03	—	110
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	10.5	61.1	71.6	0.04	0.02	—	79.6
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	3.61	16.8	20.4	0.01	0.01	—	23.1
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	0.21	0.97	1.18	< 0.005	< 0.005	—	1.33
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	27.9	166	193	0.11	0.06	—	215
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	2.23	14.4	16.6	0.01	< 0.005	—	18.3
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	1.74	10.1	11.9	0.01	< 0.005	—	13.2
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	0.60	2.78	3.38	< 0.005	< 0.005	—	3.83

Recreational Swimming	—	—	—	—	—	—	—	—	—	—	—	0.03	0.16	0.19	< 0.005	< 0.005	—	0.22
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	4.61	27.4	32.0	0.02	0.01	—	35.5

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	13.5	86.7	100	0.05	0.03	—	110
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	10.5	61.1	71.6	0.04	0.02	—	79.6
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	3.61	16.8	20.4	0.01	0.01	—	23.1
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	0.21	0.97	1.18	< 0.005	< 0.005	—	1.33

Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	27.9	166	193	0.11	0.06	—	215
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	13.5	86.7	100	0.05	0.03	—	110
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	10.5	61.1	71.6	0.04	0.02	—	79.6
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	3.61	16.8	20.4	0.01	0.01	—	23.1
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	0.21	0.97	1.18	< 0.005	< 0.005	—	1.33
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	27.9	166	193	0.11	0.06	—	215
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	2.23	14.4	16.6	0.01	< 0.005	—	18.3

Strip Mall	—	—	—	—	—	—	—	—	—	—	—	1.74	10.1	11.9	0.01	< 0.005	—	13.2
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	0.60	2.78	3.38	< 0.005	< 0.005	—	3.83
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	0.03	0.16	0.19	< 0.005	< 0.005	—	0.22
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	4.61	27.4	32.0	0.02	0.01	—	35.5

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	73.5	0.00	73.5	7.34	0.00	—	257
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	37.7	0.00	37.7	3.77	0.00	—	132

Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	34.6	0.00	34.6	3.46	0.00	—	121
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	5.07	0.00	5.07	0.51	0.00	—	17.7
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	151	0.00	151	15.1	0.00	—	528
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	73.5	0.00	73.5	7.34	0.00	—	257
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	37.7	0.00	37.7	3.77	0.00	—	132
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	34.6	0.00	34.6	3.46	0.00	—	121
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	5.07	0.00	5.07	0.51	0.00	—	17.7
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	151	0.00	151	15.1	0.00	—	528
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	12.2	0.00	12.2	1.22	0.00	—	42.6
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	6.24	0.00	6.24	0.62	0.00	—	21.8
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	5.72	0.00	5.72	0.57	0.00	—	20.0
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	0.84	0.00	0.84	0.08	0.00	—	2.94
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	25.0	0.00	25.0	2.50	0.00	—	87.3

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	73.5	0.00	73.5	7.34	0.00	—	257
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	37.7	0.00	37.7	3.77	0.00	—	132
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	34.6	0.00	34.6	3.46	0.00	—	121
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	5.07	0.00	5.07	0.51	0.00	—	17.7
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	151	0.00	151	15.1	0.00	—	528
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	73.5	0.00	73.5	7.34	0.00	—	257
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	37.7	0.00	37.7	3.77	0.00	—	132
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	34.6	0.00	34.6	3.46	0.00	—	121

Recreational	—	—	—	—	—	—	—	—	—	—	—	5.07	0.00	5.07	0.51	0.00	—	17.7
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	151	0.00	151	15.1	0.00	—	528
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	12.2	0.00	12.2	1.22	0.00	—	42.6
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	6.24	0.00	6.24	0.62	0.00	—	21.8
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	5.72	0.00	5.72	0.57	0.00	—	20.0
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	0.84	0.00	0.84	0.08	0.00	—	2.94
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	25.0	0.00	25.0	2.50	0.00	—	87.3

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	266	266
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.41	0.41
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8.71	8.71
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	275	275
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	266	266
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.41	0.41
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8.71	8.71

Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	275	275
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	44.0	44.0
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.07	0.07
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.44	1.44
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	45.5	45.5

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	266	266
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.41	0.41
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8.71	8.71

Recreati Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	275	275
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	266	266
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.41	0.41
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8.71	8.71
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	275	275
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	44.0	44.0
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.07	0.07
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.44	1.44
Recreational Swimming Pool	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	45.5	45.5

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Hotel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fast Food Restaurant w/o Drive Thru	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Recreational	8,149	8,149	8,149	2,974,385	79,208	79,208	79,208	28,911,022

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Hotel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Fast Food Restaurant w/o Drive Thru	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Recreational	8,149	8,149	8,149	2,974,385	79,208	79,208	79,208	28,911,022

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	363,216	121,072	10,160

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Hotel	2,712,768	532	0.0330	0.0040	5,077,984
Strip Mall	195,150	532	0.0330	0.0040	118,264
Fast Food Restaurant w/o Drive Thru	195,356	532	0.0330	0.0040	636,603
Recreational Swimming Pool	0.00	532	0.0330	0.0040	0.00
Other Non-Asphalt Surfaces	0.00	532	0.0330	0.0040	0.00
Parking Lot	46,270	532	0.0330	0.0040	0.00
Strip Mall	452,494	532	0.0330	0.0040	274,217
Parking Lot	76,317	532	0.0330	0.0040	0.00
User Defined Recreational	0.00	532	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Hotel	2,712,768	532	0.0330	0.0040	5,077,984
Strip Mall	195,150	532	0.0330	0.0040	118,264
Fast Food Restaurant w/o Drive Thru	195,356	532	0.0330	0.0040	636,603

Recreational Swimming Pool	0.00	532	0.0330	0.0040	0.00
Other Non-Asphalt Surfaces	0.00	532	0.0330	0.0040	0.00
Parking Lot	46,270	532	0.0330	0.0040	0.00
Strip Mall	452,494	532	0.0330	0.0040	274,217
Parking Lot	76,317	532	0.0330	0.0040	0.00
User Defined Recreational	0.00	532	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Hotel	6,316,326	3,109,860
Strip Mall	1,485,895	0.00
Fast Food Restaurant w/o Drive Thru	1,690,683	0.00
Recreational Swimming Pool	97,586	0.00
Other Non-Asphalt Surfaces	0.00	0.00
Parking Lot	0.00	0.00
Strip Mall	3,445,113	1,572,063
Parking Lot	0.00	0.00
User Defined Recreational	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Hotel	6,316,326	3,109,860
Strip Mall	1,485,895	0.00
Fast Food Restaurant w/o Drive Thru	1,690,683	0.00
Recreational Swimming Pool	97,586	0.00
Other Non-Asphalt Surfaces	0.00	0.00

Parking Lot	0.00	0.00
Strip Mall	3,445,113	1,572,063
Parking Lot	0.00	0.00
User Defined Recreational	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Hotel	136	—
Strip Mall	21.1	—
Fast Food Restaurant w/o Drive Thru	64.2	—
Recreational Swimming Pool	9.40	—
Other Non-Asphalt Surfaces	0.00	—
Parking Lot	0.00	—
Strip Mall	48.8	—
Parking Lot	0.00	—
User Defined Recreational	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Hotel	136	—
Strip Mall	21.1	—
Fast Food Restaurant w/o Drive Thru	64.2	—
Recreational Swimming Pool	9.40	—
Other Non-Asphalt Surfaces	0.00	—
Parking Lot	0.00	—
Strip Mall	48.8	—

Parking Lot	0.00	—
User Defined Recreational	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Hotel	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Fast Food Restaurant w/o Drive Thru	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Fast Food Restaurant w/o Drive Thru	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Fast Food Restaurant w/o Drive Thru	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Recreational Swimming Pool	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Recreational Swimming Pool	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Hotel	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Fast Food Restaurant w/o Drive Thru	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Fast Food Restaurant w/o Drive Thru	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Fast Food Restaurant w/o Drive Thru	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Recreational Swimming Pool	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Recreational Swimming Pool	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

8. User Changes to Default Data

Screen	Justification
Land Use	See Project Description
Operations: Vehicle Data	Based on average daily vehicle trips for approved uses and average travel distance from ORSC EIR. Proposed project trips reflect typical weekday ADT with a stadium event - the maximum ADT across all three traffic scenarios: typical weekday with stadium event, Saturday with one tournament and no stadium event, and Saturday with stadium event and no tournament.
Operations: Architectural Coatings	South Coast AQMD Rule 1113
Operations: Landscape Equipment	Compliance with Mitigation Measure AQ-2 for all electric landscaping equipment
Operations: Water and Waste Water	Assume 100% aerobc treatment; ORSC EIR water consumption rates.
Operations: Fleet Mix	Based on average fleet mix from ORSC EIR.

ORSC Operations Average Day Scenario Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	ORSC Operations Average Day Scenario
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.60
Precipitation (days)	9.20
Location	34.016438324398166, -117.6079135785921
County	San Bernardino-South Coast
City	Ontario
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5260
EDFZ	10
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.30

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Strip Mall	45.0	1000sqft	5.06	45,000	0.00	0.00	—	PA 2 Retail / Commercial, East

Parking Lot	1,500	Space	14.6	0.00	46,174	0.00	—	PA 2 Surface Parking, East
Strip Mall	21.0	1000sqft	2.17	21,000	73,525	0.00	—	PA 3 Stadium Retail / Commercial
Hotel	100	Room	2.41	70,000	34,980	0.00	—	PA 3 Hotel
Strip Mall	114	1000sqft	6.54	114,000	170,882	0.00	—	PA 4 Stadium Retail / Commercial
Parking Lot	250	Space	2.00	0.00	0.00	0.00	—	PA 4 Surface Parking, South
User Defined Recreational	1.00	User Defined Unit	0.00	0.00	0.00	0.00	—	Total Project Vehicle Trips

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Area Sources	LL-1	Replace Gas Powered Landscape Equipment with Zero-Emission Landscape Equipment

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	39.0	36.7	14.3	266	0.53	0.34	54.7	55.1	0.32	13.8	14.1	158	58,243	58,401	18.5	1.63	276	59,624
Mit.	37.1	34.9	14.2	255	0.53	0.32	54.7	55.0	0.30	13.8	14.1	158	58,207	58,364	18.5	1.63	276	59,587
% Reduced	5%	5%	1%	4%	—	6%	—	< 0.5%	5%	—	< 0.5%	—	< 0.5%	< 0.5%	< 0.5%	—	—	< 0.5%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	35.5	33.3	15.5	215	0.48	0.32	54.7	55.0	0.30	13.8	14.1	158	53,963	54,120	18.6	1.72	115	55,212
Mit.	35.5	33.3	15.5	215	0.48	0.32	54.7	55.0	0.30	13.8	14.1	158	53,963	54,120	18.6	1.72	115	55,212
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	36.6	34.2	15.9	230	0.49	0.33	54.4	54.7	0.31	13.7	14.1	158	54,654	54,811	18.6	1.74	182	55,977
Mit.	35.3	33.0	15.9	222	0.49	0.32	54.4	54.7	0.30	13.7	14.0	158	54,629	54,787	18.6	1.74	182	55,953
% Reduced	4%	4%	< 0.5%	3%	—	4%	—	< 0.5%	3%	—	< 0.5%	—	< 0.5%	< 0.5%	—	—	—	< 0.5%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.68	6.25	2.91	42.0	0.09	0.06	9.93	9.99	0.06	2.51	2.56	26.1	9,049	9,075	3.08	0.29	30.2	9,268
Mit.	6.44	6.03	2.90	40.6	0.09	0.06	9.93	9.98	0.05	2.51	2.56	26.1	9,044	9,071	3.08	0.29	30.2	9,264
% Reduced	4%	4%	< 0.5%	3%	< 0.5%	4%	—	< 0.5%	3%	—	< 0.5%	—	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	30.1	27.9	13.4	254	0.52	0.26	54.7	55.0	0.24	13.8	14.1	—	52,821	52,821	2.20	1.52	166	53,496
Area	8.88	8.73	0.09	10.9	< 0.005	0.02	—	0.02	0.01	—	0.01	—	44.7	44.7	< 0.005	< 0.005	—	44.9
Energy	0.09	0.05	0.85	0.71	0.01	0.06	—	0.06	0.06	—	0.06	—	5,248	5,248	0.41	0.04	—	5,271
Water	—	—	—	—	—	—	—	—	—	—	—	26.4	128	155	2.72	0.07	—	242
Waste	—	—	—	—	—	—	—	—	—	—	—	131	0.00	131	13.1	0.00	—	460
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	111	111
Total	39.0	36.7	14.3	266	0.53	0.34	54.7	55.1	0.32	13.8	14.1	158	58,243	58,401	18.5	1.63	276	59,624

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	28.5	26.3	14.7	214	0.48	0.26	54.7	55.0	0.24	13.8	14.1	—	48,586	48,586	2.32	1.61	4.30	49,129
Area	6.94	6.94	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.09	0.05	0.85	0.71	0.01	0.06	—	0.06	0.06	—	0.06	—	5,248	5,248	0.41	0.04	—	5,271
Water	—	—	—	—	—	—	—	—	—	—	—	26.4	128	155	2.72	0.07	—	242
Waste	—	—	—	—	—	—	—	—	—	—	—	131	0.00	131	13.1	0.00	—	460
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	111	111
Total	35.5	33.3	15.5	215	0.48	0.32	54.7	55.0	0.30	13.8	14.1	158	53,963	54,120	18.6	1.72	115	55,212
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	28.2	26.0	15.0	222	0.49	0.26	54.4	54.6	0.24	13.7	14.0	—	49,246	49,246	2.32	1.64	71.6	49,864
Area	8.27	8.17	0.06	7.45	< 0.005	0.01	—	0.01	0.01	—	0.01	—	30.6	30.6	< 0.005	< 0.005	—	30.7
Energy	0.09	0.05	0.85	0.71	0.01	0.06	—	0.06	0.06	—	0.06	—	5,248	5,248	0.41	0.04	—	5,271
Water	—	—	—	—	—	—	—	—	—	—	—	26.4	128	155	2.72	0.07	—	242
Waste	—	—	—	—	—	—	—	—	—	—	—	131	0.00	131	13.1	0.00	—	460
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	111	111
Total	36.6	34.2	15.9	230	0.49	0.33	54.4	54.7	0.31	13.7	14.1	158	54,654	54,811	18.6	1.74	182	55,977
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.15	4.75	2.74	40.5	0.09	0.05	9.93	9.97	0.04	2.51	2.55	—	8,153	8,153	0.38	0.27	11.8	8,256
Area	1.51	1.49	0.01	1.36	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.07	5.07	< 0.005	< 0.005	—	5.09
Energy	0.02	0.01	0.15	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	869	869	0.07	0.01	—	873
Water	—	—	—	—	—	—	—	—	—	—	—	4.38	21.3	25.6	0.45	0.01	—	40.1
Waste	—	—	—	—	—	—	—	—	—	—	—	21.7	0.00	21.7	2.17	0.00	—	76.1
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	18.3	18.3
Total	6.68	6.25	2.91	42.0	0.09	0.06	9.93	9.99	0.06	2.51	2.56	26.1	9,049	9,075	3.08	0.29	30.2	9,268

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	30.1	27.9	13.4	254	0.52	0.26	54.7	55.0	0.24	13.8	14.1	—	52,821	52,821	2.20	1.52	166	53,496
Area	6.94	6.94	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.09	0.05	0.85	0.71	0.01	0.06	—	0.06	0.06	—	0.06	—	5,257	5,257	0.41	0.04	—	5,279
Water	—	—	—	—	—	—	—	—	—	—	—	26.4	128	155	2.72	0.07	—	242
Waste	—	—	—	—	—	—	—	—	—	—	—	131	0.00	131	13.1	0.00	—	460
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	111	111
Total	37.1	34.9	14.2	255	0.53	0.32	54.7	55.0	0.30	13.8	14.1	158	58,207	58,364	18.5	1.63	276	59,587
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	28.5	26.3	14.7	214	0.48	0.26	54.7	55.0	0.24	13.8	14.1	—	48,586	48,586	2.32	1.61	4.30	49,129
Area	6.94	6.94	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.09	0.05	0.85	0.71	0.01	0.06	—	0.06	0.06	—	0.06	—	5,248	5,248	0.41	0.04	—	5,271
Water	—	—	—	—	—	—	—	—	—	—	—	26.4	128	155	2.72	0.07	—	242
Waste	—	—	—	—	—	—	—	—	—	—	—	131	0.00	131	13.1	0.00	—	460
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	111	111
Total	35.5	33.3	15.5	215	0.48	0.32	54.7	55.0	0.30	13.8	14.1	158	53,963	54,120	18.6	1.72	115	55,212
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	28.2	26.0	15.0	222	0.49	0.26	54.4	54.6	0.24	13.7	14.0	—	49,246	49,246	2.32	1.64	71.6	49,864
Area	6.94	6.94	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.09	0.05	0.85	0.71	0.01	0.06	—	0.06	0.06	—	0.06	—	5,254	5,254	0.41	0.04	—	5,276
Water	—	—	—	—	—	—	—	—	—	—	—	26.4	128	155	2.72	0.07	—	242
Waste	—	—	—	—	—	—	—	—	—	—	—	131	0.00	131	13.1	0.00	—	460
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	111	111

Total	35.3	33.0	15.9	222	0.49	0.32	54.4	54.7	0.30	13.7	14.0	158	54,629	54,787	18.6	1.74	182	55,953
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.15	4.75	2.74	40.5	0.09	0.05	9.93	9.97	0.04	2.51	2.55	—	8,153	8,153	0.38	0.27	11.8	8,256
Area	1.27	1.27	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.02	0.01	0.15	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	870	870	0.07	0.01	—	874
Water	—	—	—	—	—	—	—	—	—	—	—	4.38	21.3	25.6	0.45	0.01	—	40.1
Waste	—	—	—	—	—	—	—	—	—	—	—	21.7	0.00	21.7	2.17	0.00	—	76.1
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	18.3	18.3
Total	6.44	6.03	2.90	40.6	0.09	0.06	9.93	9.98	0.05	2.51	2.56	26.1	9,044	9,071	3.08	0.29	30.2	9,264

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hotel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Recreational	30.1	27.9	13.4	254	0.52	0.26	54.7	55.0	0.24	13.8	14.1	—	52,821	52,821	2.20	1.52	166	53,496
Total	30.1	27.9	13.4	254	0.52	0.26	54.7	55.0	0.24	13.8	14.1	—	52,821	52,821	2.20	1.52	166	53,496

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hotel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Recreational	28.5	26.3	14.7	214	0.48	0.26	54.7	55.0	0.24	13.8	14.1	—	48,586	48,586	2.32	1.61	4.30	49,129
Total	28.5	26.3	14.7	214	0.48	0.26	54.7	55.0	0.24	13.8	14.1	—	48,586	48,586	2.32	1.61	4.30	49,129
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hotel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Recreational	5.15	4.75	2.74	40.5	0.09	0.05	9.93	9.97	0.04	2.51	2.55	—	8,153	8,153	0.38	0.27	11.8	8,256
Total	5.15	4.75	2.74	40.5	0.09	0.05	9.93	9.97	0.04	2.51	2.55	—	8,153	8,153	0.38	0.27	11.8	8,256

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hotel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Recreational	30.1	27.9	13.4	254	0.52	0.26	54.7	55.0	0.24	13.8	14.1	—	52,821	52,821	2.20	1.52	166	53,496
Total	30.1	27.9	13.4	254	0.52	0.26	54.7	55.0	0.24	13.8	14.1	—	52,821	52,821	2.20	1.52	166	53,496
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hotel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Recreational	28.5	26.3	14.7	214	0.48	0.26	54.7	55.0	0.24	13.8	14.1	—	48,586	48,586	2.32	1.61	4.30	49,129
Total	28.5	26.3	14.7	214	0.48	0.26	54.7	55.0	0.24	13.8	14.1	—	48,586	48,586	2.32	1.61	4.30	49,129
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hotel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Recreational	5.15	4.75	2.74	40.5	0.09	0.05	9.93	9.97	0.04	2.51	2.55	—	8,153	8,153	0.38	0.27	11.8	8,256
Total	5.15	4.75	2.74	40.5	0.09	0.05	9.93	9.97	0.04	2.51	2.55	—	8,153	8,153	0.38	0.27	11.8	8,256

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	2,120	2,120	0.16	0.02	—	2,130
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	765	765	0.06	0.01	—	769
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	1,353	1,353	0.10	0.01	—	1,359
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	4,238	4,238	0.32	0.04	—	4,258
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	2,120	2,120	0.16	0.02	—	2,130
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	765	765	0.06	0.01	—	769
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	1,353	1,353	0.10	0.01	—	1,359
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	4,238	4,238	0.32	0.04	—	4,258
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	351	351	0.03	< 0.005	—	353
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	127	127	0.01	< 0.005	—	127
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	224	224	0.02	< 0.005	—	225
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

Total	—	—	—	—	—	—	—	—	—	—	—	—	702	702	0.05	0.01	—	705

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	2,127	2,127	0.16	0.02	—	2,136
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	765	765	0.06	0.01	—	769
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	1,355	1,355	0.10	0.01	—	1,361
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	4,247	4,247	0.32	0.04	—	4,266
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	2,120	2,120	0.16	0.02	—	2,130
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	765	765	0.06	0.01	—	769
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	1,353	1,353	0.10	0.01	—	1,359
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	4,238	4,238	0.32	0.04	—	4,258
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	352	352	0.03	< 0.005	—	353

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	127	127	0.01	< 0.005	—	127
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	224	224	0.02	< 0.005	—	225
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	703	703	0.05	0.01	—	706

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	340	340	0.03	< 0.005	—	341
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Hotel	0.06	0.03	0.56	0.47	< 0.005	0.04	—	0.04	0.04	—	0.04	—	670	670	0.06	< 0.005	—	672
User Defined Recreational	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.09	0.05	0.85	0.71	0.01	0.06	—	0.06	0.06	—	0.06	—	1,010	1,010	0.09	< 0.005	—	1,013
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	340	340	0.03	< 0.005	—	341
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Hotel	0.06	0.03	0.56	0.47	< 0.005	0.04	—	0.04	0.04	—	0.04	—	670	670	0.06	< 0.005	—	672

User Defined Recreational	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.09	0.05	0.85	0.71	0.01	0.06	—	0.06	0.06	—	0.06	—	1,010	1,010	0.09	< 0.005	—	1,013
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	56.3	56.3	< 0.005	< 0.005	—	56.5
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Hotel	0.01	0.01	0.10	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	111	111	0.01	< 0.005	—	111
User Defined Recreational	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.02	0.01	0.15	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	167	167	0.01	< 0.005	—	168

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	340	340	0.03	< 0.005	—	341
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Hotel	0.06	0.03	0.56	0.47	< 0.005	0.04	—	0.04	0.04	—	0.04	—	670	670	0.06	< 0.005	—	672
User Defined Recreational	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.09	0.05	0.85	0.71	0.01	0.06	—	0.06	0.06	—	0.06	—	1,010	1,010	0.09	< 0.005	—	1,013
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Strip Mall	0.03	0.02	0.29	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	340	340	0.03	< 0.005	—	341
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Hotel	0.06	0.03	0.56	0.47	< 0.005	0.04	—	0.04	0.04	—	0.04	—	670	670	0.06	< 0.005	—	672
User Defined Recreational	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.09	0.05	0.85	0.71	0.01	0.06	—	0.06	0.06	—	0.06	—	1,010	1,010	0.09	< 0.005	—	1,013
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	56.3	56.3	< 0.005	< 0.005	—	56.5
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Hotel	0.01	0.01	0.10	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	111	111	0.01	< 0.005	—	111
User Defined Recreational	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.02	0.01	0.15	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	167	167	0.01	< 0.005	—	168

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	5.41	5.41	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural Coating	1.54	1.54	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.93	1.79	0.09	10.9	< 0.005	0.02	—	0.02	0.01	—	0.01	—	44.7	44.7	< 0.005	< 0.005	—	44.9
Total	8.88	8.73	0.09	10.9	< 0.005	0.02	—	0.02	0.01	—	0.01	—	44.7	44.7	< 0.005	< 0.005	—	44.9
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	5.41	5.41	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.54	1.54	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	6.94	6.94	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.99	0.99	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.28	0.28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.24	0.22	0.01	1.36	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.07	5.07	< 0.005	< 0.005	—	5.09
Total	1.51	1.49	0.01	1.36	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.07	5.07	< 0.005	< 0.005	—	5.09

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	5.41	5.41	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.54	1.54	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	6.94	6.94	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	5.41	5.41	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.54	1.54	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	6.94	6.94	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.99	0.99	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.28	0.28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	1.27	1.27	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	17.3	87.1	104	1.78	0.04	—	162
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Hotel	—	—	—	—	—	—	—	—	—	—	—	9.09	41.3	50.4	0.94	0.02	—	80.5
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	26.4	128	155	2.72	0.07	—	242
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	17.3	87.1	104	1.78	0.04	—	162
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Hotel	—	—	—	—	—	—	—	—	—	—	—	9.09	41.3	50.4	0.94	0.02	—	80.5
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	26.4	128	155	2.72	0.07	—	242
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	2.87	14.4	17.3	0.30	0.01	—	26.8

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Hotel	—	—	—	—	—	—	—	—	—	—	—	1.51	6.84	8.34	0.15	< 0.005	—	13.3
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	4.38	21.3	25.6	0.45	0.01	—	40.1

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	17.3	87.1	104	1.78	0.04	—	162
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Hotel	—	—	—	—	—	—	—	—	—	—	—	9.09	41.3	50.4	0.94	0.02	—	80.5
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	26.4	128	155	2.72	0.07	—	242
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	17.3	87.1	104	1.78	0.04	—	162
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Hotel	—	—	—	—	—	—	—	—	—	—	—	9.09	41.3	50.4	0.94	0.02	—	80.5

User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	26.4	128	155	2.72	0.07	—	242
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	2.87	14.4	17.3	0.30	0.01	—	26.8
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Hotel	—	—	—	—	—	—	—	—	—	—	—	1.51	6.84	8.34	0.15	< 0.005	—	13.3
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	4.38	21.3	25.6	0.45	0.01	—	40.1

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	102	0.00	102	10.2	0.00	—	356
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Hotel	—	—	—	—	—	—	—	—	—	—	—	29.5	0.00	29.5	2.95	0.00	—	103
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	131	0.00	131	13.1	0.00	—	460

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	102	0.00	102	10.2	0.00	—	356
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Hotel	—	—	—	—	—	—	—	—	—	—	—	29.5	0.00	29.5	2.95	0.00	—	103
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	131	0.00	131	13.1	0.00	—	460
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	16.9	0.00	16.9	1.69	0.00	—	59.0
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Hotel	—	—	—	—	—	—	—	—	—	—	—	4.89	0.00	4.89	0.49	0.00	—	17.1
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	21.7	0.00	21.7	2.17	0.00	—	76.1

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	102	0.00	102	10.2	0.00	—	356
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Hotel	—	—	—	—	—	—	—	—	—	—	—	29.5	0.00	29.5	2.95	0.00	—	103
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	131	0.00	131	13.1	0.00	—	460
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	102	0.00	102	10.2	0.00	—	356
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Hotel	—	—	—	—	—	—	—	—	—	—	—	29.5	0.00	29.5	2.95	0.00	—	103
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	131	0.00	131	13.1	0.00	—	460
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	16.9	0.00	16.9	1.69	0.00	—	59.0
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Hotel	—	—	—	—	—	—	—	—	—	—	—	4.89	0.00	4.89	0.49	0.00	—	17.1
User Defined Recreational	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	21.7	0.00	21.7	2.17	0.00	—	76.1

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.12	1.12
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	109	109
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	111	111
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.12	1.12
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	109	109
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	111	111
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.19	0.19
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	18.1	18.1
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	18.3	18.3

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.12	1.12
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	109	109
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	111	111

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.12	1.12
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	109	109
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	111	111
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.19	0.19
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	18.1	18.1
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	18.3	18.3

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Strip Mall	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hotel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Recreational	8,060	8,060	8,060	2,941,900	78,343	78,343	78,343	28,595,268

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Strip Mall	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hotel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Recreational	8,060	8,060	8,060	2,941,900	78,343	78,343	78,343	28,595,268

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	1,500,386	496,526	211,231

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Strip Mall	437,775	442	0.0330	0.0040	265,297
Parking Lot	555,589	442	0.0330	0.0040	0.00
Strip Mall	204,295	442	0.0330	0.0040	123,805

Hotel	1,117,022	442	0.0330	0.0040	2,090,935
Strip Mall	1,109,030	442	0.0330	0.0040	672,086
Parking Lot	76,317	442	0.0330	0.0040	0.00
User Defined Recreational	0.00	442	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Strip Mall	437,775	442	0.0330	0.0040	265,297
Parking Lot	555,589	442	0.0330	0.0040	0.00
Strip Mall	204,295	442	0.0330	0.0040	123,805
Hotel	1,117,022	442	0.0330	0.0040	2,090,935
Strip Mall	1,109,030	442	0.0330	0.0040	672,086
Parking Lot	76,317	442	0.0330	0.0040	0.00
User Defined Recreational	0.00	442	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Strip Mall	3,324,420	715,345
Parking Lot	0.00	0.00
Strip Mall	1,425,690	306,778
Hotel	4,745,000	340,708
Strip Mall	4,296,780	924,557
Parking Lot	0.00	0.00
User Defined Recreational	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Strip Mall	3,324,420	715,345
Parking Lot	0.00	0.00
Strip Mall	1,425,690	306,778
Hotel	4,745,000	340,708
Strip Mall	4,296,780	924,557
Parking Lot	0.00	0.00
User Defined Recreational	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Strip Mall	47.3	—
Parking Lot	0.00	—
Strip Mall	22.1	—
Hotel	54.8	—
Strip Mall	120	—
Parking Lot	0.00	—
User Defined Recreational	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Strip Mall	47.3	—
Parking Lot	0.00	—
Strip Mall	22.1	—

Hotel	54.8	—
Strip Mall	120	—
Parking Lot	0.00	—
User Defined Recreational	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Hotel	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Hotel	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit

Temperature and Extreme Heat	20.0	annual days of extreme heat
Extreme Precipitation	3.95	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	80.1
AQ-PM	95.9
AQ-DPM	61.4
Drinking Water	99.7
Lead Risk Housing	10.0
Pesticides	76.9
Toxic Releases	70.5

Traffic	12.6
Effect Indicators	—
CleanUp Sites	19.0
Groundwater	97.8
Haz Waste Facilities/Generators	63.9
Impaired Water Bodies	43.8
Solid Waste	95.7
Sensitive Population	—
Asthma	42.6
Cardio-vascular	67.7
Low Birth Weights	45.9
Socioeconomic Factor Indicators	—
Education	52.1
Housing	11.2
Linguistic	75.8
Poverty	34.7
Unemployment	49.9

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	80.61080457
Employed	84.28076479
Median HI	74.02797382
Education	—
Bachelor's or higher	64.24996792
High school enrollment	100

Preschool enrollment	21.59630438
Transportation	—
Auto Access	80.12318748
Active commuting	28.08931092
Social	—
2-parent households	68.63852175
Voting	58.7963557
Neighborhood	—
Alcohol availability	77.23598101
Park access	50.75067368
Retail density	13.56345438
Supermarket access	57.55164892
Tree canopy	14.56435262
Housing	—
Homeownership	67.43231105
Housing habitability	76.73553189
Low-inc homeowner severe housing cost burden	83.54933915
Low-inc renter severe housing cost burden	44.41165148
Uncrowded housing	60.77248813
Health Outcomes	—
Insured adults	78.89131272
Arthritis	80.8
Asthma ER Admissions	59.0
High Blood Pressure	87.7
Cancer (excluding skin)	71.8
Asthma	55.1
Coronary Heart Disease	88.8
Chronic Obstructive Pulmonary Disease	74.0

Diagnosed Diabetes	73.9
Life Expectancy at Birth	56.4
Cognitively Disabled	91.4
Physically Disabled	90.7
Heart Attack ER Admissions	29.6
Mental Health Not Good	53.9
Chronic Kidney Disease	85.5
Obesity	57.9
Pedestrian Injuries	43.5
Physical Health Not Good	62.9
Stroke	84.7
Health Risk Behaviors	—
Binge Drinking	29.5
Current Smoker	54.4
No Leisure Time for Physical Activity	61.9
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	11.1
Elderly	89.5
English Speaking	63.5
Foreign-born	35.4
Outdoor Workers	64.2
Climate Change Adaptive Capacity	—
Impervious Surface Cover	72.5
Traffic Density	14.9
Traffic Access	23.0
Other Indices	—

Hardship	39.2
Other Decision Support	—
2016 Voting	78.3

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	73.0
Healthy Places Index Score for Project Location (b)	70.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Project Description
Operations: Vehicle Data	Based on average daily vehicle trips for approved uses and average travel distance from ORSC EIR. Approved project trips reflect typical weekday ADT with a stadium event - the maximum ADT across all three traffic scenarios: typical weekday with stadium event, Saturday with one tournament and no stadium event, and Saturday with stadium event and no tournament.
Operations: Architectural Coatings	South Coast AQMD Rule 1113

Operations: Energy Use	Stadium 19.937 kWh/SF/year estimate
Operations: Water and Waste Water	ORSC EIR water consumption rates.
Characteristics: Utility Information	SCE 2022 Sustainability Report
Operations: Fleet Mix	Based on average fleet mix from ORSC EIR.
Operations: Landscape Equipment	—

Regional Operation Emissions Worksheet

[1] CalEEMod, Version 2022.1.

Approved Project

Summer

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Mobile	27.90	13.40	254.00	0.52	55.00	14.10
Area	6.94	0.00	0.00	0.00	0.00	0.00
Energy	0.05	0.85	0.71	0.01	0.06	0.06
Total	**34.89**	**14.25**	**254.71**	**0.53**	**55.06**	**14.16**

Winter

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Mobile	26.30	14.70	214.00	0.48	55.00	14.10
Area	6.94	0.00	0.00	0.00	0.00	0.00
Energy	0.05	0.85	0.71	0.01	0.06	0.06
Total	**33.29**	**15.55**	**214.71**	**0.49**	**55.06**	**14.16**

Max Daily

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Mobile	27.90	14.70	254.00	0.52	55.00	14.10
Area	6.94	0.00	0.00	0.00	0.00	0.00
Energy	0.05	0.85	0.71	0.01	0.06	0.06
Total	**34.89**	**15.55**	**254.71**	**0.53**	**55.06**	**14.16**
Regional Thresholds (lb/day)	**55**	**55**	**550**	**150**	**150**	**55**

Proposed Project

Summer

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Mobile	28.20	13.50	257.00	0.53	55.60	14.20
Area	5.52	0.00	0.00	0.00	0.00	0.00
Energy	0.09	1.64	1.38	0.01	0.12	0.12
Total	**33.81**	**15.14**	**258.38**	**0.54**	**55.72**	**14.32**

Winter

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Mobile	26.60	14.90	216.00	0.48	55.60	14.20
Area	5.52	0.00	0.00	0.00	0.00	0.00
Energy	0.09	1.64	1.38	0.01	0.12	0.12
Total	**32.21**	**16.54**	**217.38**	**0.49**	**55.72**	**14.32**

Max Daily

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Mobile	28	15	257	1	56	14
Area	6	0	0	0	0	0
Energy	0	2	1	0	0	0
Total	**34**	**17**	**258**	**1**	**56**	**14**
Regional Thresholds (lb/day)	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Approved Project?	No	Yes	Yes	Yes	Yes	Yes

Regional Operation Comparison with ORSC Emissions

[1] CalEEMod, Version 2022.1.

Includes incorporation of ORSC Mitigation Measure AQ-2

Approved Project (PAs 2-4 Only)						
Maximum Daily (lbs/day)						
	ROG	**NOx**	**CO**	**SO2**	**PM10 Total**	**PM2.5 Total**
Total	35	16	255	1	55	14
Proposed Project (PAs 2-4 Only)						
Maximum Daily (lbs/day)						
	ROG	**NOx**	**CO**	**SO2**	**PM10 Total**	**PM2.5 Total**
Total	34	17	258	1	56	14
Net Change in Emissions	**-1**	**1**	**4**	**0**	**1**	**0**

Approved ORSC Project (All PAs) - Worst Case Saturday (Table 5.3-18)						
Maximum Daily (lbs/day)						
	ROG	**NOx**	**CO**	**SO2**	**PM10 Total**	**PM2.5 Total**
Total	110	46	738	2	156	40
Regional Thresholds (lb/day)	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Approved Project?	Yes	No	Yes	No	Yes	No
Proposed Project (Approved ORSC Project + Net Change) - Worst Case Saturday						
Maximum Daily (lbs/day)						
	ROG	**NOx**	**CO**	**SO2**	**PM10 Total**	**PM2.5 Total**
Total	109	47	742	2	157	40
Regional Thresholds (lb/day)	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Approved Project?	Yes	No	Yes	No	Yes	No
Change in Impact?	No	No	No	No	No	No

Approved ORSC Project (All PAs) - Average Weekday (Table 5.3-19)						
Maximum Daily (lbs/day)						
	ROG	**NOx**	**CO**	**SO2**	**PM10 Total**	**PM2.5 Total**
Total	83	34	538	1	115	30
Regional Thresholds (lb/day)	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Approved Project?	Yes	No	No	No	No	No
Proposed Project (Approved ORSC Project + Net Change) - Average Weekday						
Maximum Daily (lbs/day)						
	ROG	**NOx**	**CO**	**SO2**	**PM10 Total**	**PM2.5 Total**
Total	82	35	542	1	116	30
	76	29	480	1	100	26
Regional Thresholds (lb/day)	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Approved Project?	Yes	No	No	No	No	No
Change in Impact?	No	No	No	No	No	No

Localized (On-Site Only) Operation Comparison with ORSC Emissions

[1] CalEEMod, Version 2022.1.

Includes incorporation of ORSC Mitigation Measure AQ-2.

Approved Project (PAs 2-4 Only)				
Maximum Daily (lbs/day)				
	NOx	**CO**	**PM10 Total**	**PM2.5 Total**
Total	0.85	0.71	0.06	0.06
Proposed Project (PAs 2-4 Only)				
Maximum Daily (lbs/day)				
	NOx	**CO**	**PM10 Total**	**PM2.5 Total**
Total	1.64	1.38	0.12	0.12
Net Change in Emissions	**1**	**1**	**<1**	**<1**

Approved ORSC Project (All PAs) - Localized On-Site Emissions (Table 5.3-16)				
Maximum Daily (lbs/day)				
	NOx	**CO**	**PM10 Total**	**PM2.5 Total**
Total	4	57	<1	<1
Regional Thresholds (lb/day)	**270**	**2,193**	**4**	**2**
Exceeds Approved Project?	No	No	No	No
Proposed Project (Approved ORSC Project + Net Change) - Localized On-Site Emissions				
Maximum Daily (lbs/day)				
	NOx	**CO**	**PM10 Total**	**PM2.5 Total**
Total	5	58	<1	<1
Regional Thresholds (lb/day)	**270**	**2,193**	**4**	**2**
Exceeds Approved Project?	No	No	No	No
Change in Impact?	No	No	No	No

GHG Emissions Inventory

Approved Project

Operation[1]	$MTCO_2e$/Year[2]	
	Operations	**%**
Mobile	8,256.00	89%
Area	0.00	0%
Energy	874.00	9%
Water	40.10	0%
Solid Waste	76.10	1%
Refrigerants	18.30	0%
	9,265	100%

Proposed Project

Operation[1]	$MTCO_2e$/Year[2]	
	Operations	**%**
Mobile	8,347	86%
Area	0	0%
Energy	1,217	13%
Water	36	0%
Solid Waste	87	1%
Refrigerants	46	0%
	9,732	100%
Ontario CCAP GHG Efficiency Threshold ($MTCO_2e$/2,500 square feet of conditioned building space)	**8.84**	
Proposed Project GHG Efficiency Threshold ($MTCO_2e$)	**100.5**	
Exceeds Ontario CCAP GHG Efficiency Threshold?	**Yes**	

[1] CalEEMod, Version 2022.1.

[2] MTCO2e=metric tons of carbon dioxide equivalent.

Project Comparison with ORSC GHG Emissions

Approved Project (PAs 2-4 Only)

Approved Operation[1]	$MTCO_2e$/Year[2]
	Operations
Total	9,265

Proposed Project (PAs 2-4 Only)

Proposed Operation[1]	$MTCO_2e$/Year[2]
	Operations
	9,732

Net Difference in Emissions	468

Approved ORSC Project (All PAs) - Table 5.8-5

Approved Operation[1]	$MTCO_2e$/Year[2]
	Operations
Total	21,777

Proposed Project (Approved ORSC Project + Net Change)

Proposed Operation[1]	$MTCO_2e$/Year[2]
	Operations
	22,245

Exceeds No Net Increase?	Yes

[1] CalEEMod, Version 2022.1.

[2] MTCO2e=metric tons of carbon dioxide equivalent.

Attachment B – Approved Project and Proposed Project Trip Generation

					Trip Generation Rates (11th Edition)							Estimated Trip Generation (11th Edition)						
					Daily Rate	AM Peak			PM Peak			Daily Trips	AM Peak			PM Peak		
	ORSC EIR	Data Source	Quantity	Unit		Rate	%In	%Out	Rate	%In	%Out		In	Out	Total	In	Out	Total
PA 2																		
Retail	45,000 sq ft	ITE Code 821-Shopping Plaza	22.5	KSF	67.52	1.73	62%	38%	5.19	49%	51%	1519	24	15	39	58	59	117
		ITE Code 930-Fast Casual Restaurant	22.5	KSF	97.14	1.43	50%	50%	12.55	55%	45%	2186	16	17	33	155	127	282
Hotel	0																	
PA 3																		
Retail	21,000 sq ft	ITE Code 821-Shopping Plaza	10.5	KSF	67.52	1.73	62%	38%	5.19	49%	51%	709	11	7	18	27	28	55
		ITE Code 930-Fast Casual Restaurant	10.5	KSF	97.14	1.43	50%	50%	12.55	55%	45%	1020	8	8	16	72	59	131
Hotel	70,000 sq ft/100 rooms	ITE Code 310-Hotel	100	Keys	7.99	0.46	56%	44%	0.59	51%	49%	799	26	20	46	30	29	59
PA 4																		
Retail	114,000 sq ft	ITE Code 821-Shopping Plaza	7	KSF	67.52	1.73	62%	38%	5.19	49%	51%	473	8	5	13	18	19	37
		ITE Code 930-Fast Casual Restaurant	7	KSF	97.14	1.43	50%	50%	12.55	55%	45%	680	5	5	10	48	40	88
		Chicken 'n Pickle San Antonio Data	12	Courts	124.4	4.6	93%	7%	11.7	68%	32%	1493	51	4	55	95	45	140
											Lodging and Retail Total	8879	149	81	230	503	406	909
											Hotel Internalization Reduction (20% of Hotel Trips)	-160	-5	-4	-9	-6	-6	-12
											Retail Internalization Reduction (10% of Retail Trips)	-659	-7	-6	-13	-38	-33	-71
											Lodging and Retail Total Subtotal	**8060**	**137**	**71**	**208**	**459**	**367**	**826**

					Trip Generation Rates (11th Edition)							Estimated Trip Generation (11th Edition)						
					Daily Trips	AM Peak			PM Peak			Daily Trips	AM Peak			PM Peak		
	Revised	Data Source	Quantity	Unit		Rate	%In	%Out	Rate	%In	%Out		In	Out	Total	In	Out	Total
PA 2																		
Retail	35,055.44 sq ft	ITE Code 821-Shopping Plaza	17.53	KSF	67.52	1.73	62%	38%	5.19	49%	51%	1184	19	12	31	45	46	91
		ITE Code 930-Fast Casual Restaurant	17.53	KSF	97.14	1.43	50%	50%	12.55	55%	45%	1703	13	13	26	121	99	220
Hotel	249 Rooms	ITE Code 310-Hotel	249	Keys	7.99	0.46	56%	44%	0.59	51%	49%	1990	64	50	114	75	72	147
PA 3																		
Retail	10,000 sq ft	ITE Code 821-Shopping Plaza	5	KSF	67.52	1.73	62%	38%	5.19	49%	51%	338	5	4	9	13	13	26
		ITE Code 930-Fast Casual Restaurant	5	KSF	97.14	1.43	50%	50%	12.55	55%	45%	486	4	4	8	35	28	63
Hotel	0																	
PA 4																		
Retail	36,512.54 sq ft	ITE Code 821-Shopping Plaza	18.26	KSF	67.52	1.73	62%	38%	5.19	49%	51%	1233	20	13	33	46	48	94
		ITE Code 930-Fast Casual Restaurant	18.26	KSF	97.14	1.43	50%	50%	12.55	55%	45%	1774	13	14	27	126	103	229
											Lodging and Retail Total	8708	138	110	248	461	409	870
											Hotel Internalization Reduction (20% of Hotel Trips)	-398	-13	-10	-23	-15	-14	-29
											Retail Internalization Reduction (10% of Retail Trips)	-672	-7	-6	-13	-39	-34	-72
											Lodging and Retail Total Subtotal	**7638**	**118**	**94**	**212**	**407**	**361**	**769**
											PROPOSED - APPROVED (TYPICAL WEEKDAY WITH STADIUM EVENT)	***-422***	***-19***	***23***	***4***	***-52***	***-6***	***-57***

					Trip Generation Rates (11th Edition)				Estimated Trip Generation (11th Edition)			
					Daily Rate	Midday Peak Hour			Daily Trips	Midday Peak Hour		
	ORSC EIR	Data Source	Quantity	Unit		Rate	%In	%Out		In	Out	Total
PA 2												
Retail	45,000 sq ft	ITE Code 821-Shopping Plaza	22.5	KSF	81.07	6.22	52%	48%	1824	73	67	140
		ITE Code 930-Fast Casual Restaurant	22.5	KSF	97.14	32.64	55%	45%	2186	404	330	734
Hotel	0											
PA 3												
Retail	21,000 sq ft	ITE Code 821-Shopping Plaza	10.5	KSF	81.07	6.22	52%	48%	851	34	31	65
		ITE Code 930-Fast Casual Restaurant	10.5	KSF	97.14	32.64	55%	45%	1020	188	154	342
Hotel	70,000 sq ft/100 rooms	ITE Code 310-Hotel	100	Keys	8.07	0.72	56%	44%	807	40	32	72
PA 4												
Retail	114,000 sq ft	ITE Code 821-Shopping Plaza	7	KSF	81.07	6.22	52%	48%	567	23	21	44
		ITE Code 930-Fast Casual Restaurant	7	KSF	97.14	32.64	55%	45%	680	126	103	229
		Chicken 'n Pickle San Antonio Data	12	Courts	238	11.2	59%	41%	2856	79	55	134
								Lodging and Retail Total	10791	967	793	1760
								Hotel Internalization Reduction (50% of Hotel Trips)	-404	-20	-16	-36
								Retail Internalization Reduction (33% of Retail Trips)	-2352	-280	-233	-513
								Lodging and Retail Total Subtotal	**8035**	**667**	**544**	**1211**

					Trip Generation Rates (11th Edition)				Estimated Trip Generation (11th Edition)			
					Daily Trips	Midday Peak Hour			Daily Trips	Midday Peak Hour		
	Revised	Data Source	Quantity	Unit		Rate	%In	%Out		In	Out	Total
PA 2												
Retail	35,055.44 sq ft	ITE Code 821-Shopping Plaza	17.53	KSF	81.07	6.22	52%	48%	1421	57	52	109
		ITE Code 930-Fast Casual Restaurant	17.53	KSF	97.14	32.64	55%	45%	1703	315	257	572
Hotel	249 Rooms	ITE Code 310-Hotel	249	Keys	8.07	0.72	56%	44%	2009	100	79	179
PA 3												
Retail	10,000 sq ft	ITE Code 821-Shopping Plaza	5	KSF	81.07	6.22	52%	48%	405	16	15	31
		ITE Code 930-Fast Casual Restaurant	5	KSF	97.14	32.64	55%	45%	486	90	73	163
Hotel	0											
PA 4												
Retail	36,512.54 sq ft	ITE Code 821-Shopping Plaza	18.26	KSF	81.07	6.22	52%	48%	1480	59	55	114
		ITE Code 930-Fast Casual Restaurant	18.26	KSF	97.14	32.64	55%	45%	1774	328	268	596
								Lodging and Retail Total	9278	965	799	1764
								Hotel Internalization Reduction (50% of Hotel Trips)	-402	-20	-16	-36
								Retail Internalization Reduction (33% of Retail Trips)	-727	-87	-72	-159
								Lodging and Retail Total Subtotal	**8149**	**858**	**711**	**1569**
								PROPOSED - APPROVED (SATURDAY WITH ONE TOURNAMENT - NO BASEBALL STADIUM USE)	***114***	***191***	***167***	***358***

					Trip Generation Rates (11th Edition)				Estimated Trip Generation (11th Edition)			
					Daily Rate	Peak Hour of Arrival (5-6PM)			Daily Trips	Peak Hour of Arrival (5-6PM)		
	ORSC EIR	Data Source	Quantity	Unit		Rate	%In	%Out		In	Out	Total
PA 2												
Retail	45,000 sq ft	ITE Code 821-Shopping Plaza	22.5	KSF	81.07	6.22	52%	48%	1824	73	67	140
		ITE Code 930-Fast Casual Restaurant	22.5	KSF	97.14	32.64	55%	45%	2186	404	330	734
Hotel	0											
PA 3												
Retail	21,000 sq ft	ITE Code 821-Shopping Plaza	10.5	KSF	81.07	6.22	52%	48%	851	34	31	65
		ITE Code 930-Fast Casual Restaurant	10.5	KSF	97.14	32.64	55%	45%	1020	188	154	342
Hotel	70,000 sq ft/100 rooms	ITE Code 310-Hotel	100	Keys	8.07	0.72	56%	44%	807	40	32	72
PA 4												
Retail	114,000 sq ft	ITE Code 821-Shopping Plaza	7	KSF	81.07	6.22	52%	48%	567	23	21	44
		ITE Code 930-Fast Casual Restaurant	7	KSF	97.14	32.64	55%	45%	680	126	103	229
		Chicken 'n Pickle San Antonio Data	12	Courts	238	17.8	58%	42%	2856	124	90	214
								Lodging and Retail Total	10791	1012	828	1840
								Hotel Internalization Reduction (50% of Hotel Trips)	-404	-20	-16	-36
								Retail Internalization Reduction (33% of Retail Trips)	-2352	-280	-233	-513
								Lodging and Retail Total Subtotal	**8035**	**712**	**579**	**1291**

					Trip Generation Rates (11th Edition)				Estimated Trip Generation (11th Edition)			
					Daily Trips	Peak Hour of Arrival (5-6PM)			Daily Trips	Peak Hour of Arrival (5-6PM)		
	Revised	Data Source	Quantity	Unit		Rate	%In	%Out		In	Out	Total
PA 2												
Retail	35,055.44 sq ft	ITE Code 821-Shopping Plaza	17.53	KSF	81.07	6.22	52%	48%	1421	57	52	109
		ITE Code 930-Fast Casual Restaurant	17.53	KSF	97.14	32.64	55%	45%	1703	315	257	572
Hotel	249 Rooms	ITE Code 310-Hotel	249	Keys	8.07	0.72	56%	44%	2009	100	79	179
PA 3												
Retail	10,000 sq ft	ITE Code 821-Shopping Plaza	5	KSF	81.07	6.22	52%	48%	405	16	15	31
		ITE Code 930-Fast Casual Restaurant	5	KSF	97.14	32.64	55%	45%	486	90	73	163
Hotel	0											
PA 4												
Retail	36,512.54 sq ft	ITE Code 821-Shopping Plaza	18.26	KSF	81.07	6.22	52%	48%	1480	59	55	114
		ITE Code 930-Fast Casual Restaurant	18.26	KSF	97.14	32.64	55%	45%	1774	328	268	596
								Lodging and Retail Total	9278	965	799	1764
								Hotel Internalization Reduction (50% of Hotel Trips)	-402	-20	-16	-36
								Retail Internalization Reduction (33% of Retail Trips)	-727	-87	-72	-159
								Lodging and Retail Total Subtotal	**8149**	**858**	**711**	**1569**
								PROPOSED - APPROVED (SATURDAY WITH STADIUM EVENT - NO FIELD TOURNAMENTS)	**114**	**146**	**132**	**278**

Engineering Department

Preliminary Water Quality Management Plan (PWQMP)

For compliance with Santa Ana Regional Water Quality Control Board
Order Number R8-2010-0036 (NPDES Permit No. CAS618036)

Project Name:	Residence Inn Ontario CA
Ontario Project #:	PDEV25-007
Applicant Name:	Mr. Steve Brown
Applicant Address:	Ontario Ranch Hotel, LLC. PO Box Watsonville, CA 95077
Project Address:	SEC of Riverside drive & Hellman Avenue, Ontario CA
Project Size (acres):	5.555
Project Description:	Comercial Development

Submittal Date: _____

Preliminary Water Quality Management Plan (PWQMP)

1. Introduction

The Preliminary Water Quality Management Plan (PWQMP) is a planning tool to improve integration of required water quality elements, stormwater management, water conservation, rainwater harvesting and re-use, and flood management in land use planning and the City's development process. The Preliminary WQMP will assist project applicants and planners in properly designing and laying out project sites so that water quality may be incorporated in the most effective manner and at the lowest cost for the developer.

The San Bernardino County Municipal Separate Storm Sewer System Permit (MS4 Permit) requires project-specific Water Quality Management plans (WQMP) to be prepared for all priority new development and significant redevelopment projects listed in Section 2 of this document. The MS4 Permit stipulates that the City of Ontario require priority project applicants to submit a Preliminary project-specific WQMP, as early as possible, during the environmental review or planning phase of a development project and that the Preliminary WQMP be approved prior to the issuance of land use entitlement.

2. Priority Projects (requiring a Preliminary WQMP)

Land Use entitlement shall not be issued for any of the listed projects, below, until a Preliminary WQMP has been approved by the City's Engineering Department. For construction projects not going through entitlement, a Preliminary and Final project specific WQMP shall be approved, prior to the issuance of construction permits:

Check the appropriate project category below, for this project:

Check below	**Project Categories**
	1. All significant re-development projects. Significant re-development is defined as the addition or replacement of 5,000 or more square feet of impervious surface on an already developed site subject to discretionary approval of the Permittee. Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of the facility, or emergency redevelopment activity required to protect public health and safety. Where redevelopment results in an increase of less than fifty percent of the impervious surfaces of a previously existing developed site, and the existing development was not subject to WQMP requirements, the numeric sizing criteria discussed below applies only to the addition or replacement, and not to the entire developed site. Where redevelopment results in an increase of fifty percent or more of the impervious surfaces of a previously existing developed site, the numeric sizing criteria applies to the entire development (new and existing).
✔	2. New development projects that create 10,000 square feet or more of impervious surface (collectively over the entire project site) including commercial, industrial, residential housing subdivisions (i.e., detached single family home subdivisions, multi-family attached subdivisions or townhomes, condominiums, apartments, etc.), mixed-use, and public projects. This category includes development projects on public and private land, which fall under the planning and building authority of the permitting agency.

Check below	Project Categories
	3. Automotive repair shops (with SIC codes 5013, 5014, 5541, 7532- 7534, 7536-7539).
	4. Restaurants and Food Service Establishments where the land area of development is 5,000 square feet or more.
	5. Developments of 2,500 square feet of impervious surface or more adjacent to (within 200 feet) or discharging directly into environmentally sensitive areas (ESA's) such as areas designated in the Ocean Plan as areas of special biological significance or waterbodies listed on the CWA Section 303(d) list of impaired waters.
	6. Parking lots of 5,000 square feet or more exposed to storm water. Parking lot is defined as land area or facility for the temporary storage of motor vehicles.
	7. Retail Gasoline Outlets (RGOs) that are either 5,000 sq ft or more or have a projected average daily traffic of 100 or more vehicles per day.
	8. *This project is not covered under any of the categories listed above.

* If the development is not covered under any of the project categories listed in Section 2, the project is not required to design and install Site Design/LID BMPs or Treatment Control BMPs to treat the design storm event (Design Capture Volume) described in Section 4.

3. Preliminary WQMP Objectives

Through a combination of Site Design/LID BMPs (where feasible), Source Control, and/or Treatment Control BMPs, project-specific WQMPs shall address all identified pollutants and hydrologic conditions of concern from new development and significant re-development projects for the categories of projects (priority projects) listed in Section 2. Under each type of BMP, listed below, please indicate which BMPs are planned to be implemented and included in the Final WQMP for the project:

A. Site Design/LID (Low Impact Design) for Reducing Stormwater Runoff:

The MS4 Permit requires each priority development project to infiltrate, harvest and use, evapotranspire, or bio-treat the runoff from a 2-yr, 24-hour storm event (Design Capture Volume). If site conditions do not permit infiltration, harvest and use, evapotranspiration, and/or bio-treatment of the entire Design Capture Volume, at the project site, Site Design/LID techniques are required to be implemented to the Maximum Extent Practicable, at the project site, and the remainder of the DCV shall be infiltrated, harvested, bio-treated or treated by alternative measures. Project applicants shall submit a Preliminary WQMP that documents the LID/Site Design BMPs, proposed for the project. Please indicate, in the table below, which Site Design/LID BMPs will be utilized on this project to accomplish this requirement:

Site Design/LID Practice	Planned	Not Planned
Provide at least the minimum effective area required for LID BMPs, to comply with the WQMP (see Table 3-1 below).	✔	
Grade parking lot areas/drive aisles/roof drains to sheet flow runoff into landscaped swales, via curb cuts or zero-face curbs or otherwise disconnect direct drainage from MS4.	✔	
Design landscaped areas as swales and grade to accept runoff from building roofs, parking lots and project roadways.	✔	
Install surface retention basins or infiltration trenches to receive impervious area runoff.		✔
Install pervious pavement in parking stalls, alleys, driveways, gutters, walkways, trails or patios.		✔
Install underground stormwater retention chambers where downstream landscaped areas are limited.	✔	
Install approved Stormwater Drywells in detention areas.		✔
Construct streets, sidewalks, and parking lot stalls to the minimum widths necessary.	✔	
Install on-site Biotreatment basins/trenches with underdrains, where soil type is poorly draining.		✔
Install “Engineered Soil” to increase uptake/soil storage capacity and/or evapotranspiration.	✔	
Install Rainwater Harvesting/Use Equipment.		✔
Regional LID BMP facilities are installed, off-site, with the capacity and conveyances to accept post-development storm water runoff from this project and reserved capacity allocation credits have been assigned to the project, in a Certificate or other legally binding document, attached herein		✔

Table 3-1 Minimum Effective Area[1] Required for LID BMPs (surface + subsurface facilities) for Project WQMP to Demonstrate Infeasibility[2] (% of site)

Project Type	New Development	Re-Development
SF/MF Residential < 7 du/ac	10%	5%
SF/MF Residential < 7 - 18 du/ac	7%	3.5%
SF/MF Residential > 18 du/ac	5%	2.5%
Mixed Use, Commercial/Industrial w/FAR< 1.0	10%	5%
Mixed Use, Commercial/Industrial w/FAR 1.0-2.0	7%	3.5%
Mixed Use, Commercial/Industrial w/FAR> 2.0	5%	2.5%
Podium (parking under > 75% of project)	3%	1.5%
Zoning allowing development to property lines	2%	1%
Transit Oriented Development[3]	5%	2.5%
Parking	5%	2.5%

[1] "Effective area" is defined as land area which 1) is suitable for a retention/infiltration BMP (based on infeasibility criteria) and 2) is located down-gradient from building roof or paved areas, so that it may receive gravity flow runoff.
[2] Criteria only required if the project WQMP seeks to demonstrate that the full DCV cannot be feasibly managed on-site.
[3] Transit oriented development is defined as a project with development center within one half mile of a mass transit center.
Key: du/ac = dwelling units/acre, FAR = Floor Area Ratio = ratio of gross floor area of building to gross lot area, MF = Multi Family, SF = Single Family

B. Source Control BMPs – The following BMPs are designed to control stormwater pollutants and runoff water at the location where it is generated. Please indicate which of the listed BMPs are planned to be implemented for the project:

Source Control BMPs	Planned	Not Planned
Minimize non-stormwater site runoff through efficient irrigation system design and controllers.	✔	
Minimize trash and debris in storm runoff through a regular parking lot, storage yard and roadway sweeping program.	✔	
Provide proper covers/roofs and secondary containment for outside material storage & work areas.	✔	
Provide solid roofs over all trash enclosures.	✔	
Site Owner(s)/Property Manager/HOA or POA will be familiar with the project WQMP and stormwater BMPs.	✔	
Owner or HOA or POA to provide Education/Training of site occupants and employees on stormwater BMPs.	✔	
Install stormwater placards/stenciled messages with a "No Dumping" message on all on-site/off-site storm drain inlets.	✔	
Provide contained equipment/vehicle wash rack areas that discharge to sanitary sewer.		✔

C. Treatment Control BMPs – The following BMPs are designed to control stormwater pollutants where it is not feasible to install on-site or off-site Site Design/LID BMPs, with the requisite capacity to treat the Design Capture Volume for identified Pollutants of Concern or where pretreatment of stormwater runoff is required, ahead of infiltration BMPs. Please indicate which of the listed BMPs are planned to be implemented for the project:

Treatment Control BMP	Planned	Not Planned
Gravity Separator devices for pretreatment of sediment, trash/litter or Oil & Grease	✔	
Proprietary Biofiltration vaults/devices		✔
Media Cartridge Filtration Vaults	✔	
Proprietary Filter Inserts for on-site storm drain inlets or retention basin/trench overflow drains	✔	

4. Volume-based calculation (approximate) for sizing on-site or off-site Stormwater Retention/Infiltration, Harvest & Re-Use or Biotreatment facilities

1) After calculating the "Watershed Imperviousness Ratio", i, which is equal to the percent of impervious area in each Drainage Management Area, divided by 100, calculate the composite runoff coefficient C_{BMP} for the Drainage Area above using the following equation:

$$\mathbf{C_{BMP} = 0.858i^3 - 0.78i^2 + 0.774i + 0.04}$$

where: $\mathbf{C_{BMP}}$ = composite runoff coefficient; and,

i = watershed imperviousness ratio.

3) Determine the area-averaged "6-hour Mean Storm Rainfall", P_6, for the Drainage Area. This is calculated by multiplying the area averaged 2-year 1-hour value (0.5"-0.6") by the appropriate regression coefficient (1.4807). The 2-yr, 1-hr value for southern Ontario is approximately to 0.5" (P_6 = 0.5*1.4807 = 0.74 and northern Ontario is approximately 0.6" in/hr (P_6 = 0.6*1.4807 = 0.89).

4) Determine the appropriate drawdown time. Use the regression constant a = 1.582 for 24 hours and a = 1.963 for 48 hours. *Note: Regression constants are provided for both 24 hour and 48-hour drawdown times; however, 48-hour drawdown times should be used in most areas of California. Drawdown times in excess of 48 hours should be used with caution as vector breeding can be a problem after water has stood in excess of 72 hours. (Use of the 24-hour drawdown time should be limited to drainage areas with coarse soils (Class 'A' soils that readily drain.)*

5) Calculate the "Maximized Detention Volume", P_0, using the following equation:

$$\mathbf{P_0 = a \cdot C_{BMP} \cdot P_6}$$

where: $\mathbf{P_0}$ = Maximized Detention Volume, in inches

a = 1.582 for 24 hour and a = 1.963 for 48-hour drawdown,

$\mathbf{C_{BMP}}$ = composite runoff coefficient; and,

$\mathbf{P_6}$ = 6-hour Mean Storm Rainfall, in inches

6) Calculate the "Target Capture Volume", V_0, using the following equation:

$$\mathbf{V_0 = (P_0 \cdot A) / 12}$$

where: $\mathbf{V_0}$ = Target Capture Volume, in acre-feet

$\mathbf{P_0}$ = Maximized Detention Volume, in inches; and,

A = BMP Drainage Area, in acres

Project Volume-based calculation (approximate) for planned on-site or off-site Stormwater Retention/Infiltration, Harvest & Re-Use or Biotreatment facilities:

Variable	Factor/Formula	DA1, DMA A	DA1 DMA B	DA2 DMA A	DA2 DMA B
Impervious surface/total surface, ratio	(i)	0.892			
C_{BMP}= runoff coefficient	$0.858i^3 - 0.78i^2 + 0.774i + 0.04$	0.719			
P_6	**P_6 = 2-yr,1-hr depth*1.4807 =	0.86			
Detention Volume (acre inches)	$P_0 = a * C_{BMP} * P_6$ =	1.214			
Drawdown rate of basin/trench (a)	1.963 for 48-hr drawdown =	1.963			
Project Total Area (acre)	(A)	4.337			
Design Capture Volume in cu. ft.	$V_0 = [(P_0 * A)/12] *43560$ =	19112			
Retention Volume provided in cubic feet.	Retention capacity of basins, trenches, underground storage or biotreatment basin	32809			

**For P_6 value, use site coordinates and NOAA website to determine project's average 2-yr, 1-hr rainfall depth, at: http://hdsc.nws.noaa.gov/hdsc/pfds/sa/sca_pfds.html .

5. Flow-Based calculation (approximate) for sizing on-site or off-site Biotreatment facilities and proprietary treatment technology BMPs:

1) After calculating the "Watershed Imperviousness Ratio", i, which is equal to the percent of impervious area in each Drainage Management Area divided by 100, calculate the composite runoff coefficient C_{BMP} for the Drainage Area above using the following equation:

$$\mathbf{C_{BMP} = 0.858i^3 - 0.78i^2 + 0.774i + 0.04}$$

where: $\mathbf{C_{BMP}}$ = composite runoff coefficient; and,

i = watershed imperviousness ratio.

2) Determine BMP design rainfall intensity, **I_{BMP}**, using the project site geo-coordinates and the NOAA website to determine project's average 2-yr, 1-hr rainfall intensity, at: http://hdsc.nws.noaa.gov/hdsc/pfds/sa/sca_pfds.html .Multiply this value by 0.2787 (regression coefficient for Ontario) and a minimum safety factor of 2.

4) Calculate the target BMP flowrate, Q, using the following formula (for each DMA <50 acres*):

$$Q = C_{BMP} \cdot I_{BMP} \cdot A$$

Where: **Q** = flow in cfs (Cubic feet per second)
I_{BMP} = BMP design rainfall intensity, in/hr
A = Drainage Area in acres

*For DMAs >50 acres, with C_{BMP} <0.5, the project applicant shall use the unit hydrograph method specified in the San Bernardino County Hydrology Manual, using the design storm pattern with rainfall return frequency such that the peak 1-hr rainfall intensity equals the 85th percentile 1-hr rainfall, multiplied by 2.

Project Flow-based calculation (approximate) for planned on-site or off-site flow-based Biotreatment facilities or Stormwater Treatment BMPs:

Variable	Factor/Formula	DA1 DMA A	DA1 DMA B	DA2 DMA A	DA2 DMA B
Impervious surface/ total surface, ratio	(i)				
C_{BMP}= composite runoff coefficient	$0.858i^3 + 0.78i^2 + 0.774i + 0.04$				
I_{BMP}	I_{BMP} = 2-yr,1-hr storm intensity*0.2787*safety factor				
Drainage area (ac)	A = DMA sq ft/43,560				
Target BMP flowrate	Q = C_{BPM}* I_{BMP} * A				

6. Hydrologic Conditions of Concern (HCOC) and use of the on-line San Bernardino County HCOC Map for determining necessary mitigation steps necessary if there are HCOCs downstream of a project:

Project applicants may access the on-line HCOC Map at: http://permitrack.sbcounty.gov/WAP/. The map will indicate any hydrology concerns with downstream waterways that are hydraulically connected to the project and will indicate if there are any approved regional projects downstream that could be utilized for off-site mitigation of HCOCs. Please indicate here if the project will or will not be able to retain/infilter, harvest and use or biotreat and detain the DCV, on-site, as calculated in Section 4 and if there are HCOCs identified downstream of the project:

Retain or Harvest/Use the DCV on site?	Yes	✔	No	
Biotreat the DCV but not infilter the runoff?	Yes		No	
HCOCs identified downstream of site?	Yes		No	

If the entire DCV will not be retained on site, the DCV is biotreated but not infiltered or additional detention capacity is needed to address identified HCOCs, downstream of the site, please list here, what additional mitigation measures will be utilized (on-site or off-site) to address HCOCs (see Section 4.2.1-4.2.3 of the SB County WQMP Technical Guidance):

_____

_____

7. Site Plan and Conceptual Grading/Drainage Plan requirements for submission with the Preliminary WQMP:

Provide a Site Plan and Conceptual Grading/Drainage Plan along with this Preliminary WQMP, which conceptually shows the proposed locations of buildings, homes, parking lots, parks, new paved roadways, landscaped areas, drainage patterns and drainage sub-areas, methods of conveyance, proposed retention/infiltration, harvest & use or biotreatment facilities that are planned for installation. Where it is determined to be infeasible to capture and detain design storm runoff volumes, on-site, please include other design features, as described in Section 3, above. Include numbered or lettered notes on the Site Plan with a legend detailing other BMPs, as described in Section 3.

8. BMP Maintenance and Funding Mechanism & Description:

_____

_____

9. Acknowledgment:

As the property owner or developer, I understand that this project is required to install and implement permanent LID Storm Water Best Management Practices pursuant to the requirements of the San Bernardino County MS4 Permit and to document those BMPs in the submittal of a Water Quality Management Plan, which is binding on any current or successive owners of this property.

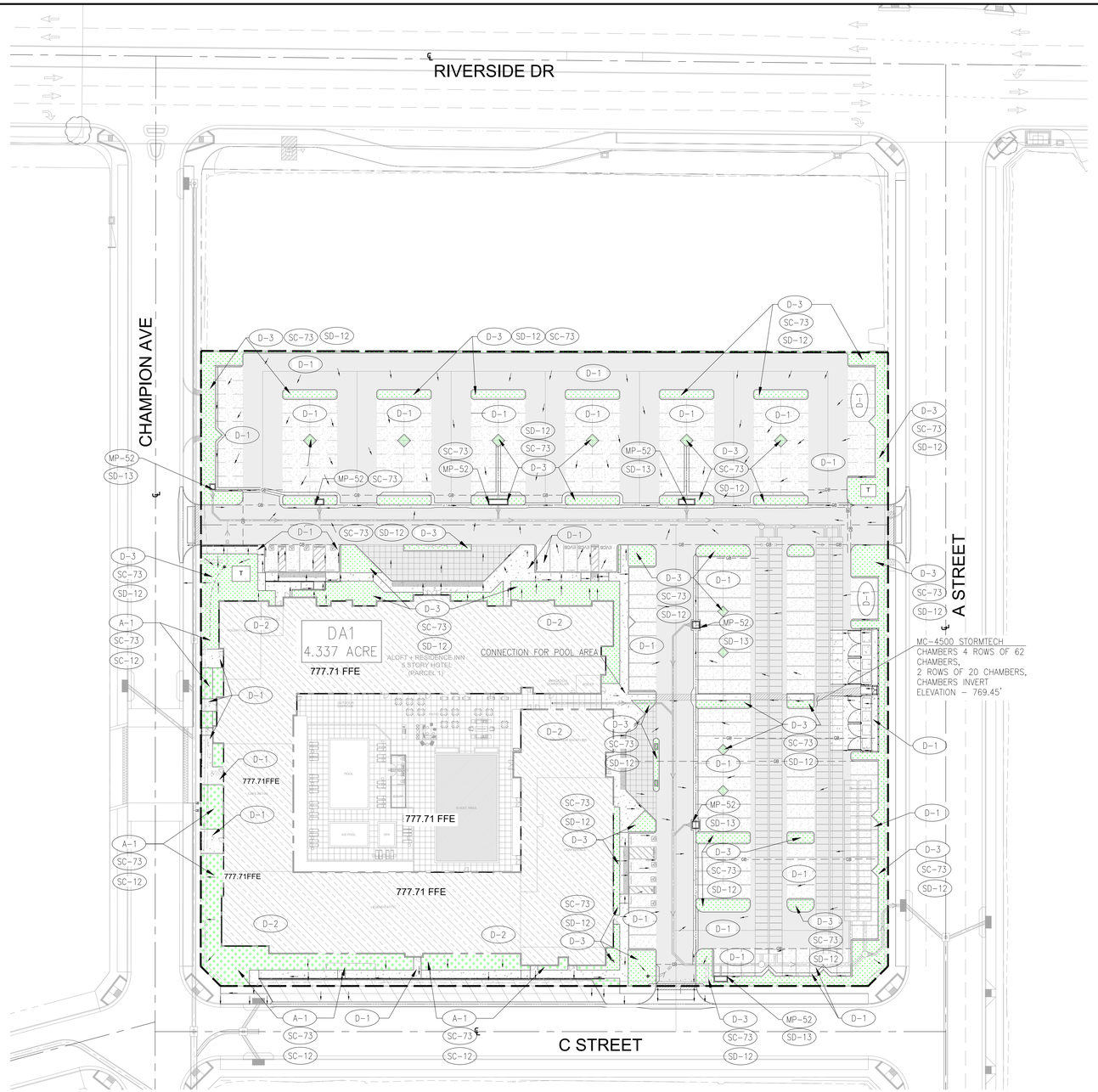
Yes	✔	No	

10. Exemption Signature:

As the property owner or developer, I understand that this project is not required by the San Bernardino County MS4 Permit to install and implement permanent LID Storm Water Best Management Practices and will not be required to submit a Water Quality Management Plan.

_____ _____

Signature of Owner or Developer Date



WQMP BMP SITE PLAN

SCALE 1" = 40'



VICINITY MAP

NOT TO SCALE

BEST MANAGEMENT PRACTICES

THE FOLLOWING BMPs AS OUTLINED IN, BUT NOT LIMITED TO, PER CALIFORNIA STORMWATER BMP HANDBOOK, THE LATEST REVISED EDITION, MAY APPLY AFTER THE CONSTRUCTION OF THE PROJECT, ADDITIONAL MEASURES MAY BE REQUIRED IF DEEMED APPROPRIATE BY CITY/COUNTY/STATE INSPECTORS.

SC-73	LANDSCAPE MAINTENANCE
MP-52	INLET INSERT
SC-10	NON-STORMWATER DISCHARGES
SC-34	WASTE HANDLING AND DISPOSAL
SC-41	BUILDING AND GROUND MAINTENANCE
SC-43	PARKING/STORAGE AREA MAINTENANCE
SC-44	DRAINAGE SYSTEM MAINTENANCE
SC-60	HOUSEKEEPING PRACTICES
SC-61	SAFER ALTERNATIVE PRODUCTS
SC-10	SITE DESIGN AND LANDSCAPE PLANNING
SC-12	EFFICIENT IRRIGATION
SC-13	STORM DRAIN SIGNAGE

DRAINAGE MAP LEGEND:

DESCRIPTION	SYMBOL
A.C. PAVEMENT AREA D-1 (DRAIN TO CHAMBER SYSTEM)	
CONCRETE PAVEMENT AREA D-1 (DRAIN TO CHAMBER SYSTEM)	
ROOF AREA D-2 (DRAIN TO CHAMBER SYSTEM)	
LANDSCAPE AREA D-3 (DRAIN TO CHAMBER SYSTEM)	
LANDSCAPE AREA A-1, (SELF-TREATING AREA)	
DISTURBED SUBAREA BOUNDARY	
PROPOSED STORM LINE	
DIRECTION OF RUNOFF	
DRAINGE AREA SUB-BASIN NUMBER SUB-BASIN AREA IN ACRES	DAX X.XXX ACRE

WQMP DATA

DMAs DRAIN TO LID-BMP-1 MC-4500 STORMTECH CHAMBER SYSTEM:

D-1 = 127,392 SF. (PCC/CONC.PAVEMENT/ASPHALT)
D-2 = 41,055 SF. (ROOF)
D-3 = 15,814 SF. (LANDSCAPE)

DESIGN CAPTURE VOLUME V_{BMP} = 19,112 C.F
PROVIDED TOTAL CAPTURE VOLUME V_{BMP} = 32,809 CF
> 19,112 CF

DMA - DA1	IMPERVIOUS AREA (SF.)	PERVIOUS AREA (SF.)	TOTAL AREA (SF.)
EXISTING CONDITON	13,460	175,460	188,920
PROPOSED CONDITION	168,447	20,473	188,920

ABBREVIATIONS:

FL – FLOWLINE
FS – FINISHED SURFACE
FFE – FINISHED FLOOR ELEVATION

DMAs SELF-TREATING

A-1 = 4,659 SF. (LANDSCAPE)

GRAPHIC SCALE: 1"=40'

Underground Service Alert of 811
TWO WORKING DAYS BEFORE YOU DIG

REVISIONS			
MARK	DATE	BY	DESCRIPTION

DESIGNED BY: DA
DATE: 06/10/2025
DRAWN BY: PS
DATE: 06/10/2025
CHECKED BY:
DATE:

CITY OF ONTARIO

RECOMMENDED BY: BRYAN LIRLEY P.E., ASSISTANT CITY ENGINEER DATE

APPROVED BY: KHOI DO P.E., CITY ENGINEER DATE

BENCH MARK: ELEV. 781.27 FEET
LOCATION:
BENCHMARK=HELD FOUND MONUMENTS FROM CAD FILE PROVIDED BY HARIYA (CL INTERSECTION OF RIVERSIDE & ONTARIO) EL=781.27
BASIS OF BEARINGS HELD OUR GPS FILE HERE SURVEY AND MOVED TO THE INTERSECTION OF RIVERSIDE & ONTARIO WHICH FIT CAD BEARING FOR ONTARIO AVE.
COMBO 0.9999737169 / 1.0000262849 SCALED AROUND INTERSECTION OF RIVERSIDE & ONTARIO AVE

REGISTERED PROFESSIONAL ENGINEER MANOJ BABULAL HARIYA NO. 74429 CIVIL STATE OF CALIFORNIA

HARIYA INC
26121 Wallack Place, Loma Linda, CA 92354
(909)499-8270
MANOJ HARIYA R.C.E. 74429 DATE

ALOFT-RESIDENCE INN HOTEL

WQMP BMP SITE PLAN

SHEET 01 OF 01
CONTRACT
ACCOUNT
DWG. NO.

E:\PROJECTS\24-013 Marriott Hotel (near Stadium) Ontario CA\PG

HYDROLOGY &
HYDRAULIC STUDY

For:

Residence Inn, Ontario

P.O. BOX 660
Watsonville CA 95076

Prepared By:

Hariya INC
26121 Wallack place,
Loma Linda, CA 92354
909-499-8270

Oct 07, 2025

Project No. 24-013

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Section II	Hydrology Methodology
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Appendix C	Hydrology Study – Rational Method for Pre & Post-developed 10-year & 100-year storm event using CivilD software
Appendix D	Hydrology Study – Synthetic Unit Hydrograph Method for Pre & Post-developed 10-year & 100-year Storm event using CivilD software.
Appendix E	Hydraflow Hydrographs Report
Appendix F	Pre-developed Hydrology Map – Synthetic Unit Hydrograph Method Post-developed Hydrology Map –Synthetic Unit Hydrograph Method Post-developed Hydrology Map – Rational Method

Section I Introduction

The following hydrology and hydraulic study has been prepared for the development of the commercial property situated south east of Riverside drive & Ontario Avenue in the City of Ontario in San Bernardino County, California. The subject site is approximately 4.337 acres, and the general location of the site is illustrated in "Vicinity map" in "Appendix A" of this report. The purpose of this project is to analyze the excess peak flow rates that will be generated due to the development of this project. The hydraulic & hydrological analysis were performed to determine the difference in peak flow rates and design the retention basin to mitigate peak flow rates and provide adequate storage volume in the post-developed condition.

Section II Methodology

For both, the pre-developed and post-developed conditions, the peak flow rates were determined for 10-year and 100-year storm events using Rational Method per San Bernardino County Hydrology Manual. The Inlets were sized for peak flow rates of 100-year storm event generated using Rational method in conformance with San Bernardino County standards. The drainage areas were studied for Synthetic Unit Hydrograph Method to determine hydrograph volume of 10-year & 100-year storm event with 24-hour storm duration. All hydrological calculations were developed using CivilD Design software Version 9.0. The retention volume calculation for underground MC-4500 Stormtech chambers was analyzed using Hydraflow Hydrograph software.

Section III Project Description

Pre-developed Site Conditions

Currently, the existing site consists of approximately a total of 4.337 acres of mostly barren land with poor vegetation. The runoff from the site sheet flows in the south direction discharging away from the boundary at the south side. Based on the Figure C-15 in the San Bernardino County Hydrology Manual, the project site is classified as hydrologic soil type B. Refer to the "Pre-developed Hydrology Map" in "Appendix F" for an illustration of drainage pattern.

The entire site is divided into two distinct drainage areas in the pre-developed condition. The peak flow rates for 10-year and 100-year storm events were determined for the drainage area using Synthetic Unit Hydrograph method in the pre-developed condition. All calculations can be found in Appendix C & D of this report.

Table-1, Peak flow rates using Synthetic Unit Hydrograph pre-developed condition:

Drainage Area	Area (acres)	Flow Length (ft)	Soil Type	Q_{10} (cfs)	Q_{100} (cfs)
DA1.1	2.430	425	B	3.63	6.22
DA1.2	1.907	498	B	2.69	4.64

The excess runoff further flows towards the south side.

Post-developed Site Conditions

The proposed development will consist of construction of a multi-stories hotel building, paved parking area, drive aisles, landscape planters, occupying approximately an area of 4.337 acres. The peak flow rates for 10-year and 100-year storm events were determined for each sub-basin using the Rational Method in the post-developed condition. The runoff from the site will sheet flow over the parking areas into the ribbon gutter and curb and gutter system. The runoff will then be intercepted by Flogard catch basins and conveyed further by storm drain system into the underground MC-4500 stormtech infiltration system located at the south-east side of the site. Using an 18" storm drain outlet structure, the excess runoff will be discharged into the curb inlet located offsite at the south-east corner of the site along A-street.

The following table summarizes the peak flow rates for 100-year storm events using rational method in the post-developed condition:

Table-2, Peak flow rates using rational method post-developed condition:

Drainage Area Sub-Basins	Area (acres)	Flow Length (ft)	Soil Type	Time of Concentration Tc (min)	Q_{100} (cfs)
SB1	0.276	62	B	3.62	1.81
SB2	0.196	109	B	3.95	1.22
SB3	0.826	188	B	5.39	4.26
SB4	0.686	151	B	4.61	3.89
SB5	0.633	150	B	5.00	3.42
SB6	0.632	149	B	5.22	3.32
SB7	0.672	146	B	5.86	3.30

Note: The 100-yr peak flow rates in Table-2 are used to size the inlets. Refer to "Post-developed Hydrology Map – Rational Method" in Appendix F.

Section IV Post-development Runoff Mitigation, Retention & Conclusion

Post-developed Peak Flow Rates Mitigation and Retention Volume

The synthetic unit hydrograph method is used to determine the hydrograph volume for 10-year & 100-year storm events with 24-hour storm duration. The entire site is considered as a single drainage area for Synthetic Unit Hydrograph analysis. Refer to "Post-developed Hydrology Map – Synthetic Unit Hydrograph method" in "Appendix F" for an illustration of runoff generated from the site. The following table summarizes the peak flow rates for 10-year and 100-year storm events using Synthetic Unit Hydrograph method in the post-developed condition:

Table-3, Peak flow rates using Synthetic Unit Hydrograph method post-developed condition:

Drainage Area	Area (acres)	Post-developed discharge without mitigation	
		Q_{10} (cfs)	Q_{100} (cfs)
DA 1	4.337	12.57	19.20
Total	**4.337**	**12.57**	**19.20**

A hydrograph analysis was performed to determine the required retention volume using MC-4500 stormtech system. Refer to the "Hydraflow Hydrographs Report in Appendix E" which illustrates that a detention volume of 48,467 CF is provided to reduce the peak flow rates of 10-year & 100-year storm events to less than the corresponding pre-developed condition flow rates. The minimum Design Capture volume required for water quality treatment is 19,076 CF, the storage volume provided using MC-4500 stormtech system is 48,566 CF.

Summary

The difference in peak flow rates of pre-developed and post-developed conditions for 10-yr and 100-yr storm events are primarily due to increase in impervious area which is approximately 89% in the post-developed condition. Below is the hydrology summary table of entire site for pre-developed and post-developed condition after retention:

Table-4, Peak flow rates comparison pre-developed & post-developed condition after retention using Synthetic Unit Hydrograph method:

Drainage Area	Area (acres)	Pre-developed discharge		Drainage Area	Area (acres)	Post-developed mitigated discharge		Design Capture volume required WQMP (cu-ft)	Provided using MC-4500 stormtech system Cu-ft)
		Q_{10} (cfs)	Q_{100} (cfs)			Q_{10} (cfs)	Q_{100} (cfs)		
DA1.1	2.430	3.63	6.22	DA1	4.337	0.06	8.79	19,076	48,566
DA1.2	1.907	2.69	4.64						
Total	**4.337**	**6.32**	**10.86**		**4.337**	**0.06**	**8.79**	19,076	48,566

We conclude that adequate storage volume has been provided in the post-developed condition. This indicates that there will be no adverse impact on the downstream end due to the development of this site. The underground MC-4500 stormtech system will attenuate the post-developed flow rate to less than 81% of their corresponding pre-developed flow rate.

APPENDIX A

VICINITY MAP



North Arrow

APPENDIX B

Hydrological Rainfall Data Reference

- NOAA Precipitation Data
- Hydrologic Soil group map

NOAA's National Weather Service
Hydrometeorological Design Studies Center
Precipitation Frequency Data Server (PFDS)

General Information
Homepage
Progress Reports
FAQ
Glossary

Precipitation Frequency
Data Server
GIS Grids
Maps
Time Series
Temporals
Documents

Probable Maximum Precipitation
Documents

Miscellaneous
Publications
Storm Analysis
Record Precipitation

Contact Us
Inquiries

NOAA ATLAS 14 POINT PRECIPITATION FREQUENCY ESTIMATES: CA

Data description

Data type: Precipitation depth **Units:** English **Time series type:** Partial duration

Select location

1) Manually:

a) By location (decimal degrees, use "-" for S and W): Latitude: Longitude: Submit

b) By station (list of CA stations): Select station

c) By address 34.018216, -117.601174

2) Use map:



a) Select location
Move crosshair or double click

b) Click on station icon
Show stations on map

Location information:
Name: Ontario, California, USA*
Latitude: 34.0182°
Longitude: -117.6012°
Elevation: 778 ft **



* Source: ESRI Maps
** Source: USGS

POINT PRECIPITATION FREQUENCY (PF) ESTIMATES

WITH 90% CONFIDENCE INTERVALS AND SUPPLEMENTARY INFORMATION
NOAA Atlas 14, Volume 6, Version 2

PF tabular | PF graphical | Supplementary information | Print page

PDS-based precipitation frequency estimates with 90% confidence intervals (in inches)[1]

Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	**0.113** (0.094-0.137)	**0.149** (0.124-0.181)	**0.195** (0.162-0.237)	**0.231** (0.191-0.283)	**0.279** (0.222-0.354)	**0.314** (0.245-0.408)	**0.349** (0.265-0.465)	**0.385** (0.284-0.527)	**0.431** (0.305-0.617)	**0.467** (0.318-0.692)
10-min	**0.162** (0.135-0.196)	**0.214** (0.178-0.259)	**0.280** (0.232-0.340)	**0.331** (0.273-0.406)	**0.400** (0.318-0.507)	**0.451** (0.351-0.584)	**0.501** (0.380-0.667)	**0.552** (0.407-0.756)	**0.618** (0.437-0.885)	**0.669** (0.456-0.992)
15-min	**0.196** (0.164-0.237)	**0.259** (0.216-0.314)	**0.338** (0.281-0.411)	**0.401** (0.330-0.491)	**0.483** (0.385-0.613)	**0.545** (0.424-0.707)	**0.606** (0.460-0.806)	**0.667** (0.492-0.914)	**0.748** (0.528-1.07)	**0.809** (0.551-1.20)
30-min	**0.297** (0.248-0.359)	**0.392** (0.326-0.475)	**0.512** (0.425-0.622)	**0.607** (0.500-0.744)	**0.732** (0.582-0.928)	**0.825** (0.642-1.07)	**0.917** (0.696-1.22)	**1.01** (0.744-1.38)	**1.13** (0.799-1.62)	**1.22** (0.834-1.82)
60-min	**0.439** (0.366-0.531)	**0.580** (0.483-0.702)	**0.757** (0.630-0.920)	**0.898** (0.740-1.10)	**1.08** (0.862-1.37)	**1.22** (0.950-1.58)	**1.36** (1.03-1.81)	**1.49** (1.10-2.05)	**1.68** (1.18-2.40)	**1.81** (1.23-2.69)
2-hr	**0.652** (0.544-0.789)	**0.858** (0.715-1.04)	**1.12** (0.927-1.35)	**1.32** (1.08-1.61)	**1.58** (1.25-2.00)	**1.77** (1.38-2.29)	**1.95** (1.48-2.60)	**2.14** (1.58-2.93)	**2.38** (1.68-3.41)	**2.56** (1.74-3.80)
3-hr	**0.814** (0.680-0.985)	**1.07** (0.891-1.30)	**1.39** (1.15-1.68)	**1.63** (1.34-2.00)	**1.95** (1.55-2.48)	**2.18** (1.70-2.83)	**2.41** (1.83-3.21)	**2.64** (1.94-3.61)	**2.93** (2.07-4.19)	**3.14** (2.14-4.66)
6-hr	**1.14** (0.954-1.38)	**1.50** (1.25-1.82)	**1.94** (1.61-2.36)	**2.28** (1.88-2.80)	**2.72** (2.17-3.46)	**3.04** (2.37-3.95)	**3.36** (2.55-4.47)	**3.67** (2.70-5.02)	**4.06** (2.87-5.81)	**4.36** (2.97-6.46)
12-hr	**1.48** (1.24-1.80)	**1.95** (1.62-2.36)	**2.53** (2.10-3.07)	**2.98** (2.46-3.65)	**3.56** (2.83-4.52)	**3.99** (3.10-5.17)	**4.40** (3.34-5.86)	**4.81** (3.55-6.59)	**5.34** (3.77-7.64)	**5.73** (3.90-8.50)
24-hr	**1.96** (1.73-2.26)	**2.59** (2.29-2.99)	**3.38** (2.98-3.92)	**4.01** (3.50-4.68)	**4.82** (4.08-5.81)	**5.42** (4.50-6.67)	**6.02** (4.87-7.58)	**6.61** (5.20-8.55)	**7.38** (5.58-9.95)	**7.95** (5.82-11.1)
2-day	**2.34** (2.07-2.70)	**3.15** (2.78-3.64)	**4.19** (3.69-4.85)	**5.02** (4.39-5.86)	**6.13** (5.19-7.39)	**6.96** (5.78-8.57)	**7.80** (6.32-9.82)	**8.64** (6.81-11.2)	**9.77** (7.39-13.2)	**10.6** (7.77-14.8)
3-day	**2.50** (2.21-2.88)	**3.42** (3.02-3.94)	**4.60** (4.06-5.33)	**5.56** (4.87-6.49)	**6.86** (5.81-8.27)	**7.85** (6.51-9.65)	**8.84** (7.16-11.1)	**9.86** (7.77-12.8)	**11.2** (8.50-15.2)	**12.3** (9.00-17.2)
4-day	**2.69** (2.38-3.10)	**3.71** (3.28-4.28)	**5.04** (4.44-5.83)	**6.11** (5.35-7.13)	**7.57** (6.41-9.13)	**8.70** (7.21-10.7)	**9.83** (7.96-12.4)	**11.0** (8.67-14.2)	**12.6** (9.52-17.0)	**13.8** (10.1-19.3)
7-day	**3.15** (2.78-3.63)	**4.36** (3.86-5.04)	**5.97** (5.26-6.91)	**7.28** (6.37-8.49)	**9.07** (7.68-10.9)	**10.4** (8.67-12.9)	**11.9** (9.60-14.9)	**13.3** (10.5-17.2)	**15.3** (11.6-20.6)	**16.8** (12.3-23.5)
10-day	**3.41**	**4.76**	**6.53**	**7.99**	**10.0**	**11.5**	**13.1**	**14.8**	**17.0**	**18.8**

	(3.02-3.94)	(4.21-5.49)	(5.76-7.56)	(6.99-9.33)	(8.46-12.0)	(9.58-14.2)	(10.6-16.6)	(11.7-19.1)	(12.9-23.0)	(13.8-26.2)
20-day	**4.10** (3.62-4.72)	**5.78** (5.10-6.67)	**8.03** (7.08-9.29)	**9.90** (8.66-11.6)	**12.5** (10.6-15.1)	**14.6** (12.1-17.9)	**16.7** (13.5-21.0)	**18.9** (14.9-24.5)	**22.0** (16.7-29.7)	**24.5** (17.9-34.2)
30-day	**4.78** (4.24-5.52)	**6.77** (5.98-7.81)	**9.46** (8.34-10.9)	**11.7** (10.3-13.7)	**14.9** (12.6-18.0)	**17.4** (14.5-21.4)	**20.1** (16.3-25.3)	**22.9** (18.0-29.6)	**26.8** (20.3-36.1)	**29.9** (21.9-41.8)
45-day	**5.73** (5.07-6.61)	**8.08** (7.14-9.32)	**11.3** (9.96-13.1)	**14.0** (12.3-16.4)	**17.9** (15.2-21.6)	**21.1** (17.5-25.9)	**24.4** (19.8-30.7)	**27.9** (22.0-36.2)	**33.0** (24.9-44.4)	**37.0** (27.1-51.7)
60-day	**6.68** (5.91-7.70)	**9.34** (8.25-10.8)	**13.0** (11.5-15.1)	**16.2** (14.2-18.9)	**20.7** (17.5-25.0)	**24.4** (20.2-30.0)	**28.3** (22.9-35.7)	**32.5** (25.6-42.1)	**38.6** (29.2-52.0)	**43.5** (31.8-60.7)

[1] Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information.

Estimates from the table in CSV format: Precipitation frequency estimates Submit

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National Weather Service
Office of Water Prediction (OWP)
1325 East West Highway
Silver Spring, MD 20910
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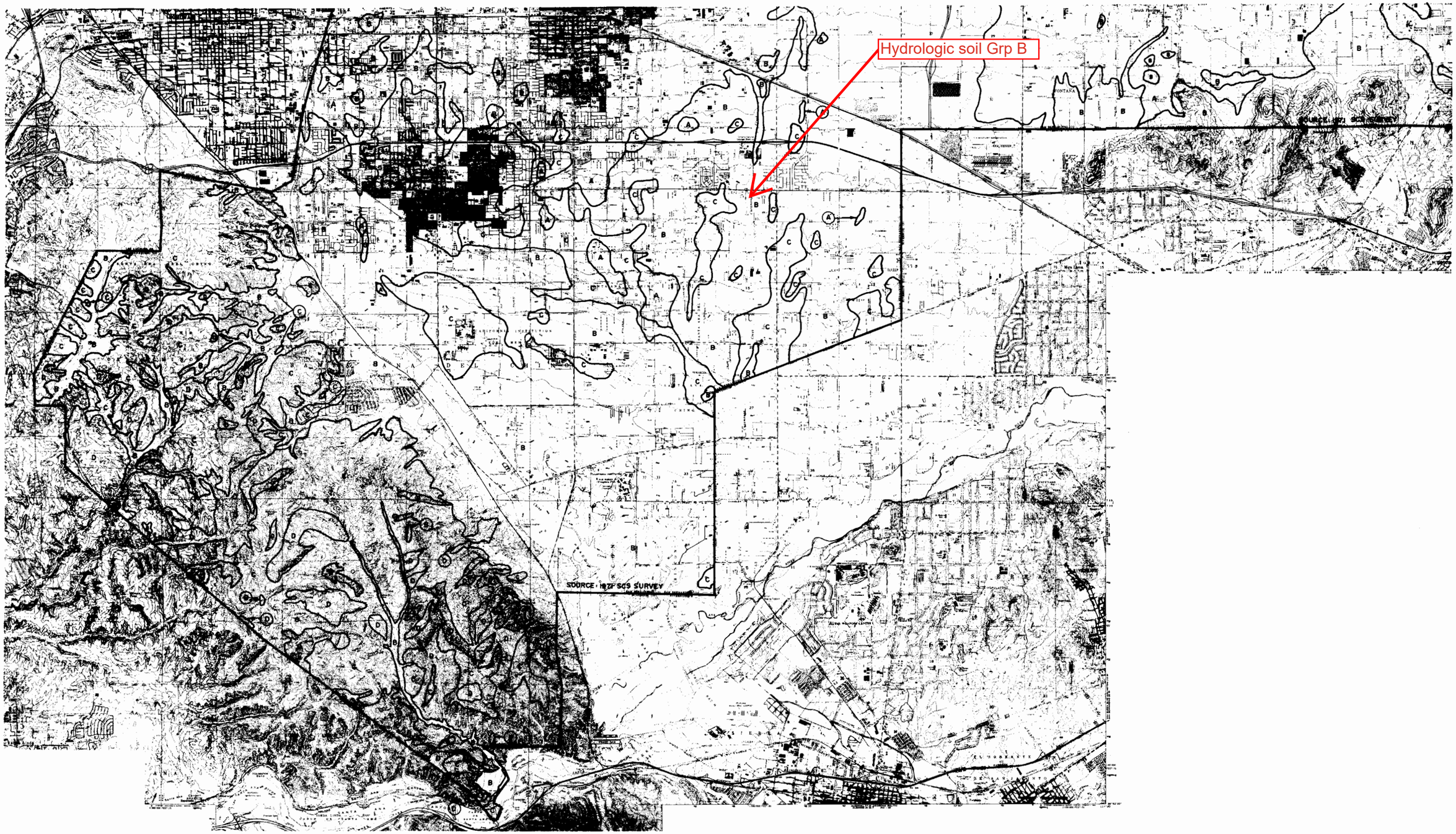

SAN BERNARDINO COUNTY
HYDROLOGY MANUAL

SCALE REDUCED BY 1/2

HYDROLOGIC SOILS GROUP MAP
FOR
SOUTHWEST-C AREA

APPENDIX C

Hydrology Study – Rational Method for Pre & Post-developed 10-year & 100-year storm event using CivilD software

DA11ExRat10yr24013

San Bernardino County Rational Hydrology Program

(Hydrology Manual Date - August 1986)

CIVILCADD/CIVILDESIGN Engineering Software, (c) 1989-2019 Version 9.1
Rational Hydrology Study Date: 10/01/25

Program License Serial Number 6474

Commercial Development
Pre-developed DA1.1, 10-YR
SEC Riverside Drive and Ontario (Champion) Avenue,
Ontario CA 91761

********* Hydrology Study Control Information **********

Rational hydrology study storm event year is 10.0
Computed rainfall intensity:
Storm year = 10.00 1 hour rainfall = 0.898 (In.)
Slope used for rainfall intensity curve b = 0.6000
Soil antecedent moisture condition (AMC) = 2

++
Process from Point/Station 1.100 to Point/Station 1.110
**** INITIAL AREA EVALUATION ****

UNDEVELOPED (poor cover) subarea
Decimal fraction soil group A = 0.000
Decimal fraction soil group B = 1.000
Decimal fraction soil group C = 0.000
Decimal fraction soil group D = 0.000
SCS curve number for soil(AMC 2) = 78.00
Pervious ratio(Ap) = 1.0000 Max loss rate(Fm)= 0.404(In/Hr)
Initial subarea data:
Initial area flow distance = 425.000(Ft.)
Top (of initial area) elevation = 782.500(Ft.)
Bottom (of initial area) elevation = 774.240(Ft.)
Difference in elevation = 8.260(Ft.)
Slope = 0.01944 s(%)= 1.94
TC = k(0.525)*[(length^3)/(elevation change)]^0.2
Initial area time of concentration = 12.996 min.

DA11ExRat10yr24013

Rainfall intensity = 2.248(In/Hr) for a 10.0 year storm
Effective runoff coefficient used for area (Q=KCIA) is C = 0.738
Subarea runoff = 4.035(CFS)
Total initial stream area = 2.430(Ac.)
Pervious area fraction = 1.000
Initial area Fm value = 0.404(In/Hr)
End of computations, Total Study Area = 2.43 (Ac.)
The following figures may
be used for a unit hydrograph study of the same area.
Note: These figures do not consider reduced effective area
effects caused by confluences in the rational equation.

Area averaged pervious area fraction(Ap) = 1.000
Area averaged SCS curve number = 78.0

DA11ExRat100yr24013

San Bernardino County Rational Hydrology Program

(Hydrology Manual Date - August 1986)

CIVILCADD/CIVILDESIGN Engineering Software, (c) 1989-2019 Version 9.1
Rational Hydrology Study Date: 10/01/25

Program License Serial Number 6474

Commercial Development
Pre-developed DA1.1, 100-YR
SEC Riverside Drive and Ontario (Champion) Avenue,
Ontario CA 91761

********* Hydrology Study Control Information **********

Rational hydrology study storm event year is 100.0
10 Year storm 1 hour rainfall = 0.898(In.)
100 Year storm 1 hour rainfall = 1.360(In.)
Computed rainfall intensity:
Storm year = 100.00 1 hour rainfall = 1.360 (In.)
Slope used for rainfall intensity curve b = 0.6000
Soil antecedent moisture condition (AMC) = 3

++
Process from Point/Station 1.100 to Point/Station 1.110
**** INITIAL AREA EVALUATION ****

UNDEVELOPED (poor cover) subarea
Decimal fraction soil group A = 0.000
Decimal fraction soil group B = 1.000
Decimal fraction soil group C = 0.000
Decimal fraction soil group D = 0.000
SCS curve number for soil(AMC 2) = 78.00
Adjusted SCS curve number for AMC 3 = 92.80
Pervious ratio(Ap) = 1.0000 Max loss rate(Fm)= 0.140(In/Hr)
Initial subarea data:
Initial area flow distance = 425.000(Ft.)
Top (of initial area) elevation = 782.500(Ft.)
Bottom (of initial area) elevation = 774.240(Ft.)
Difference in elevation = 8.260(Ft.)

DA11ExRat100yr24013

```
Slope =    0.01944  s(%)=       1.94
TC = k(0.525)*[(length^3)/(elevation change)]^0.2
Initial area time of concentration =   12.996 min.
Rainfall intensity =      3.405(In/Hr) for a   100.0 year storm
Effective runoff coefficient used for area (Q=KCIA) is C = 0.863
Subarea runoff =      7.141(CFS)
Total initial stream area =        2.430(Ac.)
Pervious area fraction = 1.000
Initial area Fm value =    0.140(In/Hr)
End of computations, Total Study Area =            2.43 (Ac.)
The following figures may
be used for a unit hydrograph study of the same area.
Note: These figures do not consider reduced effective area
effects caused by confluences in the rational equation.

Area averaged pervious area fraction(Ap) = 1.000
Area averaged SCS curve number =  78.0
```

DA12ExRat10yr24013

San Bernardino County Rational Hydrology Program

(Hydrology Manual Date - August 1986)

CIVILCADD/CIVILDESIGN Engineering Software, (c) 1989-2019 Version 9.1
Rational Hydrology Study Date: 10/01/25

Program License Serial Number 6474

Commercial Development
Pre-developed DA1.2, 10-YR
SEC Riverside Drive and Ontario (Champion) Avenue,
Ontario CA 91761

********* Hydrology Study Control Information **********

Rational hydrology study storm event year is 10.0
Computed rainfall intensity:
Storm year = 10.00 1 hour rainfall = 0.898 (In.)
Slope used for rainfall intensity curve b = 0.6000
Soil antecedent moisture condition (AMC) = 2

++
Process from Point/Station 1.200 to Point/Station 1.210
**** INITIAL AREA EVALUATION ****

UNDEVELOPED (poor cover) subarea
Decimal fraction soil group A = 0.000
Decimal fraction soil group B = 1.000
Decimal fraction soil group C = 0.000
Decimal fraction soil group D = 0.000
SCS curve number for soil(AMC 2) = 78.00
Pervious ratio(Ap) = 1.0000 Max loss rate(Fm)= 0.404(In/Hr)
Initial subarea data:
Initial area flow distance = 498.000(Ft.)
Top (of initial area) elevation = 779.800(Ft.)
Bottom (of initial area) elevation = 775.240(Ft.)
Difference in elevation = 4.560(Ft.)
Slope = 0.00916 s(%)= 0.92
TC = k(0.525)*[(length^3)/(elevation change)]^0.2
Initial area time of concentration = 16.095 min.

DA12ExRat10yr24013

Rainfall intensity = 1.978(In/Hr) for a 10.0 year storm
Effective runoff coefficient used for area (Q=KCIA) is C = 0.716
Subarea runoff = 2.702(CFS)
Total initial stream area = 1.907(Ac.)
Pervious area fraction = 1.000
Initial area Fm value = 0.404(In/Hr)
End of computations, Total Study Area = 1.91 (Ac.)
The following figures may
be used for a unit hydrograph study of the same area.
Note: These figures do not consider reduced effective area
effects caused by confluences in the rational equation.

Area averaged pervious area fraction(Ap) = 1.000
Area averaged SCS curve number = 78.0

DA12ExRat100yr24013

San Bernardino County Rational Hydrology Program

(Hydrology Manual Date - August 1986)

CIVILCADD/CIVILDESIGN Engineering Software, (c) 1989-2019 Version 9.1
Rational Hydrology Study Date: 10/01/25

Program License Serial Number 6474

Commercial Development
Pre-developed DA1.2, 100-YR
SEC Riverside Drive and Ontario (Champion) Avenue,
Ontario CA 91761

********* Hydrology Study Control Information **********

Rational hydrology study storm event year is 100.0
10 Year storm 1 hour rainfall = 0.898(In.)
100 Year storm 1 hour rainfall = 1.360(In.)
Computed rainfall intensity:
Storm year = 100.00 1 hour rainfall = 1.360 (In.)
Slope used for rainfall intensity curve b = 0.6000
Soil antecedent moisture condition (AMC) = 3

++

Process from Point/Station 1.200 to Point/Station 1.210
**** INITIAL AREA EVALUATION ****

UNDEVELOPED (poor cover) subarea
Decimal fraction soil group A = 0.000
Decimal fraction soil group B = 1.000
Decimal fraction soil group C = 0.000
Decimal fraction soil group D = 0.000
SCS curve number for soil(AMC 2) = 78.00
Adjusted SCS curve number for AMC 3 = 92.80
Pervious ratio(Ap) = 1.0000 Max loss rate(Fm)= 0.140(In/Hr)
Initial subarea data:
Initial area flow distance = 498.000(Ft.)
Top (of initial area) elevation = 779.800(Ft.)
Bottom (of initial area) elevation = 775.240(Ft.)
Difference in elevation = 4.560(Ft.)

DA12ExRat100yr24013

```
Slope =    0.00916  s(%)=       0.92
TC = k(0.525)*[(length^3)/(elevation change)]^0.2
Initial area time of concentration =   16.095 min.
Rainfall intensity =      2.995(In/Hr) for a   100.0 year storm
Effective runoff coefficient used for area (Q=KCIA) is C = 0.858
Subarea runoff =      4.900(CFS)
Total initial stream area =        1.907(Ac.)
Pervious area fraction = 1.000
Initial area Fm value =    0.140(In/Hr)
End of computations, Total Study Area =            1.91 (Ac.)
The following figures may
be used for a unit hydrograph study of the same area.
Note: These figures do not consider reduced effective area
effects caused by confluences in the rational equation.

Area averaged pervious area fraction(Ap) = 1.000
Area averaged SCS curve number =  78.0
```

DA1PrRat10yr24013

San Bernardino County Rational Hydrology Program

(Hydrology Manual Date - August 1986)

CIVILCADD/CIVILDESIGN Engineering Software, (c) 1989-2019 Version 9.1
Rational Hydrology Study Date: 10/06/25

Program License Serial Number 6474

Commercial Development
Post-developed DA1, 10-YR
SEC Riverside Drive and Ontario (Champion) Avenue,
Ontario CA 91761

********* Hydrology Study Control Information **********

Rational hydrology study storm event year is 10.0
Computed rainfall intensity:
Storm year = 10.00 1 hour rainfall = 0.898 (In.)
Slope used for rainfall intensity curve b = 0.6000
Soil antecedent moisture condition (AMC) = 2

++
Process from Point/Station 1.000 to Point/Station 1.100
**** INITIAL AREA EVALUATION ****

COMMERCIAL subarea type
Decimal fraction soil group A = 0.000
Decimal fraction soil group B = 1.000
Decimal fraction soil group C = 0.000
Decimal fraction soil group D = 0.000
SCS curve number for soil(AMC 2) = 56.00
Pervious ratio(Ap) = 0.1000 Max loss rate(Fm)= 0.073(In/Hr)
Initial subarea data:
Initial area flow distance = 188.000(Ft.)
Top (of initial area) elevation = 779.130(Ft.)
Bottom (of initial area) elevation = 775.340(Ft.)
Difference in elevation = 3.790(Ft.)
Slope = 0.02016 s(%)= 2.02
TC = k(0.304)*[(length^3)/(elevation change)]^0.2
Initial area time of concentration = 5.391 min.

DA1PrRat10yr24013

Rainfall intensity = 3.812(In/Hr) for a 10.0 year storm
Effective runoff coefficient used for area (Q=KCIA) is C = 0.883
Subarea runoff = 14.594(CFS)
Total initial stream area = 4.337(Ac.)
Pervious area fraction = 0.100
Initial area Fm value = 0.073(In/Hr)
End of computations, Total Study Area = 4.34 (Ac.)
The following figures may
be used for a unit hydrograph study of the same area.
Note: These figures do not consider reduced effective area
effects caused by confluences in the rational equation.

Area averaged pervious area fraction(Ap) = 0.100
Area averaged SCS curve number = 56.0

DA1PrRat100yr24013

San Bernardino County Rational Hydrology Program

(Hydrology Manual Date - August 1986)

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Rational Hydrology Study Date: 10/06/25

Program License Serial Number 6474

Commercial Development
Post-developed DA1, 100-YR
SEC Riverside Drive and Ontario (Champion) Avenue,
Ontario CA 91761

********* Hydrology Study Control Information **********

Rational hydrology study storm event year is 100.0
10 Year storm 1 hour rainfall = 0.898(In.)
100 Year storm 1 hour rainfall = 1.360(In.)
Computed rainfall intensity:
Storm year = 100.00 1 hour rainfall = 1.360 (In.)
Slope used for rainfall intensity curve b = 0.6000
Soil antecedent moisture condition (AMC) = 3

++

Process from Point/Station 1.000 to Point/Station 1.100
**** INITIAL AREA EVALUATION ****

COMMERCIAL subarea type
Decimal fraction soil group A = 0.000
Decimal fraction soil group B = 1.000
Decimal fraction soil group C = 0.000
Decimal fraction soil group D = 0.000
SCS curve number for soil(AMC 2) = 56.00
Adjusted SCS curve number for AMC 3 = 75.80
Pervious ratio(Ap) = 0.1000 Max loss rate(Fm)= 0.044(In/Hr)
Initial subarea data:
Initial area flow distance = 188.000(Ft.)
Top (of initial area) elevation = 779.130(Ft.)
Bottom (of initial area) elevation = 775.340(Ft.)
Difference in elevation = 3.790(Ft.)

DA1PrRat100yr24013

```
Slope =    0.02016  s(%)=       2.02
TC = k(0.304)*[(length^3)/(elevation change)]^0.2
Initial area time of concentration =    5.391 min.
Rainfall intensity =      5.774(In/Hr) for a   100.0 year storm
Effective runoff coefficient used for area (Q=KCIA) is C = 0.893
Subarea runoff =     22.364(CFS)
Total initial stream area =        4.337(Ac.)
Pervious area fraction = 0.100
Initial area Fm value =    0.044(In/Hr)
End of computations, Total Study Area =            4.34 (Ac.)
The following figures may
be used for a unit hydrograph study of the same area.
Note: These figures do not consider reduced effective area
effects caused by confluences in the rational equation.

Area averaged pervious area fraction(Ap) = 0.100
Area averaged SCS curve number =  56.0
```

SB1Rat100yr24013

San Bernardino County Rational Hydrology Program

(Hydrology Manual Date - August 1986)

CIVILCADD/CIVILDESIGN Engineering Software, (c) 1989-2019 Version 9.1
Rational Hydrology Study Date: 10/06/25

Program License Serial Number 6474

Commercial Development
Post-developed SB1, 100-YR
SEC Riverside Drive and Ontario (Champion) Avenue,
Ontario CA 91761

********* Hydrology Study Control Information **********

Rational hydrology study storm event year is 100.0
10 Year storm 1 hour rainfall = 0.898(In.)
100 Year storm 1 hour rainfall = 1.360(In.)
Computed rainfall intensity:
Storm year = 100.00 1 hour rainfall = 1.360 (In.)
Slope used for rainfall intensity curve b = 0.6000
Soil antecedent moisture condition (AMC) = 3

++

Process from Point/Station 100.000 to Point/Station 101.000
**** INITIAL AREA EVALUATION ****

COMMERCIAL subarea type
Decimal fraction soil group A = 0.000
Decimal fraction soil group B = 1.000
Decimal fraction soil group C = 0.000
Decimal fraction soil group D = 0.000
SCS curve number for soil(AMC 2) = 56.00
Adjusted SCS curve number for AMC 3 = 75.80
Pervious ratio(Ap) = 0.1000 Max loss rate(Fm)= 0.044(In/Hr)
Initial subarea data:
Initial area flow distance = 62.000(Ft.)
Top (of initial area) elevation = 776.870(Ft.)
Bottom (of initial area) elevation = 775.880(Ft.)
Difference in elevation = 0.990(Ft.)

SB1Rat100yr24013

```
Slope =    0.01597  s(%)=       1.60
TC = k(0.304)*[(length^3)/(elevation change)]^0.2
Initial area time of concentration =    3.624 min.
Rainfall intensity =      7.327(In/Hr) for a   100.0 year storm
Effective runoff coefficient used for area (Q=KCIA) is C = 0.895
Subarea runoff =      1.809(CFS)
Total initial stream area =        0.276(Ac.)
Pervious area fraction = 0.100
Initial area Fm value =    0.044(In/Hr)
End of computations, Total Study Area =            0.28 (Ac.)
The following figures may
be used for a unit hydrograph study of the same area.
Note: These figures do not consider reduced effective area
effects caused by confluences in the rational equation.

Area averaged pervious area fraction(Ap) = 0.100
Area averaged SCS curve number =  56.0
```

SB2Rat100yr24013

San Bernardino County Rational Hydrology Program

(Hydrology Manual Date - August 1986)

CIVILCADD/CIVILDESIGN Engineering Software, (c) 1989-2019 Version 9.1
Rational Hydrology Study Date: 10/07/25

Program License Serial Number 6474

Commercial Development
Post-developed SB2, 100-YR
SEC Riverside Drive and Ontario (Champion) Avenue,
Ontario CA 91761

********* Hydrology Study Control Information **********

Rational hydrology study storm event year is 100.0
10 Year storm 1 hour rainfall = 0.898(In.)
100 Year storm 1 hour rainfall = 1.360(In.)
Computed rainfall intensity:
Storm year = 100.00 1 hour rainfall = 1.360 (In.)
Slope used for rainfall intensity curve b = 0.6000
Soil antecedent moisture condition (AMC) = 3

++

Process from Point/Station 200.000 to Point/Station 201.000
**** INITIAL AREA EVALUATION ****

COMMERCIAL subarea type
Decimal fraction soil group A = 0.000
Decimal fraction soil group B = 1.000
Decimal fraction soil group C = 0.000
Decimal fraction soil group D = 0.000
SCS curve number for soil(AMC 2) = 56.00
Adjusted SCS curve number for AMC 3 = 75.80
Pervious ratio(Ap) = 0.1000 Max loss rate(Fm)= 0.044(In/Hr)
Initial subarea data:
Initial area flow distance = 109.000(Ft.)
Top (of initial area) elevation = 779.130(Ft.)
Bottom (of initial area) elevation = 775.630(Ft.)
Difference in elevation = 3.500(Ft.)

SB2Rat100yr24013

```
Slope =    0.03211  s(%)=       3.21
TC = k(0.304)*[(length^3)/(elevation change)]^0.2
Initial area time of concentration =    3.949 min.
Rainfall intensity =      6.959(In/Hr) for a   100.0 year storm
Effective runoff coefficient used for area (Q=KCIA) is C = 0.894
Subarea runoff =      1.220(CFS)
Total initial stream area =        0.196(Ac.)
Pervious area fraction = 0.100
Initial area Fm value =    0.044(In/Hr)
End of computations, Total Study Area =            0.20 (Ac.)
The following figures may
be used for a unit hydrograph study of the same area.
Note: These figures do not consider reduced effective area
effects caused by confluences in the rational equation.

Area averaged pervious area fraction(Ap) = 0.100
Area averaged SCS curve number =  56.0
```

SB3Rat100yr24013

San Bernardino County Rational Hydrology Program

(Hydrology Manual Date - August 1986)

CIVILCADD/CIVILDESIGN Engineering Software, (c) 1989-2019 Version 9.1
Rational Hydrology Study Date: 10/06/25

Program License Serial Number 6474

Commercial Development
Post-developed SB3, 100-YR
SEC Riverside Drive and Ontario (Champion) Avenue,
Ontario CA 91761

********* Hydrology Study Control Information **********

Rational hydrology study storm event year is 100.0
10 Year storm 1 hour rainfall = 0.898(In.)
100 Year storm 1 hour rainfall = 1.360(In.)
Computed rainfall intensity:
Storm year = 100.00 1 hour rainfall = 1.360 (In.)
Slope used for rainfall intensity curve b = 0.6000
Soil antecedent moisture condition (AMC) = 3

++

Process from Point/Station 300.000 to Point/Station 301.000
**** INITIAL AREA EVALUATION ****

COMMERCIAL subarea type
Decimal fraction soil group A = 0.000
Decimal fraction soil group B = 1.000
Decimal fraction soil group C = 0.000
Decimal fraction soil group D = 0.000
SCS curve number for soil(AMC 2) = 56.00
Adjusted SCS curve number for AMC 3 = 75.80
Pervious ratio(Ap) = 0.1000 Max loss rate(Fm)= 0.044(In/Hr)
Initial subarea data:
Initial area flow distance = 188.000(Ft.)
Top (of initial area) elevation = 779.130(Ft.)
Bottom (of initial area) elevation = 775.340(Ft.)
Difference in elevation = 3.790(Ft.)

SB3Rat100yr24013

```
Slope =    0.02016  s(%)=       2.02
TC = k(0.304)*[(length^3)/(elevation change)]^0.2
Initial area time of concentration =    5.391 min.
Rainfall intensity =      5.774(In/Hr) for a   100.0 year storm
Effective runoff coefficient used for area (Q=KCIA) is C = 0.893
Subarea runoff =      4.259(CFS)
Total initial stream area =        0.826(Ac.)
Pervious area fraction = 0.100
Initial area Fm value =    0.044(In/Hr)
End of computations, Total Study Area =            0.83 (Ac.)
The following figures may
be used for a unit hydrograph study of the same area.
Note: These figures do not consider reduced effective area
effects caused by confluences in the rational equation.

Area averaged pervious area fraction(Ap) = 0.100
Area averaged SCS curve number =  56.0
```

SB4Rat100yr24013

San Bernardino County Rational Hydrology Program

(Hydrology Manual Date - August 1986)

CIVILCADD/CIVILDESIGN Engineering Software, (c) 1989-2019 Version 9.1
Rational Hydrology Study Date: 10/06/25

Program License Serial Number 6474

Commercial Development
Post-developed SB4, 100-YR
SEC Riverside Drive and Ontario (Champion) Avenue,
Ontario CA 91761

********* Hydrology Study Control Information **********

Rational hydrology study storm event year is 100.0
10 Year storm 1 hour rainfall = 0.898(In.)
100 Year storm 1 hour rainfall = 1.360(In.)
Computed rainfall intensity:
Storm year = 100.00 1 hour rainfall = 1.360 (In.)
Slope used for rainfall intensity curve b = 0.6000
Soil antecedent moisture condition (AMC) = 3

++

Process from Point/Station 400.000 to Point/Station 401.000
**** INITIAL AREA EVALUATION ****

COMMERCIAL subarea type
Decimal fraction soil group A = 0.000
Decimal fraction soil group B = 1.000
Decimal fraction soil group C = 0.000
Decimal fraction soil group D = 0.000
SCS curve number for soil(AMC 2) = 56.00
Adjusted SCS curve number for AMC 3 = 75.80
Pervious ratio(Ap) = 0.1000 Max loss rate(Fm)= 0.044(In/Hr)
Initial subarea data:
Initial area flow distance = 151.000(Ft.)
Top (of initial area) elevation = 779.370(Ft.)
Bottom (of initial area) elevation = 775.070(Ft.)
Difference in elevation = 4.300(Ft.)

SB4Rat100yr24013

```
Slope =    0.02848  s(%)=       2.85
TC = k(0.304)*[(length^3)/(elevation change)]^0.2
Initial area time of concentration =    4.609 min.
Rainfall intensity =      6.343(In/Hr) for a   100.0 year storm
Effective runoff coefficient used for area (Q=KCIA) is C = 0.894
Subarea runoff =      3.889(CFS)
Total initial stream area =        0.686(Ac.)
Pervious area fraction = 0.100
Initial area Fm value =    0.044(In/Hr)
End of computations, Total Study Area =            0.69 (Ac.)
The following figures may
be used for a unit hydrograph study of the same area.
Note: These figures do not consider reduced effective area
effects caused by confluences in the rational equation.

Area averaged pervious area fraction(Ap) = 0.100
Area averaged SCS curve number =  56.0
```

SB5Rat100yr24013

San Bernardino County Rational Hydrology Program

(Hydrology Manual Date - August 1986)

CIVILCADD/CIVILDESIGN Engineering Software, (c) 1989-2019 Version 9.1
Rational Hydrology Study Date: 10/06/25

Program License Serial Number 6474

Commercial Development
Post-developed SB5, 100-YR
SEC Riverside Drive and Ontario (Champion) Avenue,
Ontario CA 91761

********* Hydrology Study Control Information **********

Rational hydrology study storm event year is 100.0
10 Year storm 1 hour rainfall = 0.898(In.)
100 Year storm 1 hour rainfall = 1.360(In.)
Computed rainfall intensity:
Storm year = 100.00 1 hour rainfall = 1.360 (In.)
Slope used for rainfall intensity curve b = 0.6000
Soil antecedent moisture condition (AMC) = 3

++

Process from Point/Station 500.000 to Point/Station 501.000
**** INITIAL AREA EVALUATION ****

COMMERCIAL subarea type
Decimal fraction soil group A = 0.000
Decimal fraction soil group B = 1.000
Decimal fraction soil group C = 0.000
Decimal fraction soil group D = 0.000
SCS curve number for soil(AMC 2) = 56.00
Adjusted SCS curve number for AMC 3 = 75.80
Pervious ratio(Ap) = 0.1000 Max loss rate(Fm)= 0.044(In/Hr)
Initial subarea data:
Initial area flow distance = 150.000(Ft.)
Top (of initial area) elevation = 778.100(Ft.)
Bottom (of initial area) elevation = 775.300(Ft.)
Difference in elevation = 2.800(Ft.)

SB5Rat100yr24013

```
Slope =    0.01867  s(%)=       1.87
TC = k(0.304)*[(length^3)/(elevation change)]^0.2
Initial area time of concentration =    5.001 min.
Rainfall intensity =      6.039(In/Hr) for a   100.0 year storm
Effective runoff coefficient used for area (Q=KCIA) is C = 0.893
Subarea runoff =      3.415(CFS)
Total initial stream area =        0.633(Ac.)
Pervious area fraction = 0.100
Initial area Fm value =    0.044(In/Hr)
End of computations, Total Study Area =            0.63 (Ac.)
The following figures may
be used for a unit hydrograph study of the same area.
Note: These figures do not consider reduced effective area
effects caused by confluences in the rational equation.

Area averaged pervious area fraction(Ap) = 0.100
Area averaged SCS curve number =  56.0
```

SB6Rat100yr24013

San Bernardino County Rational Hydrology Program

(Hydrology Manual Date - August 1986)

CIVILCADD/CIVILDESIGN Engineering Software, (c) 1989-2019 Version 9.1
Rational Hydrology Study Date: 10/06/25

Program License Serial Number 6474

Commercial Development
Post-developed SB6, 100-YR
SEC Riverside Drive and Ontario (Champion) Avenue,
Ontario CA 91761

********* Hydrology Study Control Information **********

Rational hydrology study storm event year is 100.0
10 Year storm 1 hour rainfall = 0.898(In.)
100 Year storm 1 hour rainfall = 1.360(In.)
Computed rainfall intensity:
Storm year = 100.00 1 hour rainfall = 1.360 (In.)
Slope used for rainfall intensity curve b = 0.6000
Soil antecedent moisture condition (AMC) = 3

++

Process from Point/Station 600.000 to Point/Station 601.000
**** INITIAL AREA EVALUATION ****

COMMERCIAL subarea type
Decimal fraction soil group A = 0.000
Decimal fraction soil group B = 1.000
Decimal fraction soil group C = 0.000
Decimal fraction soil group D = 0.000
SCS curve number for soil(AMC 2) = 56.00
Adjusted SCS curve number for AMC 3 = 75.80
Pervious ratio(Ap) = 0.1000 Max loss rate(Fm)= 0.044(In/Hr)
Initial subarea data:
Initial area flow distance = 149.000(Ft.)
Top (of initial area) elevation = 778.270(Ft.)
Bottom (of initial area) elevation = 776.060(Ft.)
Difference in elevation = 2.210(Ft.)

SB6Rat100yr24013

```
Slope =    0.01483  s(%)=       1.48
TC = k(0.304)*[(length^3)/(elevation change)]^0.2
Initial area time of concentration =    5.223 min.
Rainfall intensity =      5.884(In/Hr) for a   100.0 year storm
Effective runoff coefficient used for area (Q=KCIA) is C = 0.893
Subarea runoff =      3.322(CFS)
Total initial stream area =        0.632(Ac.)
Pervious area fraction = 0.100
Initial area Fm value =    0.044(In/Hr)
End of computations, Total Study Area =            0.63 (Ac.)
The following figures may
be used for a unit hydrograph study of the same area.
Note: These figures do not consider reduced effective area
effects caused by confluences in the rational equation.

Area averaged pervious area fraction(Ap) = 0.100
Area averaged SCS curve number =  56.0
```

SB7Rat100yr24013

San Bernardino County Rational Hydrology Program

(Hydrology Manual Date - August 1986)

CIVILCADD/CIVILDESIGN Engineering Software, (c) 1989-2019 Version 9.1
Rational Hydrology Study Date: 10/06/25

Program License Serial Number 6474

Commercial Development
Post-developed SB7, 100-YR
SEC Riverside Drive and Ontario (Champion) Avenue,
Ontario CA 91761

********* Hydrology Study Control Information **********

Rational hydrology study storm event year is 100.0
10 Year storm 1 hour rainfall = 0.898(In.)
100 Year storm 1 hour rainfall = 1.360(In.)
Computed rainfall intensity:
Storm year = 100.00 1 hour rainfall = 1.360 (In.)
Slope used for rainfall intensity curve b = 0.6000
Soil antecedent moisture condition (AMC) = 3

++

Process from Point/Station 700.000 to Point/Station 701.000
**** INITIAL AREA EVALUATION ****

COMMERCIAL subarea type
Decimal fraction soil group A = 0.000
Decimal fraction soil group B = 1.000
Decimal fraction soil group C = 0.000
Decimal fraction soil group D = 0.000
SCS curve number for soil(AMC 2) = 56.00
Adjusted SCS curve number for AMC 3 = 75.80
Pervious ratio(Ap) = 0.1000 Max loss rate(Fm)= 0.044(In/Hr)
Initial subarea data:
Initial area flow distance = 146.000(Ft.)
Top (of initial area) elevation = 777.700(Ft.)
Bottom (of initial area) elevation = 776.530(Ft.)
Difference in elevation = 1.170(Ft.)

SB7Rat100yr24013

```
Slope =    0.00801  s(%)=       0.80
TC = k(0.304)*[(length^3)/(elevation change)]^0.2
Initial area time of concentration =    5.859 min.
Rainfall intensity =      5.492(In/Hr) for a   100.0 year storm
Effective runoff coefficient used for area (Q=KCIA) is C = 0.893
Subarea runoff =      3.295(CFS)
Total initial stream area =        0.672(Ac.)
Pervious area fraction = 0.100
Initial area Fm value =    0.044(In/Hr)
End of computations, Total Study Area =            0.67 (Ac.)
The following figures may
be used for a unit hydrograph study of the same area.
Note: These figures do not consider reduced effective area
effects caused by confluences in the rational equation.

Area averaged pervious area fraction(Ap) = 0.100
Area averaged SCS curve number =  56.0
```

APPENDIX D

Hydrology Study – Synthetic Unit Hydrograph Method for Pre & Post-developed
10-year & 100-year storm event using CivilD software

DA11ExSyn10yr24013

U n i t H y d r o g r a p h A n a l y s i s

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Study date 10/01/25

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San Bernardino County Synthetic Unit Hydrology Method
Manual date - August 1986

Program License Serial Number 6474

Commercial Development
Pre-developed DA1.1, 10-YR
SEC Riverside Drive and Ontario (Champion) Avenue,
Ontario CA 91761

Storm Event Year = 10

Antecedent Moisture Condition = 2

English (in-lb) Input Units Used

English Rainfall Data (Inches) Input Values Used

English Units used in output format

Area averaged rainfall intensity isohyetal data:

Sub-Area (Ac.)	Duration (hours)	Isohyetal (In)
Rainfall data for year 10		
2.43	1	0.90
Rainfall data for year 10		
2.43	6	2.28
Rainfall data for year 10		

DA11ExSyn10yr24013

2.43 24 4.01

++

******** Area-averaged max loss rate, Fm ********

SCS curve No.(AMCII)	SCS curve NO.(AMC 2)	Area (Ac.)	Area Fraction	Fp(Fig C6) (In/Hr)	Ap (dec.)	Fm (In/Hr)
86.0	86.0	2.43	1.000	0.265	0.918	0.243

Area-averaged adjusted loss rate Fm (In/Hr) = 0.243

********* Area-Averaged low loss rate fraction, Yb **********

Area (Ac.)	Area Fract	SCS CN (AMC2)	SCS CN (AMC2)	S	Pervious Yield Fr
2.23	0.918	86.0	86.0	1.63	0.637
0.20	0.082	98.0	98.0	0.20	0.941

Area-averaged catchment yield fraction, Y = 0.662
Area-averaged low loss fraction, Yb = 0.338
User entry of time of concentration = 0.217 (hours)
++
Watershed area = 2.43(Ac.)
Catchment Lag time = 0.173 hours
Unit interval = 5.000 minutes
Unit interval percentage of lag time = 48.0917
Hydrograph baseflow = 0.00(CFS)
Average maximum watershed loss rate(Fm) = 0.243(In/Hr)
Average low loss rate fraction (Yb) = 0.338 (decimal)
VALLEY UNDEVELOPED S-Graph Selected
Computed peak 5-minute rainfall = 0.332(In)
Computed peak 30-minute rainfall = 0.681(In)
Specified peak 1-hour rainfall = 0.898(In)
Computed peak 3-hour rainfall = 1.630(In)
Specified peak 6-hour rainfall = 2.280(In)
Specified peak 24-hour rainfall = 4.010(In)

Note: user specified rainfall values used.
Rainfall depth area reduction factors:
Using a total area of 2.43(Ac.) (Ref: fig. E-4)

5-minute factor = 1.000 Adjusted rainfall = 0.332(In)
30-minute factor = 1.000 Adjusted rainfall = 0.680(In)
1-hour factor = 1.000 Adjusted rainfall = 0.898(In)
3-hour factor = 1.000 Adjusted rainfall = 1.630(In)

DA11ExSyn10yr24013

6-hour factor = 1.000 Adjusted rainfall = 2.280(In)

24-hour factor = 1.000 Adjusted rainfall = 4.010(In)

U n i t H y d r o g r a p h

++

Interval Number	'S' Graph Mean values	Unit Hydrograph ((CFS))
	(K = 29.39 (CFS))	
1	5.770	1.696
2	30.294	7.207
3	59.228	8.503
4	72.910	4.021
5	79.903	2.055
6	84.734	1.420
7	88.239	1.030
8	90.941	0.794
9	92.952	0.591
10	94.500	0.455
11	95.879	0.405
12	96.937	0.311
13	97.794	0.252
14	98.467	0.198
15	98.973	0.149
16	99.454	0.141
17	100.000	0.071

Peak Unit Number	Adjusted mass rainfall (In)	Unit rainfall (In)
1	0.3323	0.3323
2	0.4385	0.1062
3	0.5157	0.0772
4	0.5786	0.0629
5	0.6326	0.0540
6	0.6805	0.0479
7	0.7238	0.0433
8	0.7635	0.0397
9	0.8003	0.0368
10	0.8347	0.0344
11	0.8672	0.0324
12	0.8979	0.0307
13	0.9378	0.0399
14	0.9763	0.0385
15	1.0135	0.0372
16	1.0496	0.0361
17	1.0847	0.0351

DA11ExSyn10yr24013

18	1.1189	0.0342
19	1.1522	0.0333
20	1.1848	0.0325
21	1.2166	0.0318
22	1.2477	0.0311
23	1.2781	0.0305
24	1.3080	0.0299
25	1.3373	0.0293
26	1.3661	0.0288
27	1.3943	0.0283
28	1.4221	0.0278
29	1.4495	0.0273
30	1.4764	0.0269
31	1.5029	0.0265
32	1.5290	0.0261
33	1.5548	0.0258
34	1.5802	0.0254
35	1.6052	0.0251
36	1.6300	0.0247
37	1.6517	0.0218
38	1.6732	0.0215
39	1.6944	0.0212
40	1.7153	0.0209
41	1.7359	0.0206
42	1.7563	0.0204
43	1.7764	0.0201
44	1.7963	0.0199
45	1.8159	0.0197
46	1.8354	0.0194
47	1.8546	0.0192
48	1.8736	0.0190
49	1.8924	0.0188
50	1.9110	0.0186
51	1.9294	0.0184
52	1.9476	0.0182
53	1.9657	0.0180
54	1.9835	0.0179
55	2.0012	0.0177
56	2.0188	0.0175
57	2.0361	0.0174
58	2.0534	0.0172
59	2.0704	0.0171
60	2.0873	0.0169
61	2.1041	0.0168
62	2.1207	0.0166
63	2.1372	0.0165
64	2.1536	0.0164
65	2.1698	0.0162

66	2.1859	0.0161
67	2.2019	0.0160
68	2.2178	0.0159
69	2.2335	0.0157
70	2.2491	0.0156
71	2.2646	0.0155
72	2.2800	0.0154
73	2.2928	0.0128
74	2.3056	0.0127
75	2.3182	0.0126
76	2.3307	0.0125
77	2.3432	0.0124
78	2.3555	0.0123
79	2.3678	0.0123
80	2.3800	0.0122
81	2.3920	0.0121
82	2.4040	0.0120
83	2.4159	0.0119
84	2.4277	0.0118
85	2.4394	0.0117
86	2.4511	0.0116
87	2.4627	0.0116
88	2.4742	0.0115
89	2.4856	0.0114
90	2.4969	0.0113
91	2.5082	0.0113
92	2.5194	0.0112
93	2.5305	0.0111
94	2.5415	0.0110
95	2.5525	0.0110
96	2.5634	0.0109
97	2.5742	0.0108
98	2.5850	0.0108
99	2.5957	0.0107
100	2.6064	0.0106
101	2.6170	0.0106
102	2.6275	0.0105
103	2.6380	0.0105
104	2.6484	0.0104
105	2.6587	0.0103
106	2.6690	0.0103
107	2.6792	0.0102
108	2.6894	0.0102
109	2.6995	0.0101
110	2.7095	0.0101
111	2.7196	0.0100
112	2.7295	0.0100
113	2.7394	0.0099

DA11ExSyn10yr24013

114	2.7493	0.0098
115	2.7591	0.0098
116	2.7688	0.0097
117	2.7785	0.0097
118	2.7881	0.0096
119	2.7977	0.0096
120	2.8073	0.0096
121	2.8168	0.0095
122	2.8263	0.0095
123	2.8357	0.0094
124	2.8450	0.0094
125	2.8544	0.0093
126	2.8636	0.0093
127	2.8729	0.0092
128	2.8821	0.0092
129	2.8912	0.0091
130	2.9003	0.0091
131	2.9094	0.0091
132	2.9184	0.0090
133	2.9274	0.0090
134	2.9363	0.0089
135	2.9452	0.0089
136	2.9541	0.0089
137	2.9629	0.0088
138	2.9717	0.0088
139	2.9805	0.0088
140	2.9892	0.0087
141	2.9979	0.0087
142	3.0065	0.0086
143	3.0151	0.0086
144	3.0237	0.0086
145	3.0322	0.0085
146	3.0407	0.0085
147	3.0492	0.0085
148	3.0576	0.0084
149	3.0660	0.0084
150	3.0744	0.0084
151	3.0827	0.0083
152	3.0910	0.0083
153	3.0993	0.0083
154	3.1075	0.0082
155	3.1157	0.0082
156	3.1239	0.0082
157	3.1320	0.0081
158	3.1401	0.0081
159	3.1482	0.0081
160	3.1563	0.0080
161	3.1643	0.0080

DA11ExSyn10yr24013

162	3.1723	0.0080
163	3.1802	0.0080
164	3.1882	0.0079
165	3.1961	0.0079
166	3.2039	0.0079
167	3.2118	0.0078
168	3.2196	0.0078
169	3.2274	0.0078
170	3.2352	0.0078
171	3.2429	0.0077
172	3.2506	0.0077
173	3.2583	0.0077
174	3.2660	0.0077
175	3.2736	0.0076
176	3.2812	0.0076
177	3.2888	0.0076
178	3.2963	0.0076
179	3.3039	0.0075
180	3.3114	0.0075
181	3.3188	0.0075
182	3.3263	0.0075
183	3.3337	0.0074
184	3.3411	0.0074
185	3.3485	0.0074
186	3.3559	0.0074
187	3.3632	0.0073
188	3.3705	0.0073
189	3.3778	0.0073
190	3.3851	0.0073
191	3.3923	0.0072
192	3.3996	0.0072
193	3.4068	0.0072
194	3.4139	0.0072
195	3.4211	0.0072
196	3.4282	0.0071
197	3.4353	0.0071
198	3.4424	0.0071
199	3.4495	0.0071
200	3.4566	0.0070
201	3.4636	0.0070
202	3.4706	0.0070
203	3.4776	0.0070
204	3.4846	0.0070
205	3.4915	0.0069
206	3.4984	0.0069
207	3.5053	0.0069
208	3.5122	0.0069
209	3.5191	0.0069

210	3.5259	0.0068
211	3.5328	0.0068
212	3.5396	0.0068
213	3.5464	0.0068
214	3.5531	0.0068
215	3.5599	0.0068
216	3.5666	0.0067
217	3.5733	0.0067
218	3.5800	0.0067
219	3.5867	0.0067
220	3.5934	0.0067
221	3.6000	0.0066
222	3.6066	0.0066
223	3.6133	0.0066
224	3.6198	0.0066
225	3.6264	0.0066
226	3.6330	0.0066
227	3.6395	0.0065
228	3.6460	0.0065
229	3.6525	0.0065
230	3.6590	0.0065
231	3.6655	0.0065
232	3.6720	0.0065
233	3.6784	0.0064
234	3.6848	0.0064
235	3.6912	0.0064
236	3.6976	0.0064
237	3.7040	0.0064
238	3.7103	0.0064
239	3.7167	0.0063
240	3.7230	0.0063
241	3.7293	0.0063
242	3.7356	0.0063
243	3.7419	0.0063
244	3.7482	0.0063
245	3.7544	0.0062
246	3.7606	0.0062
247	3.7669	0.0062
248	3.7731	0.0062
249	3.7792	0.0062
250	3.7854	0.0062
251	3.7916	0.0062
252	3.7977	0.0061
253	3.8039	0.0061
254	3.8100	0.0061
255	3.8161	0.0061
256	3.8222	0.0061
257	3.8282	0.0061

258	3.8343	0.0061
259	3.8403	0.0060
260	3.8464	0.0060
261	3.8524	0.0060
262	3.8584	0.0060
263	3.8644	0.0060
264	3.8704	0.0060
265	3.8763	0.0060
266	3.8823	0.0060
267	3.8882	0.0059
268	3.8941	0.0059
269	3.9001	0.0059
270	3.9060	0.0059
271	3.9118	0.0059
272	3.9177	0.0059
273	3.9236	0.0059
274	3.9294	0.0058
275	3.9353	0.0058
276	3.9411	0.0058
277	3.9469	0.0058
278	3.9527	0.0058
279	3.9585	0.0058
280	3.9642	0.0058
281	3.9700	0.0058
282	3.9758	0.0057
283	3.9815	0.0057
284	3.9872	0.0057
285	3.9929	0.0057
286	3.9986	0.0057
287	4.0043	0.0057
288	4.0100	0.0057

Unit Period (number)	Unit Rainfall (In)	Unit Soil-Loss (In)	Effective Rainfall (In)
1	0.0057	0.0019	0.0038
2	0.0057	0.0019	0.0038
3	0.0057	0.0019	0.0038
4	0.0057	0.0019	0.0038
5	0.0057	0.0019	0.0038
6	0.0058	0.0019	0.0038
7	0.0058	0.0020	0.0038
8	0.0058	0.0020	0.0038
9	0.0058	0.0020	0.0039
10	0.0058	0.0020	0.0039
11	0.0059	0.0020	0.0039
12	0.0059	0.0020	0.0039

13	0.0059	0.0020	0.0039
14	0.0059	0.0020	0.0039
15	0.0059	0.0020	0.0039
16	0.0060	0.0020	0.0039
17	0.0060	0.0020	0.0040
18	0.0060	0.0020	0.0040
19	0.0060	0.0020	0.0040
20	0.0060	0.0020	0.0040
21	0.0061	0.0020	0.0040
22	0.0061	0.0021	0.0040
23	0.0061	0.0021	0.0040
24	0.0061	0.0021	0.0041
25	0.0061	0.0021	0.0041
26	0.0062	0.0021	0.0041
27	0.0062	0.0021	0.0041
28	0.0062	0.0021	0.0041
29	0.0062	0.0021	0.0041
30	0.0062	0.0021	0.0041
31	0.0063	0.0021	0.0042
32	0.0063	0.0021	0.0042
33	0.0063	0.0021	0.0042
34	0.0063	0.0021	0.0042
35	0.0064	0.0022	0.0042
36	0.0064	0.0022	0.0042
37	0.0064	0.0022	0.0043
38	0.0064	0.0022	0.0043
39	0.0065	0.0022	0.0043
40	0.0065	0.0022	0.0043
41	0.0065	0.0022	0.0043
42	0.0065	0.0022	0.0043
43	0.0066	0.0022	0.0044
44	0.0066	0.0022	0.0044
45	0.0066	0.0022	0.0044
46	0.0066	0.0022	0.0044
47	0.0067	0.0023	0.0044
48	0.0067	0.0023	0.0044
49	0.0067	0.0023	0.0045
50	0.0068	0.0023	0.0045
51	0.0068	0.0023	0.0045
52	0.0068	0.0023	0.0045
53	0.0068	0.0023	0.0045
54	0.0069	0.0023	0.0045
55	0.0069	0.0023	0.0046
56	0.0069	0.0023	0.0046
57	0.0070	0.0024	0.0046
58	0.0070	0.0024	0.0046
59	0.0070	0.0024	0.0047
60	0.0070	0.0024	0.0047

61	0.0071	0.0024	0.0047
62	0.0071	0.0024	0.0047
63	0.0072	0.0024	0.0047
64	0.0072	0.0024	0.0048
65	0.0072	0.0024	0.0048
66	0.0072	0.0024	0.0048
67	0.0073	0.0025	0.0048
68	0.0073	0.0025	0.0048
69	0.0074	0.0025	0.0049
70	0.0074	0.0025	0.0049
71	0.0074	0.0025	0.0049
72	0.0075	0.0025	0.0049
73	0.0075	0.0025	0.0050
74	0.0075	0.0025	0.0050
75	0.0076	0.0026	0.0050
76	0.0076	0.0026	0.0050
77	0.0077	0.0026	0.0051
78	0.0077	0.0026	0.0051
79	0.0077	0.0026	0.0051
80	0.0078	0.0026	0.0051
81	0.0078	0.0026	0.0052
82	0.0078	0.0027	0.0052
83	0.0079	0.0027	0.0052
84	0.0079	0.0027	0.0053
85	0.0080	0.0027	0.0053
86	0.0080	0.0027	0.0053
87	0.0081	0.0027	0.0054
88	0.0081	0.0027	0.0054
89	0.0082	0.0028	0.0054
90	0.0082	0.0028	0.0054
91	0.0083	0.0028	0.0055
92	0.0083	0.0028	0.0055
93	0.0084	0.0028	0.0055
94	0.0084	0.0028	0.0056
95	0.0085	0.0029	0.0056
96	0.0085	0.0029	0.0056
97	0.0086	0.0029	0.0057
98	0.0086	0.0029	0.0057
99	0.0087	0.0029	0.0057
100	0.0087	0.0029	0.0058
101	0.0088	0.0030	0.0058
102	0.0088	0.0030	0.0058
103	0.0089	0.0030	0.0059
104	0.0089	0.0030	0.0059
105	0.0090	0.0030	0.0060
106	0.0091	0.0031	0.0060
107	0.0091	0.0031	0.0061
108	0.0092	0.0031	0.0061

109	0.0093	0.0031	0.0061
110	0.0093	0.0031	0.0062
111	0.0094	0.0032	0.0062
112	0.0095	0.0032	0.0063
113	0.0096	0.0032	0.0063
114	0.0096	0.0032	0.0064
115	0.0097	0.0033	0.0064
116	0.0097	0.0033	0.0065
117	0.0098	0.0033	0.0065
118	0.0099	0.0033	0.0066
119	0.0100	0.0034	0.0066
120	0.0101	0.0034	0.0067
121	0.0102	0.0034	0.0067
122	0.0102	0.0035	0.0068
123	0.0103	0.0035	0.0068
124	0.0104	0.0035	0.0069
125	0.0105	0.0036	0.0070
126	0.0106	0.0036	0.0070
127	0.0107	0.0036	0.0071
128	0.0108	0.0036	0.0071
129	0.0109	0.0037	0.0072
130	0.0110	0.0037	0.0073
131	0.0111	0.0038	0.0074
132	0.0112	0.0038	0.0074
133	0.0113	0.0038	0.0075
134	0.0114	0.0039	0.0076
135	0.0116	0.0039	0.0077
136	0.0116	0.0039	0.0077
137	0.0118	0.0040	0.0078
138	0.0119	0.0040	0.0079
139	0.0121	0.0041	0.0080
140	0.0122	0.0041	0.0081
141	0.0123	0.0042	0.0082
142	0.0124	0.0042	0.0082
143	0.0126	0.0043	0.0084
144	0.0127	0.0043	0.0084
145	0.0154	0.0052	0.0102
146	0.0155	0.0052	0.0103
147	0.0157	0.0053	0.0104
148	0.0159	0.0054	0.0105
149	0.0161	0.0054	0.0107
150	0.0162	0.0055	0.0107
151	0.0165	0.0056	0.0109
152	0.0166	0.0056	0.0110
153	0.0169	0.0057	0.0112
154	0.0171	0.0058	0.0113
155	0.0174	0.0059	0.0115
156	0.0175	0.0059	0.0116

157	0.0179	0.0060	0.0118
158	0.0180	0.0061	0.0119
159	0.0184	0.0062	0.0122
160	0.0186	0.0063	0.0123
161	0.0190	0.0064	0.0126
162	0.0192	0.0065	0.0127
163	0.0197	0.0066	0.0130
164	0.0199	0.0067	0.0132
165	0.0204	0.0069	0.0135
166	0.0206	0.0070	0.0137
167	0.0212	0.0072	0.0140
168	0.0215	0.0073	0.0142
169	0.0247	0.0084	0.0164
170	0.0251	0.0085	0.0166
171	0.0258	0.0087	0.0171
172	0.0261	0.0088	0.0173
173	0.0269	0.0091	0.0178
174	0.0273	0.0092	0.0181
175	0.0283	0.0096	0.0187
176	0.0288	0.0097	0.0191
177	0.0299	0.0101	0.0198
178	0.0305	0.0103	0.0202
179	0.0318	0.0107	0.0211
180	0.0325	0.0110	0.0215
181	0.0342	0.0115	0.0226
182	0.0351	0.0119	0.0233
183	0.0372	0.0126	0.0247
184	0.0385	0.0130	0.0255
185	0.0307	0.0104	0.0203
186	0.0324	0.0110	0.0215
187	0.0368	0.0124	0.0244
188	0.0397	0.0134	0.0263
189	0.0479	0.0162	0.0317
190	0.0540	0.0182	0.0358
191	0.0772	0.0203	0.0569
192	0.1062	0.0203	0.0859
193	0.3323	0.0203	0.3120
194	0.0629	0.0203	0.0426
195	0.0433	0.0146	0.0287
196	0.0344	0.0116	0.0228
197	0.0399	0.0135	0.0264
198	0.0361	0.0122	0.0239
199	0.0333	0.0113	0.0221
200	0.0311	0.0105	0.0206
201	0.0293	0.0099	0.0194
202	0.0278	0.0094	0.0184
203	0.0265	0.0090	0.0176
204	0.0254	0.0086	0.0168

205	0.0218	0.0074	0.0144
206	0.0209	0.0071	0.0138
207	0.0201	0.0068	0.0133
208	0.0194	0.0066	0.0129
209	0.0188	0.0064	0.0124
210	0.0182	0.0062	0.0121
211	0.0177	0.0060	0.0117
212	0.0172	0.0058	0.0114
213	0.0168	0.0057	0.0111
214	0.0164	0.0055	0.0108
215	0.0160	0.0054	0.0106
216	0.0156	0.0053	0.0103
217	0.0128	0.0043	0.0085
218	0.0125	0.0042	0.0083
219	0.0123	0.0041	0.0081
220	0.0120	0.0040	0.0079
221	0.0117	0.0040	0.0078
222	0.0115	0.0039	0.0076
223	0.0113	0.0038	0.0075
224	0.0110	0.0037	0.0073
225	0.0108	0.0037	0.0072
226	0.0106	0.0036	0.0071
227	0.0105	0.0035	0.0069
228	0.0103	0.0035	0.0068
229	0.0101	0.0034	0.0067
230	0.0100	0.0034	0.0066
231	0.0098	0.0033	0.0065
232	0.0096	0.0033	0.0064
233	0.0095	0.0032	0.0063
234	0.0094	0.0032	0.0062
235	0.0092	0.0031	0.0061
236	0.0091	0.0031	0.0060
237	0.0090	0.0030	0.0059
238	0.0089	0.0030	0.0059
239	0.0088	0.0030	0.0058
240	0.0086	0.0029	0.0057
241	0.0085	0.0029	0.0057
242	0.0084	0.0028	0.0056
243	0.0083	0.0028	0.0055
244	0.0082	0.0028	0.0055
245	0.0081	0.0027	0.0054
246	0.0080	0.0027	0.0053
247	0.0080	0.0027	0.0053
248	0.0079	0.0027	0.0052
249	0.0078	0.0026	0.0052
250	0.0077	0.0026	0.0051
251	0.0076	0.0026	0.0051
252	0.0076	0.0026	0.0050

253	0.0075	0.0025	0.0050
254	0.0074	0.0025	0.0049
255	0.0073	0.0025	0.0049
256	0.0073	0.0025	0.0048
257	0.0072	0.0024	0.0048
258	0.0071	0.0024	0.0047
259	0.0071	0.0024	0.0047
260	0.0070	0.0024	0.0046
261	0.0069	0.0023	0.0046
262	0.0069	0.0023	0.0046
263	0.0068	0.0023	0.0045
264	0.0068	0.0023	0.0045
265	0.0067	0.0023	0.0044
266	0.0067	0.0023	0.0044
267	0.0066	0.0022	0.0044
268	0.0066	0.0022	0.0043
269	0.0065	0.0022	0.0043
270	0.0065	0.0022	0.0043
271	0.0064	0.0022	0.0042
272	0.0064	0.0021	0.0042
273	0.0063	0.0021	0.0042
274	0.0063	0.0021	0.0041
275	0.0062	0.0021	0.0041
276	0.0062	0.0021	0.0041
277	0.0061	0.0021	0.0041
278	0.0061	0.0021	0.0040
279	0.0060	0.0020	0.0040
280	0.0060	0.0020	0.0040
281	0.0060	0.0020	0.0039
282	0.0059	0.0020	0.0039
283	0.0059	0.0020	0.0039
284	0.0058	0.0020	0.0039
285	0.0058	0.0020	0.0038
286	0.0058	0.0020	0.0038
287	0.0057	0.0019	0.0038
288	0.0057	0.0019	0.0038

Total soil rain loss = 1.24(In)
Total effective rainfall = 2.77(In)
Peak flow rate in flood hydrograph = 3.63(CFS)

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24 - H O U R S T O R M
R u n o f f H y d r o g r a p h

Hydrograph in 5 Minute intervals ((CFS))

DA11ExSyn10yr24013

Time(h+m)	Volume Ac.Ft	Q(CFS)	0	2.5	5.0	7.5	10.0
0+ 5	0.0000	0.01	Q				
0+10	0.0003	0.03	Q				
0+15	0.0007	0.07	Q				
0+20	0.0013	0.08	Q				
0+25	0.0019	0.09	Q				
0+30	0.0025	0.09	Q				
0+35	0.0032	0.10	Q				
0+40	0.0039	0.10	Q				
0+45	0.0046	0.10	Q				
0+50	0.0054	0.11	Q				
0+55	0.0061	0.11	Q				
1+ 0	0.0069	0.11	Q				
1+ 5	0.0076	0.11	Q				
1+10	0.0084	0.11	Q				
1+15	0.0092	0.11	Q				
1+20	0.0100	0.11	Q				
1+25	0.0108	0.11	Q				
1+30	0.0116	0.12	Q				
1+35	0.0124	0.12	Q				
1+40	0.0132	0.12	Q				
1+45	0.0140	0.12	Q				
1+50	0.0148	0.12	QV				
1+55	0.0156	0.12	QV				
2+ 0	0.0164	0.12	QV				
2+ 5	0.0172	0.12	QV				
2+10	0.0180	0.12	QV				
2+15	0.0188	0.12	QV				
2+20	0.0196	0.12	QV				
2+25	0.0205	0.12	QV				
2+30	0.0213	0.12	QV				
2+35	0.0221	0.12	QV				
2+40	0.0230	0.12	QV				
2+45	0.0238	0.12	QV				
2+50	0.0246	0.12	QV				
2+55	0.0255	0.12	QV				
3+ 0	0.0263	0.12	QV				
3+ 5	0.0272	0.12	QV				
3+10	0.0280	0.12	Q V				
3+15	0.0289	0.12	Q V				
3+20	0.0297	0.12	Q V				
3+25	0.0306	0.12	Q V				
3+30	0.0315	0.13	Q V				
3+35	0.0323	0.13	Q V				
3+40	0.0332	0.13	Q V				
3+45	0.0341	0.13	Q V				

3+50	0.0349	0.13	Q V	|	|	|	|
3+55	0.0358	0.13	Q V	|	|	|	|
4+ 0	0.0367	0.13	Q V	|	|	|	|
4+ 5	0.0376	0.13	Q V	|	|	|	|
4+10	0.0385	0.13	Q V	|	|	|	|
4+15	0.0394	0.13	Q V	|	|	|	|
4+20	0.0403	0.13	Q V	|	|	|	|
4+25	0.0412	0.13	Q V	|	|	|	|
4+30	0.0421	0.13	Q V	|	|	|	|
4+35	0.0430	0.13	Q V	|	|	|	|
4+40	0.0439	0.13	Q V	|	|	|	|
4+45	0.0448	0.13	Q V	|	|	|	|
4+50	0.0458	0.13	Q V	|	|	|	|
4+55	0.0467	0.13	Q V	|	|	|	|
5+ 0	0.0476	0.14	Q V	|	|	|	|
5+ 5	0.0485	0.14	Q V	|	|	|	|
5+10	0.0495	0.14	Q V	|	|	|	|
5+15	0.0504	0.14	Q V	|	|	|	|
5+20	0.0514	0.14	Q V	|	|	|	|
5+25	0.0523	0.14	Q V	|	|	|	|
5+30	0.0533	0.14	Q V	|	|	|	|
5+35	0.0542	0.14	Q V	|	|	|	|
5+40	0.0552	0.14	Q V	|	|	|	|
5+45	0.0562	0.14	Q V	|	|	|	|
5+50	0.0571	0.14	Q V	|	|	|	|
5+55	0.0581	0.14	Q V	|	|	|	|
6+ 0	0.0591	0.14	Q V	|	|	|	|
6+ 5	0.0601	0.14	Q V	|	|	|	|
6+10	0.0611	0.14	Q V	|	|	|	|
6+15	0.0621	0.14	Q V	|	|	|	|
6+20	0.0631	0.15	Q V	|	|	|	|
6+25	0.0641	0.15	Q V	|	|	|	|
6+30	0.0651	0.15	Q V	|	|	|	|
6+35	0.0661	0.15	Q V	|	|	|	|
6+40	0.0671	0.15	Q V	|	|	|	|
6+45	0.0682	0.15	Q V	|	|	|	|
6+50	0.0692	0.15	Q V	|	|	|	|
6+55	0.0702	0.15	Q V	|	|	|	|
7+ 0	0.0713	0.15	Q V	|	|	|	|
7+ 5	0.0723	0.15	Q V	|	|	|	|
7+10	0.0734	0.15	Q V	|	|	|	|
7+15	0.0744	0.15	Q V	|	|	|	|
7+20	0.0755	0.15	Q V	|	|	|	|
7+25	0.0766	0.16	Q V	|	|	|	|
7+30	0.0777	0.16	Q V	|	|	|	|
7+35	0.0787	0.16	Q V	|	|	|	|
7+40	0.0798	0.16	Q V	|	|	|	|
7+45	0.0809	0.16	Q V	|	|	|	|

7+50	0.0820	0.16	Q	V	|	|	|	|
7+55	0.0831	0.16	Q	V	|	|	|	|
8+ 0	0.0843	0.16	Q	V	|	|	|	|
8+ 5	0.0854	0.16	Q	V	|	|	|	|
8+10	0.0865	0.16	Q	V	|	|	|	|
8+15	0.0877	0.17	Q	V	|	|	|	|
8+20	0.0888	0.17	Q	V	|	|	|	|
8+25	0.0899	0.17	Q	V	|	|	|	|
8+30	0.0911	0.17	Q	V	|	|	|	|
8+35	0.0923	0.17	Q	V	|	|	|	|
8+40	0.0934	0.17	Q	V	|	|	|	|
8+45	0.0946	0.17	Q	V	|	|	|	|
8+50	0.0958	0.17	Q	V	|	|	|	|
8+55	0.0970	0.17	Q	V	|	|	|	|
9+ 0	0.0982	0.17	Q	V	|	|	|	|
9+ 5	0.0994	0.18	Q	V	|	|	|	|
9+10	0.1006	0.18	Q	V	|	|	|	|
9+15	0.1019	0.18	Q	V	|	|	|	|
9+20	0.1031	0.18	Q	V	|	|	|	|
9+25	0.1044	0.18	Q	V	|	|	|	|
9+30	0.1056	0.18	Q	V	|	|	|	|
9+35	0.1069	0.18	Q	V	|	|	|	|
9+40	0.1082	0.19	Q	V	|	|	|	|
9+45	0.1094	0.19	Q	V	|	|	|	|
9+50	0.1107	0.19	Q	V	|	|	|	|
9+55	0.1120	0.19	Q	V	|	|	|	|
10+ 0	0.1134	0.19	Q	V	|	|	|	|
10+ 5	0.1147	0.19	Q	V	|	|	|	|
10+10	0.1160	0.19	Q	V	|	|	|	|
10+15	0.1174	0.20	Q	V	|	|	|	|
10+20	0.1187	0.20	Q	V	|	|	|	|
10+25	0.1201	0.20	Q	V	|	|	|	|
10+30	0.1215	0.20	Q	V	|	|	|	|
10+35	0.1229	0.20	Q	V	|	|	|	|
10+40	0.1243	0.20	Q	V	|	|	|	|
10+45	0.1257	0.21	Q	V	|	|	|	|
10+50	0.1271	0.21	Q	V	|	|	|	|
10+55	0.1285	0.21	Q	V	|	|	|	|
11+ 0	0.1300	0.21	Q	V	|	|	|	|
11+ 5	0.1315	0.21	Q	V	|	|	|	|
11+10	0.1330	0.22	Q	V	|	|	|	|
11+15	0.1345	0.22	Q	V	|	|	|	|
11+20	0.1360	0.22	Q	V	|	|	|	|
11+25	0.1375	0.22	Q	V	|	|	|	|
11+30	0.1390	0.22	Q	V	|	|	|	|
11+35	0.1406	0.23	Q	V	|	|	|	|
11+40	0.1422	0.23	Q	V	|	|	|	|
11+45	0.1438	0.23	Q	V	|	|	|	|

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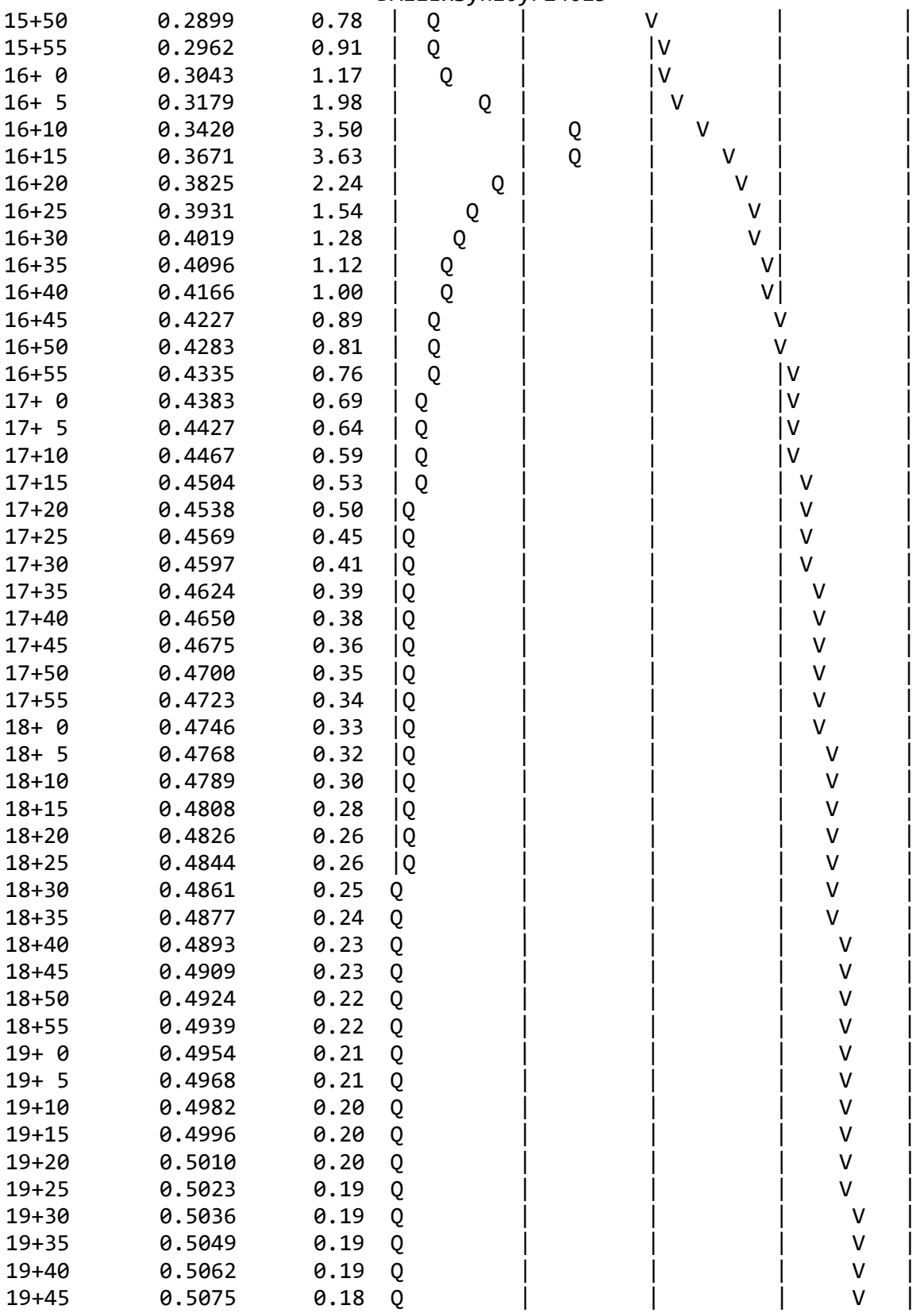
11+50	0.1454	0.23	Q	V	|	|	|
11+55	0.1470	0.24	Q	V	|	|	|
12+ 0	0.1487	0.24	Q	V	|	|	|
12+ 5	0.1503	0.24	Q	V	|	|	|
12+10	0.1521	0.26	|Q	V	|	|	|
12+15	0.1540	0.28	|Q	|V	|	|	|
12+20	0.1560	0.29	|Q	|V	|	|	|
12+25	0.1580	0.29	|Q	|V	|	|	|
12+30	0.1600	0.30	|Q	|V	|	|	|
12+35	0.1621	0.30	|Q	|V	|	|	|
12+40	0.1643	0.31	|Q	|V	|	|	|
12+45	0.1664	0.31	|Q	|V	|	|	|
12+50	0.1686	0.32	|Q	| V	|	|	|
12+55	0.1708	0.32	|Q	| V	|	|	|
13+ 0	0.1731	0.33	|Q	| V	|	|	|
13+ 5	0.1753	0.33	|Q	| V	|	|	|
13+10	0.1776	0.34	|Q	| V	|	|	|
13+15	0.1800	0.34	|Q	| V	|	|	|
13+20	0.1824	0.35	|Q	| V	|	|	|
13+25	0.1848	0.35	|Q	| V	|	|	|
13+30	0.1873	0.36	|Q	| V	|	|	|
13+35	0.1898	0.36	|Q	| V	|	|	|
13+40	0.1923	0.37	|Q	| V	|	|	|
13+45	0.1949	0.37	|Q	| V	|	|	|
13+50	0.1975	0.38	|Q	| V	|	|	|
13+55	0.2002	0.39	|Q	| V	|	|	|
14+ 0	0.2029	0.39	|Q	| V	|	|	|
14+ 5	0.2057	0.41	|Q	| V	|	|	|
14+10	0.2086	0.43	|Q	| V	|	|	|
14+15	0.2117	0.45	|Q	| V	|	|	|
14+20	0.2149	0.47	|Q	| V	|	|	|
14+25	0.2182	0.48	|Q	| V	|	|	|
14+30	0.2216	0.49	|Q	| V	|	|	|
14+35	0.2251	0.50	| Q	| V	|	|	|
14+40	0.2286	0.52	| Q	| V	|	|	|
14+45	0.2323	0.53	| Q	| V	|	|	|
14+50	0.2360	0.55	| Q	| V	|	|	|
14+55	0.2399	0.56	| Q	| V	|	|	|
15+ 0	0.2439	0.58	| Q	| V	|	|	|
15+ 5	0.2480	0.60	| Q	| V	|	|	|
15+10	0.2523	0.62	| Q	| V	|	|	|
15+15	0.2567	0.64	| Q	| V	|	|	|
15+20	0.2613	0.67	| Q	| V	|	|	|
15+25	0.2660	0.68	| Q	| V|	|	|
15+30	0.2706	0.67	| Q	| V|	|	|
15+35	0.2750	0.65	| Q	| V|	|	|
15+40	0.2796	0.67	| Q	| V	|	|
15+45	0.2845	0.71	| Q	| V	|	|

DA11ExSyn10yr24013



19+50	0.5087	0.18	Q	|	|	|	V |
19+55	0.5099	0.18	Q	|	|	|	V |
20+ 0	0.5111	0.17	Q	|	|	|	V |
20+ 5	0.5123	0.17	Q	|	|	|	V |
20+10	0.5135	0.17	Q	|	|	|	V |
20+15	0.5146	0.17	Q	|	|	|	V |
20+20	0.5158	0.17	Q	|	|	|	V |
20+25	0.5169	0.16	Q	|	|	|	V |
20+30	0.5180	0.16	Q	|	|	|	V |
20+35	0.5191	0.16	Q	|	|	|	V |
20+40	0.5202	0.16	Q	|	|	|	V |
20+45	0.5213	0.16	Q	|	|	|	V |
20+50	0.5224	0.15	Q	|	|	|	V |
20+55	0.5234	0.15	Q	|	|	|	V |
21+ 0	0.5245	0.15	Q	|	|	|	V |
21+ 5	0.5255	0.15	Q	|	|	|	V |
21+10	0.5265	0.15	Q	|	|	|	V |
21+15	0.5275	0.15	Q	|	|	|	V |
21+20	0.5285	0.15	Q	|	|	|	V |
21+25	0.5295	0.14	Q	|	|	|	V |
21+30	0.5305	0.14	Q	|	|	|	V |
21+35	0.5315	0.14	Q	|	|	|	V |
21+40	0.5324	0.14	Q	|	|	|	V |
21+45	0.5334	0.14	Q	|	|	|	V |
21+50	0.5343	0.14	Q	|	|	|	V |
21+55	0.5353	0.14	Q	|	|	|	V |
22+ 0	0.5362	0.14	Q	|	|	|	V |
22+ 5	0.5371	0.13	Q	|	|	|	V |
22+10	0.5381	0.13	Q	|	|	|	V |
22+15	0.5390	0.13	Q	|	|	|	V |
22+20	0.5399	0.13	Q	|	|	|	V |
22+25	0.5407	0.13	Q	|	|	|	V |
22+30	0.5416	0.13	Q	|	|	|	V |
22+35	0.5425	0.13	Q	|	|	|	V |
22+40	0.5434	0.13	Q	|	|	|	V |
22+45	0.5442	0.13	Q	|	|	|	V |
22+50	0.5451	0.12	Q	|	|	|	V|
22+55	0.5460	0.12	Q	|	|	|	V|
23+ 0	0.5468	0.12	Q	|	|	|	V|
23+ 5	0.5476	0.12	Q	|	|	|	V|
23+10	0.5485	0.12	Q	|	|	|	V|
23+15	0.5493	0.12	Q	|	|	|	V|
23+20	0.5501	0.12	Q	|	|	|	V|
23+25	0.5509	0.12	Q	|	|	|	V|
23+30	0.5517	0.12	Q	|	|	|	V|
23+35	0.5525	0.12	Q	|	|	|	V|
23+40	0.5533	0.12	Q	|	|	|	V|
23+45	0.5541	0.12	Q	|	|	|	V|

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23+50	0.5549	0.11	Q	|	|	|	V|
23+55	0.5557	0.11	Q	|	|	|	V|
24+ 0	0.5565	0.11	Q	|	|	|	V|
24+ 5	0.5572	0.11	Q	|	|	|	V|
24+10	0.5577	0.08	Q	|	|	|	V|
24+15	0.5581	0.05	Q	|	|	|	V|
24+20	0.5583	0.03	Q	|	|	|	V|
24+25	0.5584	0.02	Q	|	|	|	V|
24+30	0.5585	0.02	Q	|	|	|	V|
24+35	0.5586	0.01	Q	|	|	|	V|
24+40	0.5587	0.01	Q	|	|	|	V|
24+45	0.5587	0.01	Q	|	|	|	V|
24+50	0.5588	0.01	Q	|	|	|	V|
24+55	0.5588	0.00	Q	|	|	|	V|
25+ 0	0.5588	0.00	Q	|	|	|	V|
25+ 5	0.5588	0.00	Q	|	|	|	V|
25+10	0.5589	0.00	Q	|	|	|	V|
25+15	0.5589	0.00	Q	|	|	|	V|
25+20	0.5589	0.00	Q	|	|	|	V

DA11ExSyn100yr24013

U n i t H y d r o g r a p h A n a l y s i s

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Study date 10/01/25

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San Bernardino County Synthetic Unit Hydrology Method
Manual date - August 1986

Program License Serial Number 6474

Commercial Development
Pre-developed DA1.1, 100-YR
SEC Riverside Drive and Ontario (Champion) Avenue,
Ontario CA 91761

Storm Event Year = 100

Antecedent Moisture Condition = 3

English (in-lb) Input Units Used

English Rainfall Data (Inches) Input Values Used

English Units used in output format

Area averaged rainfall intensity isohyetal data:

Sub-Area (Ac.)	Duration (hours)	Isohyetal (In)
Rainfall data for year 100		
2.43	1	1.36
Rainfall data for year 100		
2.43	6	3.36
Rainfall data for year 100		

DA11ExSyn100yr24013

2.43 24 6.02

++

******** Area-averaged max loss rate, Fm ********

SCS curve No.(AMCII)	SCS curve NO.(AMC 3)	Area (Ac.)	Area Fraction	Fp(Fig C6) (In/Hr)	Ap (dec.)	Fm (In/Hr)
86.0	97.2	2.43	1.000	0.055	0.918	0.051

Area-averaged adjusted loss rate Fm (In/Hr) = 0.051

********* Area-Averaged low loss rate fraction, Yb **********

Area (Ac.)	Area Fract	SCS CN (AMC2)	SCS CN (AMC3)	S	Pervious Yield Fr
2.23	0.918	86.0	97.2	0.29	0.945
0.20	0.082	98.0	98.0	0.20	0.960

Area-averaged catchment yield fraction, Y = 0.946
Area-averaged low loss fraction, Yb = 0.054
User entry of time of concentration = 0.217 (hours)

++

Watershed area = 2.43(Ac.)
Catchment Lag time = 0.173 hours
Unit interval = 5.000 minutes
Unit interval percentage of lag time = 48.0917
Hydrograph baseflow = 0.00(CFS)
Average maximum watershed loss rate(Fm) = 0.051(In/Hr)
Average low loss rate fraction (Yb) = 0.054 (decimal)
VALLEY UNDEVELOPED S-Graph Selected
Computed peak 5-minute rainfall = 0.503(In)
Computed peak 30-minute rainfall = 1.031(In)
Specified peak 1-hour rainfall = 1.360(In)
Computed peak 3-hour rainfall = 2.410(In)
Specified peak 6-hour rainfall = 3.360(In)
Specified peak 24-hour rainfall = 6.020(In)

Note: user specified rainfall values used.
Rainfall depth area reduction factors:
Using a total area of 2.43(Ac.) (Ref: fig. E-4)

5-minute factor = 1.000 Adjusted rainfall = 0.503(In)
30-minute factor = 1.000 Adjusted rainfall = 1.031(In)
1-hour factor = 1.000 Adjusted rainfall = 1.360(In)
3-hour factor = 1.000 Adjusted rainfall = 2.410(In)

DA11ExSyn100yr24013

6-hour factor = 1.000 Adjusted rainfall = 3.360(In)

24-hour factor = 1.000 Adjusted rainfall = 6.020(In)

U n i t H y d r o g r a p h

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Interval Number	'S' Graph Mean values	Unit Hydrograph ((CFS))
	(K = 29.39 (CFS))	
1	5.770	1.696
2	30.294	7.207
3	59.228	8.503
4	72.910	4.021
5	79.903	2.055
6	84.734	1.420
7	88.239	1.030
8	90.941	0.794
9	92.952	0.591
10	94.500	0.455
11	95.879	0.405
12	96.937	0.311
13	97.794	0.252
14	98.467	0.198
15	98.973	0.149
16	99.454	0.141
17	100.000	0.071

Peak Unit Number	Adjusted mass rainfall (In)	Unit rainfall (In)
1	0.5033	0.5033
2	0.6641	0.1608
3	0.7810	0.1169
4	0.8763	0.0953
5	0.9581	0.0818
6	1.0306	0.0725
7	1.0961	0.0655
8	1.1563	0.0601
9	1.2120	0.0558
10	1.2642	0.0522
11	1.3133	0.0491
12	1.3598	0.0465
13	1.4177	0.0579
14	1.4735	0.0558
15	1.5275	0.0539
16	1.5797	0.0522
17	1.6304	0.0507

18	1.6796	0.0493
19	1.7276	0.0480
20	1.7744	0.0468
21	1.8200	0.0457
22	1.8647	0.0446
23	1.9084	0.0437
24	1.9511	0.0428
25	1.9931	0.0419
26	2.0342	0.0411
27	2.0746	0.0404
28	2.1143	0.0397
29	2.1533	0.0390
30	2.1916	0.0384
31	2.2294	0.0378
32	2.2666	0.0372
33	2.3032	0.0366
34	2.3393	0.0361
35	2.3749	0.0356
36	2.4100	0.0351
37	2.4418	0.0319
38	2.4733	0.0314
39	2.5042	0.0310
40	2.5348	0.0306
41	2.5650	0.0302
42	2.5948	0.0298
43	2.6243	0.0294
44	2.6533	0.0291
45	2.6821	0.0287
46	2.7105	0.0284
47	2.7386	0.0281
48	2.7664	0.0278
49	2.7939	0.0275
50	2.8211	0.0272
51	2.8480	0.0269
52	2.8746	0.0266
53	2.9010	0.0264
54	2.9271	0.0261
55	2.9530	0.0259
56	2.9786	0.0256
57	3.0040	0.0254
58	3.0291	0.0252
59	3.0540	0.0249
60	3.0787	0.0247
61	3.1032	0.0245
62	3.1275	0.0243
63	3.1516	0.0241
64	3.1755	0.0239
65	3.1992	0.0237

66	3.2227	0.0235
67	3.2460	0.0233
68	3.2691	0.0231
69	3.2921	0.0230
70	3.3149	0.0228
71	3.3375	0.0226
72	3.3600	0.0225
73	3.3795	0.0196
74	3.3989	0.0194
75	3.4182	0.0192
76	3.4373	0.0191
77	3.4562	0.0190
78	3.4750	0.0188
79	3.4937	0.0187
80	3.5122	0.0185
81	3.5306	0.0184
82	3.5489	0.0183
83	3.5671	0.0181
84	3.5851	0.0180
85	3.6030	0.0179
86	3.6207	0.0178
87	3.6384	0.0177
88	3.6559	0.0175
89	3.6733	0.0174
90	3.6906	0.0173
91	3.7078	0.0172
92	3.7249	0.0171
93	3.7419	0.0170
94	3.7588	0.0169
95	3.7755	0.0168
96	3.7922	0.0167
97	3.8088	0.0166
98	3.8252	0.0165
99	3.8416	0.0164
100	3.8579	0.0163
101	3.8741	0.0162
102	3.8902	0.0161
103	3.9062	0.0160
104	3.9221	0.0159
105	3.9379	0.0158
106	3.9536	0.0157
107	3.9693	0.0156
108	3.9848	0.0156
109	4.0003	0.0155
110	4.0157	0.0154
111	4.0310	0.0153
112	4.0463	0.0152
113	4.0614	0.0152

114	4.0765	0.0151
115	4.0915	0.0150
116	4.1064	0.0149
117	4.1213	0.0149
118	4.1361	0.0148
119	4.1508	0.0147
120	4.1654	0.0146
121	4.1800	0.0146
122	4.1945	0.0145
123	4.2089	0.0144
124	4.2233	0.0144
125	4.2376	0.0143
126	4.2518	0.0142
127	4.2659	0.0142
128	4.2800	0.0141
129	4.2941	0.0140
130	4.3080	0.0140
131	4.3220	0.0139
132	4.3358	0.0138
133	4.3496	0.0138
134	4.3633	0.0137
135	4.3770	0.0137
136	4.3906	0.0136
137	4.4041	0.0136
138	4.4176	0.0135
139	4.4311	0.0134
140	4.4445	0.0134
141	4.4578	0.0133
142	4.4711	0.0133
143	4.4843	0.0132
144	4.4974	0.0132
145	4.5106	0.0131
146	4.5236	0.0131
147	4.5366	0.0130
148	4.5496	0.0130
149	4.5625	0.0129
150	4.5753	0.0129
151	4.5881	0.0128
152	4.6009	0.0128
153	4.6136	0.0127
154	4.6263	0.0127
155	4.6389	0.0126
156	4.6515	0.0126
157	4.6640	0.0125
158	4.6764	0.0125
159	4.6889	0.0124
160	4.7013	0.0124
161	4.7136	0.0123

162	4.7259	0.0123
163	4.7381	0.0122
164	4.7503	0.0122
165	4.7625	0.0122
166	4.7746	0.0121
167	4.7867	0.0121
168	4.7987	0.0120
169	4.8107	0.0120
170	4.8227	0.0120
171	4.8346	0.0119
172	4.8465	0.0119
173	4.8583	0.0118
174	4.8701	0.0118
175	4.8819	0.0118
176	4.8936	0.0117
177	4.9052	0.0117
178	4.9169	0.0116
179	4.9285	0.0116
180	4.9400	0.0116
181	4.9516	0.0115
182	4.9631	0.0115
183	4.9745	0.0115
184	4.9859	0.0114
185	4.9973	0.0114
186	5.0087	0.0113
187	5.0200	0.0113
188	5.0312	0.0113
189	5.0425	0.0112
190	5.0537	0.0112
191	5.0649	0.0112
192	5.0760	0.0111
193	5.0871	0.0111
194	5.0982	0.0111
195	5.1092	0.0110
196	5.1202	0.0110
197	5.1312	0.0110
198	5.1421	0.0109
199	5.1530	0.0109
200	5.1639	0.0109
201	5.1748	0.0108
202	5.1856	0.0108
203	5.1964	0.0108
204	5.2071	0.0108
205	5.2178	0.0107
206	5.2285	0.0107
207	5.2392	0.0107
208	5.2498	0.0106
209	5.2604	0.0106

210	5.2710	0.0106
211	5.2815	0.0105
212	5.2921	0.0105
213	5.3025	0.0105
214	5.3130	0.0105
215	5.3234	0.0104
216	5.3338	0.0104
217	5.3442	0.0104
218	5.3545	0.0103
219	5.3649	0.0103
220	5.3752	0.0103
221	5.3854	0.0103
222	5.3957	0.0102
223	5.4059	0.0102
224	5.4161	0.0102
225	5.4262	0.0102
226	5.4363	0.0101
227	5.4465	0.0101
228	5.4565	0.0101
229	5.4666	0.0101
230	5.4766	0.0100
231	5.4866	0.0100
232	5.4966	0.0100
233	5.5065	0.0100
234	5.5165	0.0099
235	5.5264	0.0099
236	5.5363	0.0099
237	5.5461	0.0099
238	5.5560	0.0098
239	5.5658	0.0098
240	5.5755	0.0098
241	5.5853	0.0098
242	5.5950	0.0097
243	5.6048	0.0097
244	5.6144	0.0097
245	5.6241	0.0097
246	5.6338	0.0096
247	5.6434	0.0096
248	5.6530	0.0096
249	5.6626	0.0096
250	5.6721	0.0096
251	5.6816	0.0095
252	5.6912	0.0095
253	5.7006	0.0095
254	5.7101	0.0095
255	5.7196	0.0094
256	5.7290	0.0094
257	5.7384	0.0094

258	5.7478	0.0094
259	5.7571	0.0094
260	5.7665	0.0093
261	5.7758	0.0093
262	5.7851	0.0093
263	5.7944	0.0093
264	5.8036	0.0093
265	5.8129	0.0092
266	5.8221	0.0092
267	5.8313	0.0092
268	5.8405	0.0092
269	5.8496	0.0092
270	5.8587	0.0091
271	5.8679	0.0091
272	5.8770	0.0091
273	5.8860	0.0091
274	5.8951	0.0091
275	5.9041	0.0090
276	5.9132	0.0090
277	5.9222	0.0090
278	5.9312	0.0090
279	5.9401	0.0090
280	5.9491	0.0089
281	5.9580	0.0089
282	5.9669	0.0089
283	5.9758	0.0089
284	5.9847	0.0089
285	5.9935	0.0089
286	6.0024	0.0088
287	6.0112	0.0088
288	6.0200	0.0088

Unit Period (number)	Unit Rainfall (In)	Unit Soil-Loss (In)	Effective Rainfall (In)
1	0.0088	0.0005	0.0083
2	0.0088	0.0005	0.0083
3	0.0089	0.0005	0.0084
4	0.0089	0.0005	0.0084
5	0.0089	0.0005	0.0084
6	0.0089	0.0005	0.0084
7	0.0090	0.0005	0.0085
8	0.0090	0.0005	0.0085
9	0.0090	0.0005	0.0085
10	0.0090	0.0005	0.0086
11	0.0091	0.0005	0.0086
12	0.0091	0.0005	0.0086

13	0.0091	0.0005	0.0086
14	0.0092	0.0005	0.0087
15	0.0092	0.0005	0.0087
16	0.0092	0.0005	0.0087
17	0.0093	0.0005	0.0088
18	0.0093	0.0005	0.0088
19	0.0093	0.0005	0.0088
20	0.0093	0.0005	0.0088
21	0.0094	0.0005	0.0089
22	0.0094	0.0005	0.0089
23	0.0094	0.0005	0.0089
24	0.0095	0.0005	0.0090
25	0.0095	0.0005	0.0090
26	0.0095	0.0005	0.0090
27	0.0096	0.0005	0.0091
28	0.0096	0.0005	0.0091
29	0.0096	0.0005	0.0091
30	0.0097	0.0005	0.0091
31	0.0097	0.0005	0.0092
32	0.0097	0.0005	0.0092
33	0.0098	0.0005	0.0093
34	0.0098	0.0005	0.0093
35	0.0099	0.0005	0.0093
36	0.0099	0.0005	0.0093
37	0.0099	0.0005	0.0094
38	0.0100	0.0005	0.0094
39	0.0100	0.0005	0.0095
40	0.0100	0.0005	0.0095
41	0.0101	0.0005	0.0095
42	0.0101	0.0005	0.0096
43	0.0102	0.0005	0.0096
44	0.0102	0.0005	0.0096
45	0.0102	0.0006	0.0097
46	0.0103	0.0006	0.0097
47	0.0103	0.0006	0.0098
48	0.0103	0.0006	0.0098
49	0.0104	0.0006	0.0098
50	0.0104	0.0006	0.0099
51	0.0105	0.0006	0.0099
52	0.0105	0.0006	0.0099
53	0.0106	0.0006	0.0100
54	0.0106	0.0006	0.0100
55	0.0107	0.0006	0.0101
56	0.0107	0.0006	0.0101
57	0.0108	0.0006	0.0102
58	0.0108	0.0006	0.0102
59	0.0108	0.0006	0.0103
60	0.0109	0.0006	0.0103

61	0.0109	0.0006	0.0104
62	0.0110	0.0006	0.0104
63	0.0110	0.0006	0.0104
64	0.0111	0.0006	0.0105
65	0.0111	0.0006	0.0105
66	0.0112	0.0006	0.0106
67	0.0112	0.0006	0.0106
68	0.0113	0.0006	0.0107
69	0.0113	0.0006	0.0107
70	0.0114	0.0006	0.0108
71	0.0115	0.0006	0.0108
72	0.0115	0.0006	0.0109
73	0.0116	0.0006	0.0109
74	0.0116	0.0006	0.0110
75	0.0117	0.0006	0.0110
76	0.0117	0.0006	0.0111
77	0.0118	0.0006	0.0112
78	0.0118	0.0006	0.0112
79	0.0119	0.0006	0.0113
80	0.0120	0.0006	0.0113
81	0.0120	0.0006	0.0114
82	0.0121	0.0007	0.0114
83	0.0122	0.0007	0.0115
84	0.0122	0.0007	0.0115
85	0.0123	0.0007	0.0116
86	0.0123	0.0007	0.0117
87	0.0124	0.0007	0.0118
88	0.0125	0.0007	0.0118
89	0.0126	0.0007	0.0119
90	0.0126	0.0007	0.0119
91	0.0127	0.0007	0.0120
92	0.0128	0.0007	0.0121
93	0.0129	0.0007	0.0122
94	0.0129	0.0007	0.0122
95	0.0130	0.0007	0.0123
96	0.0131	0.0007	0.0124
97	0.0132	0.0007	0.0125
98	0.0132	0.0007	0.0125
99	0.0133	0.0007	0.0126
100	0.0134	0.0007	0.0127
101	0.0135	0.0007	0.0128
102	0.0136	0.0007	0.0128
103	0.0137	0.0007	0.0129
104	0.0137	0.0007	0.0130
105	0.0138	0.0007	0.0131
106	0.0139	0.0008	0.0132
107	0.0140	0.0008	0.0133
108	0.0141	0.0008	0.0133

109	0.0142	0.0008	0.0135
110	0.0143	0.0008	0.0135
111	0.0144	0.0008	0.0137
112	0.0145	0.0008	0.0137
113	0.0146	0.0008	0.0138
114	0.0147	0.0008	0.0139
115	0.0149	0.0008	0.0141
116	0.0149	0.0008	0.0141
117	0.0151	0.0008	0.0143
118	0.0152	0.0008	0.0143
119	0.0153	0.0008	0.0145
120	0.0154	0.0008	0.0146
121	0.0156	0.0008	0.0147
122	0.0156	0.0008	0.0148
123	0.0158	0.0009	0.0150
124	0.0159	0.0009	0.0151
125	0.0161	0.0009	0.0152
126	0.0162	0.0009	0.0153
127	0.0164	0.0009	0.0155
128	0.0165	0.0009	0.0156
129	0.0167	0.0009	0.0158
130	0.0168	0.0009	0.0159
131	0.0170	0.0009	0.0161
132	0.0171	0.0009	0.0162
133	0.0173	0.0009	0.0164
134	0.0174	0.0009	0.0165
135	0.0177	0.0010	0.0167
136	0.0178	0.0010	0.0168
137	0.0180	0.0010	0.0170
138	0.0181	0.0010	0.0172
139	0.0184	0.0010	0.0174
140	0.0185	0.0010	0.0175
141	0.0188	0.0010	0.0178
142	0.0190	0.0010	0.0179
143	0.0192	0.0010	0.0182
144	0.0194	0.0010	0.0184
145	0.0225	0.0012	0.0212
146	0.0226	0.0012	0.0214
147	0.0230	0.0012	0.0217
148	0.0231	0.0012	0.0219
149	0.0235	0.0013	0.0222
150	0.0237	0.0013	0.0224
151	0.0241	0.0013	0.0228
152	0.0243	0.0013	0.0230
153	0.0247	0.0013	0.0234
154	0.0249	0.0013	0.0236
155	0.0254	0.0014	0.0240
156	0.0256	0.0014	0.0242

157	0.0261	0.0014	0.0247
158	0.0264	0.0014	0.0249
159	0.0269	0.0015	0.0255
160	0.0272	0.0015	0.0257
161	0.0278	0.0015	0.0263
162	0.0281	0.0015	0.0266
163	0.0287	0.0016	0.0272
164	0.0291	0.0016	0.0275
165	0.0298	0.0016	0.0282
166	0.0302	0.0016	0.0286
167	0.0310	0.0017	0.0293
168	0.0314	0.0017	0.0297
169	0.0351	0.0019	0.0332
170	0.0356	0.0019	0.0337
171	0.0366	0.0020	0.0346
172	0.0372	0.0020	0.0352
173	0.0384	0.0021	0.0363
174	0.0390	0.0021	0.0369
175	0.0404	0.0022	0.0382
176	0.0411	0.0022	0.0389
177	0.0428	0.0023	0.0405
178	0.0437	0.0024	0.0413
179	0.0457	0.0025	0.0432
180	0.0468	0.0025	0.0443
181	0.0493	0.0027	0.0466
182	0.0507	0.0027	0.0479
183	0.0539	0.0029	0.0510
184	0.0558	0.0030	0.0528
185	0.0465	0.0025	0.0440
186	0.0491	0.0026	0.0465
187	0.0558	0.0030	0.0528
188	0.0601	0.0032	0.0569
189	0.0725	0.0039	0.0686
190	0.0818	0.0042	0.0776
191	0.1169	0.0042	0.1127
192	0.1608	0.0042	0.1566
193	0.5033	0.0042	0.4991
194	0.0953	0.0042	0.0910
195	0.0655	0.0035	0.0620
196	0.0522	0.0028	0.0494
197	0.0579	0.0031	0.0548
198	0.0522	0.0028	0.0494
199	0.0480	0.0026	0.0454
200	0.0446	0.0024	0.0422
201	0.0419	0.0023	0.0397
202	0.0397	0.0021	0.0375
203	0.0378	0.0020	0.0357
204	0.0361	0.0019	0.0341

205	0.0319	0.0017	0.0301
206	0.0306	0.0016	0.0289
207	0.0294	0.0016	0.0279
208	0.0284	0.0015	0.0269
209	0.0275	0.0015	0.0260
210	0.0266	0.0014	0.0252
211	0.0259	0.0014	0.0245
212	0.0252	0.0014	0.0238
213	0.0245	0.0013	0.0232
214	0.0239	0.0013	0.0226
215	0.0233	0.0013	0.0221
216	0.0228	0.0012	0.0216
217	0.0196	0.0011	0.0185
218	0.0191	0.0010	0.0181
219	0.0187	0.0010	0.0177
220	0.0183	0.0010	0.0173
221	0.0179	0.0010	0.0169
222	0.0175	0.0009	0.0166
223	0.0172	0.0009	0.0163
224	0.0169	0.0009	0.0160
225	0.0166	0.0009	0.0157
226	0.0163	0.0009	0.0154
227	0.0160	0.0009	0.0151
228	0.0157	0.0008	0.0149
229	0.0155	0.0008	0.0146
230	0.0152	0.0008	0.0144
231	0.0150	0.0008	0.0142
232	0.0148	0.0008	0.0140
233	0.0146	0.0008	0.0138
234	0.0144	0.0008	0.0136
235	0.0142	0.0008	0.0134
236	0.0140	0.0008	0.0132
237	0.0138	0.0007	0.0130
238	0.0136	0.0007	0.0129
239	0.0134	0.0007	0.0127
240	0.0133	0.0007	0.0126
241	0.0131	0.0007	0.0124
242	0.0130	0.0007	0.0123
243	0.0128	0.0007	0.0121
244	0.0127	0.0007	0.0120
245	0.0125	0.0007	0.0118
246	0.0124	0.0007	0.0117
247	0.0122	0.0007	0.0116
248	0.0121	0.0007	0.0115
249	0.0120	0.0006	0.0113
250	0.0119	0.0006	0.0112
251	0.0118	0.0006	0.0111
252	0.0116	0.0006	0.0110

253	0.0115	0.0006	0.0109
254	0.0114	0.0006	0.0108
255	0.0113	0.0006	0.0107
256	0.0112	0.0006	0.0106
257	0.0111	0.0006	0.0105
258	0.0110	0.0006	0.0104
259	0.0109	0.0006	0.0103
260	0.0108	0.0006	0.0102
261	0.0107	0.0006	0.0101
262	0.0106	0.0006	0.0101
263	0.0105	0.0006	0.0100
264	0.0105	0.0006	0.0099
265	0.0104	0.0006	0.0098
266	0.0103	0.0006	0.0097
267	0.0102	0.0006	0.0097
268	0.0101	0.0005	0.0096
269	0.0101	0.0005	0.0095
270	0.0100	0.0005	0.0094
271	0.0099	0.0005	0.0094
272	0.0098	0.0005	0.0093
273	0.0098	0.0005	0.0092
274	0.0097	0.0005	0.0092
275	0.0096	0.0005	0.0091
276	0.0096	0.0005	0.0090
277	0.0095	0.0005	0.0090
278	0.0094	0.0005	0.0089
279	0.0094	0.0005	0.0089
280	0.0093	0.0005	0.0088
281	0.0092	0.0005	0.0087
282	0.0092	0.0005	0.0087
283	0.0091	0.0005	0.0086
284	0.0091	0.0005	0.0086
285	0.0090	0.0005	0.0085
286	0.0089	0.0005	0.0085
287	0.0089	0.0005	0.0084
288	0.0088	0.0005	0.0084

Total soil rain loss = 0.29(In)
Total effective rainfall = 5.73(In)
Peak flow rate in flood hydrograph = 6.22(CFS)

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24 - H O U R S T O R M
R u n o f f H y d r o g r a p h

Hydrograph in 5 Minute intervals ((CFS))

DA11ExSyn100yr24013

Time(h+m)	Volume Ac.Ft	Q(CFS)	0	2.5	5.0	7.5	10.0
0+ 5	0.0001	0.01	Q				
0+10	0.0006	0.07	Q				
0+15	0.0016	0.15	Q				
0+20	0.0028	0.18	Q				
0+25	0.0042	0.20	Q				
0+30	0.0056	0.21	Q				
0+35	0.0071	0.22	Q				
0+40	0.0087	0.23	Q				
0+45	0.0103	0.23	Q				
0+50	0.0119	0.24	Q				
0+55	0.0136	0.24	Q				
1+ 0	0.0152	0.24	Q				
1+ 5	0.0169	0.25	Q				
1+10	0.0186	0.25	Q				
1+15	0.0204	0.25	VQ				
1+20	0.0221	0.25	VQ				
1+25	0.0239	0.25	VQ				
1+30	0.0256	0.25	VQ				
1+35	0.0274	0.26	VQ				
1+40	0.0291	0.26	|Q				
1+45	0.0309	0.26	|Q				
1+50	0.0327	0.26	|Q				
1+55	0.0345	0.26	|Q				
2+ 0	0.0363	0.26	|Q				
2+ 5	0.0381	0.26	|Q				
2+10	0.0399	0.26	|Q				
2+15	0.0417	0.26	|Q				
2+20	0.0435	0.26	|Q				
2+25	0.0453	0.26	|Q				
2+30	0.0471	0.27	|Q				
2+35	0.0490	0.27	|Q				
2+40	0.0508	0.27	|Q				
2+45	0.0526	0.27	|Q				
2+50	0.0545	0.27	|Q				
2+55	0.0564	0.27	|Q				
3+ 0	0.0582	0.27	|QV				
3+ 5	0.0601	0.27	|QV				
3+10	0.0620	0.27	|QV				
3+15	0.0639	0.27	|QV				
3+20	0.0658	0.27	|QV				
3+25	0.0677	0.28	|QV				
3+30	0.0696	0.28	|QV				
3+35	0.0715	0.28	|QV				
3+40	0.0734	0.28	|QV				
3+45	0.0753	0.28	|QV				

3+50	0.0773	0.28	|QV	|	|	|	|
3+55	0.0792	0.28	|QV	|	|	|	|
4+ 0	0.0812	0.28	|QV	|	|	|	|
4+ 5	0.0831	0.28	|QV	|	|	|	|
4+10	0.0851	0.29	|QV	|	|	|	|
4+15	0.0871	0.29	|Q V	|	|	|	|
4+20	0.0891	0.29	|Q V	|	|	|	|
4+25	0.0910	0.29	|Q V	|	|	|	|
4+30	0.0930	0.29	|Q V	|	|	|	|
4+35	0.0951	0.29	|Q V	|	|	|	|
4+40	0.0971	0.29	|Q V	|	|	|	|
4+45	0.0991	0.29	|Q V	|	|	|	|
4+50	0.1011	0.30	|Q V	|	|	|	|
4+55	0.1032	0.30	|Q V	|	|	|	|
5+ 0	0.1052	0.30	|Q V	|	|	|	|
5+ 5	0.1073	0.30	|Q V	|	|	|	|
5+10	0.1094	0.30	|Q V	|	|	|	|
5+15	0.1114	0.30	|Q V	|	|	|	|
5+20	0.1135	0.30	|Q V	|	|	|	|
5+25	0.1156	0.30	|Q V	|	|	|	|
5+30	0.1177	0.31	|Q V	|	|	|	|
5+35	0.1198	0.31	|Q V	|	|	|	|
5+40	0.1220	0.31	|Q V	|	|	|	|
5+45	0.1241	0.31	|Q V	|	|	|	|
5+50	0.1262	0.31	|Q V	|	|	|	|
5+55	0.1284	0.31	|Q V	|	|	|	|
6+ 0	0.1306	0.31	|Q V	|	|	|	|
6+ 5	0.1327	0.32	|Q V	|	|	|	|
6+10	0.1349	0.32	|Q V	|	|	|	|
6+15	0.1371	0.32	|Q V	|	|	|	|
6+20	0.1393	0.32	|Q V	|	|	|	|
6+25	0.1415	0.32	|Q V	|	|	|	|
6+30	0.1438	0.32	|Q V	|	|	|	|
6+35	0.1460	0.32	|Q V	|	|	|	|
6+40	0.1482	0.33	|Q V	|	|	|	|
6+45	0.1505	0.33	|Q V	|	|	|	|
6+50	0.1528	0.33	|Q V	|	|	|	|
6+55	0.1551	0.33	|Q V	|	|	|	|
7+ 0	0.1574	0.33	|Q V	|	|	|	|
7+ 5	0.1597	0.34	|Q V	|	|	|	|
7+10	0.1620	0.34	|Q V	|	|	|	|
7+15	0.1643	0.34	|Q V	|	|	|	|
7+20	0.1667	0.34	|Q V	|	|	|	|
7+25	0.1690	0.34	|Q V	|	|	|	|
7+30	0.1714	0.34	|Q V	|	|	|	|
7+35	0.1738	0.35	|Q V	|	|	|	|
7+40	0.1762	0.35	|Q V	|	|	|	|
7+45	0.1786	0.35	|Q V	|	|	|	|

7+50	0.1810	0.35	|Q V |	|	|	|
7+55	0.1834	0.35	|Q V |	|	|	|
8+ 0	0.1859	0.36	|Q V |	|	|	|
8+ 5	0.1883	0.36	|Q V |	|	|	|
8+10	0.1908	0.36	|Q V |	|	|	|
8+15	0.1933	0.36	|Q V |	|	|	|
8+20	0.1958	0.36	|Q V |	|	|	|
8+25	0.1984	0.37	|Q V |	|	|	|
8+30	0.2009	0.37	|Q V |	|	|	|
8+35	0.2035	0.37	|Q V |	|	|	|
8+40	0.2060	0.37	|Q V |	|	|	|
8+45	0.2086	0.38	|Q V |	|	|	|
8+50	0.2112	0.38	|Q V |	|	|	|
8+55	0.2138	0.38	|Q V |	|	|	|
9+ 0	0.2165	0.38	|Q V |	|	|	|
9+ 5	0.2191	0.39	|Q V |	|	|	|
9+10	0.2218	0.39	|Q V |	|	|	|
9+15	0.2245	0.39	|Q V |	|	|	|
9+20	0.2272	0.39	|Q V |	|	|	|
9+25	0.2300	0.40	|Q V |	|	|	|
9+30	0.2327	0.40	|Q V |	|	|	|
9+35	0.2355	0.40	|Q V |	|	|	|
9+40	0.2383	0.41	|Q V |	|	|	|
9+45	0.2411	0.41	|Q V |	|	|	|
9+50	0.2439	0.41	|Q V |	|	|	|
9+55	0.2468	0.41	|Q V |	|	|	|
10+ 0	0.2496	0.42	|Q V |	|	|	|
10+ 5	0.2525	0.42	|Q V |	|	|	|
10+10	0.2555	0.42	|Q V |	|	|	|
10+15	0.2584	0.43	|Q V |	|	|	|
10+20	0.2614	0.43	|Q V|	|	|	|
10+25	0.2644	0.43	|Q V|	|	|	|
10+30	0.2674	0.44	|Q V|	|	|	|
10+35	0.2704	0.44	|Q V|	|	|	|
10+40	0.2735	0.45	|Q V|	|	|	|
10+45	0.2766	0.45	|Q V|	|	|	|
10+50	0.2797	0.45	|Q V|	|	|	|
10+55	0.2828	0.46	|Q V|	|	|	|
11+ 0	0.2860	0.46	|Q V|	|	|	|
11+ 5	0.2892	0.47	|Q V |	|	|	|
11+10	0.2925	0.47	|Q V |	|	|	|
11+15	0.2957	0.47	|Q V |	|	|	|
11+20	0.2990	0.48	|Q V |	|	|	|
11+25	0.3024	0.48	|Q V |	|	|	|
11+30	0.3057	0.49	|Q V |	|	|	|
11+35	0.3091	0.49	|Q V |	|	|	|
11+40	0.3126	0.50	|Q V |	|	|	|
11+45	0.3160	0.50	| Q V |	|	|	|

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11+50	0.3195	0.51	Q	V			
11+55	0.3231	0.51	Q	V			
12+ 0	0.3267	0.52	Q	V			
12+ 5	0.3303	0.53	Q	V			
12+10	0.3341	0.56	Q	V			
12+15	0.3382	0.58	Q	V			
12+20	0.3423	0.60	Q	V			
12+25	0.3465	0.61	Q	V			
12+30	0.3508	0.62	Q	V			
12+35	0.3552	0.63	Q	V			
12+40	0.3596	0.64	Q	V			
12+45	0.3641	0.65	Q	V			
12+50	0.3687	0.66	Q	V			
12+55	0.3733	0.67	Q	V			
13+ 0	0.3780	0.68	Q	V			
13+ 5	0.3828	0.69	Q	V			
13+10	0.3876	0.70	Q	V			
13+15	0.3925	0.71	Q	V			
13+20	0.3975	0.72	Q	V			
13+25	0.4026	0.73	Q	V			
13+30	0.4077	0.74	Q	V			
13+35	0.4129	0.76	Q	V			
13+40	0.4182	0.77	Q	V			
13+45	0.4236	0.78	Q	V			
13+50	0.4291	0.80	Q	V			
13+55	0.4346	0.81	Q	V			
14+ 0	0.4403	0.83	Q	V			
14+ 5	0.4461	0.85	Q	V			
14+10	0.4522	0.88	Q	V			
14+15	0.4586	0.92	Q	V			
14+20	0.4651	0.95	Q	V			
14+25	0.4719	0.98	Q	V			
14+30	0.4788	1.00	Q	V			
14+35	0.4858	1.03	Q	V			
14+40	0.4931	1.06	Q	V			
14+45	0.5006	1.09	Q	V			
14+50	0.5083	1.12	Q	V			
14+55	0.5162	1.15	Q	V			
15+ 0	0.5244	1.19	Q	V			
15+ 5	0.5328	1.23	Q	V			
15+10	0.5415	1.27	Q	V			
15+15	0.5506	1.32	Q	V			
15+20	0.5601	1.37	Q	V			
15+25	0.5698	1.41	Q	V			
15+30	0.5794	1.39	Q	V			
15+35	0.5889	1.37	Q	V			
15+40	0.5986	1.42	Q	V			
15+45	0.6092	1.53	Q	V			

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15+50	0.6208	1.69	Q	V		
15+55	0.6342	1.94	Q	V		
16+ 0	0.6508	2.41	Q	V		
16+ 5	0.6761	3.68	Q	V		
16+10	0.7175	6.01	Q	V		
16+15	0.7603	6.22	Q	V		
16+20	0.7883	4.06	Q	V		
16+25	0.8083	2.91	Q	V		
16+30	0.8252	2.45	Q	V		
16+35	0.8402	2.18	Q	V		
16+40	0.8537	1.96	Q	V		
16+45	0.8658	1.76	Q	V		
16+50	0.8768	1.60	Q	V		
16+55	0.8871	1.49	Q	V		
17+ 0	0.8966	1.38	Q	V		
17+ 5	0.9053	1.28	Q	V		
17+10	0.9134	1.17	Q	V		
17+15	0.9208	1.08	Q	V		
17+20	0.9278	1.01	Q	V		
17+25	0.9341	0.93	Q	V		
17+30	0.9400	0.85	Q	V		
17+35	0.9456	0.82	Q	V		
17+40	0.9511	0.79	Q	V		
17+45	0.9563	0.76	Q	V		
17+50	0.9613	0.73	Q	V		
17+55	0.9662	0.71	Q	V		
18+ 0	0.9710	0.69	Q	V		
18+ 5	0.9756	0.67	Q	V		
18+10	0.9799	0.63	Q	V		
18+15	0.9840	0.59	Q	V		
18+20	0.9879	0.57	Q	V		
18+25	0.9917	0.55	Q	V		
18+30	0.9954	0.53	Q	V		
18+35	0.9990	0.52	Q	V		
18+40	1.0025	0.51	Q	V		
18+45	1.0059	0.49	Q	V		
18+50	1.0092	0.48	Q	V		
18+55	1.0125	0.47	Q	V		
19+ 0	1.0157	0.46	Q	V		
19+ 5	1.0188	0.46	Q	V		
19+10	1.0219	0.45	Q	V		
19+15	1.0249	0.44	Q	V		
19+20	1.0279	0.43	Q	V		
19+25	1.0308	0.42	Q	V		
19+30	1.0337	0.42	Q	V		
19+35	1.0365	0.41	Q	V		
19+40	1.0393	0.41	Q	V		
19+45	1.0421	0.40	Q	V		

19+50	1.0448	0.39	|Q	|	|	|	V |
19+55	1.0474	0.39	|Q	|	|	|	V |
20+ 0	1.0501	0.38	|Q	|	|	|	V |
20+ 5	1.0527	0.38	|Q	|	|	|	V |
20+10	1.0553	0.37	|Q	|	|	|	V |
20+15	1.0578	0.37	|Q	|	|	|	V |
20+20	1.0603	0.36	|Q	|	|	|	V |
20+25	1.0628	0.36	|Q	|	|	|	V |
20+30	1.0653	0.36	|Q	|	|	|	V |
20+35	1.0677	0.35	|Q	|	|	|	V |
20+40	1.0701	0.35	|Q	|	|	|	V |
20+45	1.0724	0.34	|Q	|	|	|	V |
20+50	1.0748	0.34	|Q	|	|	|	V |
20+55	1.0771	0.34	|Q	|	|	|	V |
21+ 0	1.0794	0.33	|Q	|	|	|	V |
21+ 5	1.0817	0.33	|Q	|	|	|	V |
21+10	1.0839	0.33	|Q	|	|	|	V |
21+15	1.0861	0.32	|Q	|	|	|	V |
21+20	1.0884	0.32	|Q	|	|	|	V |
21+25	1.0905	0.32	|Q	|	|	|	V |
21+30	1.0927	0.31	|Q	|	|	|	V |
21+35	1.0948	0.31	|Q	|	|	|	V |
21+40	1.0970	0.31	|Q	|	|	|	V |
21+45	1.0991	0.31	|Q	|	|	|	V |
21+50	1.1012	0.30	|Q	|	|	|	V |
21+55	1.1032	0.30	|Q	|	|	|	V |
22+ 0	1.1053	0.30	|Q	|	|	|	V |
22+ 5	1.1073	0.30	|Q	|	|	|	V |
22+10	1.1093	0.29	|Q	|	|	|	V |
22+15	1.1113	0.29	|Q	|	|	|	V |
22+20	1.1133	0.29	|Q	|	|	|	V |
22+25	1.1153	0.29	|Q	|	|	|	V |
22+30	1.1172	0.28	|Q	|	|	|	V |
22+35	1.1192	0.28	|Q	|	|	|	V |
22+40	1.1211	0.28	|Q	|	|	|	V |
22+45	1.1230	0.28	|Q	|	|	|	V |
22+50	1.1249	0.27	|Q	|	|	|	V |
22+55	1.1268	0.27	|Q	|	|	|	V|
23+ 0	1.1286	0.27	|Q	|	|	|	V|
23+ 5	1.1305	0.27	|Q	|	|	|	V|
23+10	1.1323	0.27	|Q	|	|	|	V|
23+15	1.1341	0.27	|Q	|	|	|	V|
23+20	1.1360	0.26	|Q	|	|	|	V|
23+25	1.1378	0.26	|Q	|	|	|	V|
23+30	1.1396	0.26	|Q	|	|	|	V|
23+35	1.1413	0.26	|Q	|	|	|	V|
23+40	1.1431	0.26	|Q	|	|	|	V|
23+45	1.1448	0.25	|Q	|	|	|	V|

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23+50	1.1466	0.25	|Q	|	|	|	V|
23+55	1.1483	0.25	|Q	|	|	|	V|
24+ 0	1.1500	0.25	Q	|	|	|	V|
24+ 5	1.1517	0.23	Q	|	|	|	V|
24+10	1.1528	0.17	Q	|	|	|	V|
24+15	1.1535	0.10	Q	|	|	|	V|
24+20	1.1540	0.07	Q	|	|	|	V|
24+25	1.1543	0.05	Q	|	|	|	V|
24+30	1.1546	0.04	Q	|	|	|	V|
24+35	1.1548	0.03	Q	|	|	|	V|
24+40	1.1549	0.02	Q	|	|	|	V|
24+45	1.1551	0.02	Q	|	|	|	V|
24+50	1.1552	0.01	Q	|	|	|	V|
24+55	1.1552	0.01	Q	|	|	|	V|
25+ 0	1.1553	0.01	Q	|	|	|	V|
25+ 5	1.1553	0.00	Q	|	|	|	V|
25+10	1.1553	0.00	Q	|	|	|	V|
25+15	1.1553	0.00	Q	|	|	|	V|
25+20	1.1553	0.00	Q	|	|	|	V

DA12ExSyn10yr24013

U n i t H y d r o g r a p h A n a l y s i s

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Study date 10/01/25

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San Bernardino County Synthetic Unit Hydrology Method
Manual date - August 1986

Program License Serial Number 6474

Commercial Development
Pre-developed DA1.2, 10-YR
SEC Riverside Drive and Ontario (Champion) Avenue,
Ontario CA 91761

Storm Event Year = 10

Antecedent Moisture Condition = 2

English (in-lb) Input Units Used

English Rainfall Data (Inches) Input Values Used

English Units used in output format

Area averaged rainfall intensity isohyetal data:

Sub-Area (Ac.)	Duration (hours)	Isohyetal (In)
Rainfall data for year 10		
1.91	1	0.90
Rainfall data for year 10		
1.91	6	2.28
Rainfall data for year 10		

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1.91 24 4.01

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******** Area-averaged max loss rate, Fm ********

SCS curve No.(AMCII)	SCS curve NO.(AMC 2)	Area (Ac.)	Area Fraction	Fp(Fig C6) (In/Hr)	Ap (dec.)	Fm (In/Hr)
86.0	86.0	1.91	1.000	0.265	0.943	0.250

Area-averaged adjusted loss rate Fm (In/Hr) = 0.250

********* Area-Averaged low loss rate fraction, Yb **********

Area (Ac.)	Area Fract	SCS CN (AMC2)	SCS CN (AMC2)	S	Pervious Yield Fr
1.80	0.943	86.0	86.0	1.63	0.637
0.11	0.057	98.0	98.0	0.20	0.941

Area-averaged catchment yield fraction, Y = 0.655
Area-averaged low loss fraction, Yb = 0.345
User entry of time of concentration = 0.268 (hours)

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Watershed area = 1.91(Ac.)
Catchment Lag time = 0.215 hours
Unit interval = 5.000 minutes
Unit interval percentage of lag time = 38.8247
Hydrograph baseflow = 0.00(CFS)
Average maximum watershed loss rate(Fm) = 0.250(In/Hr)
Average low loss rate fraction (Yb) = 0.345 (decimal)
VALLEY UNDEVELOPED S-Graph Selected
Computed peak 5-minute rainfall = 0.332(In)
Computed peak 30-minute rainfall = 0.681(In)
Specified peak 1-hour rainfall = 0.898(In)
Computed peak 3-hour rainfall = 1.630(In)
Specified peak 6-hour rainfall = 2.280(In)
Specified peak 24-hour rainfall = 4.010(In)

Note: user specified rainfall values used.
Rainfall depth area reduction factors:
Using a total area of 1.91(Ac.) (Ref: fig. E-4)

5-minute factor = 1.000 Adjusted rainfall = 0.332(In)
30-minute factor = 1.000 Adjusted rainfall = 0.680(In)
1-hour factor = 1.000 Adjusted rainfall = 0.898(In)
3-hour factor = 1.000 Adjusted rainfall = 1.630(In)

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6-hour factor = 1.000 Adjusted rainfall = 2.280(In)

24-hour factor = 1.000 Adjusted rainfall = 4.010(In)

U n i t H y d r o g r a p h

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Interval Number	'S' Graph Mean values	Unit Hydrograph ((CFS))
	(K = 23.06 (CFS))	
1	4.166	0.961
2	21.135	3.913
3	47.205	6.013
4	65.226	4.156
5	74.103	2.047
6	79.596	1.267
7	83.663	0.938
8	86.846	0.734
9	89.301	0.566
10	91.329	0.468
11	92.924	0.368
12	94.181	0.290
13	95.357	0.271
14	96.331	0.225
15	97.131	0.185
16	97.809	0.156
17	98.363	0.128
18	98.794	0.099
19	99.183	0.090
20	99.571	0.090
21	100.000	0.045

Peak Unit Number	Adjusted mass rainfall (In)	Unit rainfall (In)
1	0.3323	0.3323
2	0.4385	0.1062
3	0.5157	0.0772
4	0.5786	0.0629
5	0.6326	0.0540
6	0.6805	0.0479
7	0.7238	0.0433
8	0.7635	0.0397
9	0.8003	0.0368
10	0.8348	0.0344
11	0.8672	0.0324
12	0.8979	0.0307
13	0.9378	0.0399

14	0.9763	0.0385
15	1.0135	0.0372
16	1.0497	0.0361
17	1.0848	0.0351
18	1.1189	0.0342
19	1.1523	0.0333
20	1.1848	0.0325
21	1.2166	0.0318
22	1.2477	0.0311
23	1.2782	0.0305
24	1.3080	0.0299
25	1.3373	0.0293
26	1.3661	0.0288
27	1.3944	0.0283
28	1.4222	0.0278
29	1.4495	0.0273
30	1.4764	0.0269
31	1.5029	0.0265
32	1.5290	0.0261
33	1.5548	0.0258
34	1.5802	0.0254
35	1.6053	0.0251
36	1.6300	0.0247
37	1.6517	0.0218
38	1.6732	0.0215
39	1.6944	0.0212
40	1.7153	0.0209
41	1.7359	0.0206
42	1.7563	0.0204
43	1.7764	0.0201
44	1.7963	0.0199
45	1.8159	0.0197
46	1.8354	0.0194
47	1.8546	0.0192
48	1.8736	0.0190
49	1.8924	0.0188
50	1.9110	0.0186
51	1.9294	0.0184
52	1.9476	0.0182
53	1.9657	0.0180
54	1.9835	0.0179
55	2.0012	0.0177
56	2.0188	0.0175
57	2.0361	0.0174
58	2.0534	0.0172
59	2.0704	0.0171
60	2.0873	0.0169
61	2.1041	0.0168

62	2.1208	0.0166
63	2.1372	0.0165
64	2.1536	0.0164
65	2.1698	0.0162
66	2.1859	0.0161
67	2.2019	0.0160
68	2.2178	0.0159
69	2.2335	0.0157
70	2.2491	0.0156
71	2.2646	0.0155
72	2.2800	0.0154
73	2.2928	0.0128
74	2.3056	0.0127
75	2.3182	0.0126
76	2.3308	0.0125
77	2.3432	0.0124
78	2.3555	0.0123
79	2.3678	0.0123
80	2.3800	0.0122
81	2.3920	0.0121
82	2.4040	0.0120
83	2.4159	0.0119
84	2.4277	0.0118
85	2.4395	0.0117
86	2.4511	0.0116
87	2.4627	0.0116
88	2.4742	0.0115
89	2.4856	0.0114
90	2.4969	0.0113
91	2.5082	0.0113
92	2.5194	0.0112
93	2.5305	0.0111
94	2.5415	0.0110
95	2.5525	0.0110
96	2.5634	0.0109
97	2.5743	0.0108
98	2.5850	0.0108
99	2.5957	0.0107
100	2.6064	0.0106
101	2.6170	0.0106
102	2.6275	0.0105
103	2.6380	0.0105
104	2.6484	0.0104
105	2.6587	0.0103
106	2.6690	0.0103
107	2.6792	0.0102
108	2.6894	0.0102
109	2.6995	0.0101

110	2.7096	0.0101
111	2.7196	0.0100
112	2.7295	0.0100
113	2.7394	0.0099
114	2.7493	0.0098
115	2.7591	0.0098
116	2.7688	0.0097
117	2.7785	0.0097
118	2.7881	0.0096
119	2.7977	0.0096
120	2.8073	0.0096
121	2.8168	0.0095
122	2.8263	0.0095
123	2.8357	0.0094
124	2.8450	0.0094
125	2.8544	0.0093
126	2.8636	0.0093
127	2.8729	0.0092
128	2.8821	0.0092
129	2.8912	0.0091
130	2.9003	0.0091
131	2.9094	0.0091
132	2.9184	0.0090
133	2.9274	0.0090
134	2.9363	0.0089
135	2.9452	0.0089
136	2.9541	0.0089
137	2.9629	0.0088
138	2.9717	0.0088
139	2.9805	0.0088
140	2.9892	0.0087
141	2.9979	0.0087
142	3.0065	0.0086
143	3.0151	0.0086
144	3.0237	0.0086
145	3.0322	0.0085
146	3.0407	0.0085
147	3.0492	0.0085
148	3.0576	0.0084
149	3.0660	0.0084
150	3.0744	0.0084
151	3.0827	0.0083
152	3.0910	0.0083
153	3.0993	0.0083
154	3.1075	0.0082
155	3.1157	0.0082
156	3.1239	0.0082
157	3.1320	0.0081

DA12ExSyn10yr24013

158	3.1401	0.0081
159	3.1482	0.0081
160	3.1563	0.0080
161	3.1643	0.0080
162	3.1723	0.0080
163	3.1802	0.0080
164	3.1882	0.0079
165	3.1961	0.0079
166	3.2040	0.0079
167	3.2118	0.0078
168	3.2196	0.0078
169	3.2274	0.0078
170	3.2352	0.0078
171	3.2429	0.0077
172	3.2506	0.0077
173	3.2583	0.0077
174	3.2660	0.0077
175	3.2736	0.0076
176	3.2812	0.0076
177	3.2888	0.0076
178	3.2963	0.0076
179	3.3039	0.0075
180	3.3114	0.0075
181	3.3189	0.0075
182	3.3263	0.0075
183	3.3337	0.0074
184	3.3411	0.0074
185	3.3485	0.0074
186	3.3559	0.0074
187	3.3632	0.0073
188	3.3705	0.0073
189	3.3778	0.0073
190	3.3851	0.0073
191	3.3923	0.0072
192	3.3996	0.0072
193	3.4068	0.0072
194	3.4139	0.0072
195	3.4211	0.0072
196	3.4282	0.0071
197	3.4354	0.0071
198	3.4424	0.0071
199	3.4495	0.0071
200	3.4566	0.0070
201	3.4636	0.0070
202	3.4706	0.0070
203	3.4776	0.0070
204	3.4846	0.0070
205	3.4915	0.0069

206	3.4984	0.0069
207	3.5053	0.0069
208	3.5122	0.0069
209	3.5191	0.0069
210	3.5259	0.0068
211	3.5328	0.0068
212	3.5396	0.0068
213	3.5464	0.0068
214	3.5531	0.0068
215	3.5599	0.0068
216	3.5666	0.0067
217	3.5733	0.0067
218	3.5800	0.0067
219	3.5867	0.0067
220	3.5934	0.0067
221	3.6000	0.0066
222	3.6066	0.0066
223	3.6133	0.0066
224	3.6198	0.0066
225	3.6264	0.0066
226	3.6330	0.0066
227	3.6395	0.0065
228	3.6460	0.0065
229	3.6525	0.0065
230	3.6590	0.0065
231	3.6655	0.0065
232	3.6720	0.0065
233	3.6784	0.0064
234	3.6848	0.0064
235	3.6912	0.0064
236	3.6976	0.0064
237	3.7040	0.0064
238	3.7103	0.0064
239	3.7167	0.0063
240	3.7230	0.0063
241	3.7293	0.0063
242	3.7356	0.0063
243	3.7419	0.0063
244	3.7482	0.0063
245	3.7544	0.0062
246	3.7606	0.0062
247	3.7669	0.0062
248	3.7731	0.0062
249	3.7792	0.0062
250	3.7854	0.0062
251	3.7916	0.0062
252	3.7977	0.0061
253	3.8039	0.0061

254	3.8100	0.0061
255	3.8161	0.0061
256	3.8222	0.0061
257	3.8282	0.0061
258	3.8343	0.0061
259	3.8403	0.0060
260	3.8464	0.0060
261	3.8524	0.0060
262	3.8584	0.0060
263	3.8644	0.0060
264	3.8704	0.0060
265	3.8763	0.0060
266	3.8823	0.0060
267	3.8882	0.0059
268	3.8941	0.0059
269	3.9001	0.0059
270	3.9060	0.0059
271	3.9118	0.0059
272	3.9177	0.0059
273	3.9236	0.0059
274	3.9294	0.0058
275	3.9353	0.0058
276	3.9411	0.0058
277	3.9469	0.0058
278	3.9527	0.0058
279	3.9585	0.0058
280	3.9642	0.0058
281	3.9700	0.0058
282	3.9758	0.0057
283	3.9815	0.0057
284	3.9872	0.0057
285	3.9929	0.0057
286	3.9986	0.0057
287	4.0043	0.0057
288	4.0100	0.0057

Unit Period (number)	Unit Rainfall (In)	Unit Soil-Loss (In)	Effective Rainfall (In)
1	0.0057	0.0020	0.0037
2	0.0057	0.0020	0.0037
3	0.0057	0.0020	0.0037
4	0.0057	0.0020	0.0037
5	0.0057	0.0020	0.0038
6	0.0058	0.0020	0.0038
7	0.0058	0.0020	0.0038
8	0.0058	0.0020	0.0038

9	0.0058	0.0020	0.0038
10	0.0058	0.0020	0.0038
11	0.0059	0.0020	0.0038
12	0.0059	0.0020	0.0038
13	0.0059	0.0020	0.0039
14	0.0059	0.0020	0.0039
15	0.0059	0.0021	0.0039
16	0.0060	0.0021	0.0039
17	0.0060	0.0021	0.0039
18	0.0060	0.0021	0.0039
19	0.0060	0.0021	0.0039
20	0.0060	0.0021	0.0039
21	0.0061	0.0021	0.0040
22	0.0061	0.0021	0.0040
23	0.0061	0.0021	0.0040
24	0.0061	0.0021	0.0040
25	0.0061	0.0021	0.0040
26	0.0062	0.0021	0.0040
27	0.0062	0.0021	0.0041
28	0.0062	0.0021	0.0041
29	0.0062	0.0022	0.0041
30	0.0062	0.0022	0.0041
31	0.0063	0.0022	0.0041
32	0.0063	0.0022	0.0041
33	0.0063	0.0022	0.0041
34	0.0063	0.0022	0.0042
35	0.0064	0.0022	0.0042
36	0.0064	0.0022	0.0042
37	0.0064	0.0022	0.0042
38	0.0064	0.0022	0.0042
39	0.0065	0.0022	0.0042
40	0.0065	0.0022	0.0042
41	0.0065	0.0023	0.0043
42	0.0065	0.0023	0.0043
43	0.0066	0.0023	0.0043
44	0.0066	0.0023	0.0043
45	0.0066	0.0023	0.0043
46	0.0066	0.0023	0.0043
47	0.0067	0.0023	0.0044
48	0.0067	0.0023	0.0044
49	0.0067	0.0023	0.0044
50	0.0068	0.0023	0.0044
51	0.0068	0.0023	0.0044
52	0.0068	0.0024	0.0045
53	0.0068	0.0024	0.0045
54	0.0069	0.0024	0.0045
55	0.0069	0.0024	0.0045
56	0.0069	0.0024	0.0045

57	0.0070	0.0024	0.0046
58	0.0070	0.0024	0.0046
59	0.0070	0.0024	0.0046
60	0.0070	0.0024	0.0046
61	0.0071	0.0024	0.0046
62	0.0071	0.0025	0.0047
63	0.0072	0.0025	0.0047
64	0.0072	0.0025	0.0047
65	0.0072	0.0025	0.0047
66	0.0072	0.0025	0.0047
67	0.0073	0.0025	0.0048
68	0.0073	0.0025	0.0048
69	0.0074	0.0025	0.0048
70	0.0074	0.0026	0.0048
71	0.0074	0.0026	0.0049
72	0.0075	0.0026	0.0049
73	0.0075	0.0026	0.0049
74	0.0075	0.0026	0.0049
75	0.0076	0.0026	0.0050
76	0.0076	0.0026	0.0050
77	0.0077	0.0026	0.0050
78	0.0077	0.0027	0.0050
79	0.0077	0.0027	0.0051
80	0.0078	0.0027	0.0051
81	0.0078	0.0027	0.0051
82	0.0078	0.0027	0.0051
83	0.0079	0.0027	0.0052
84	0.0079	0.0027	0.0052
85	0.0080	0.0028	0.0052
86	0.0080	0.0028	0.0052
87	0.0081	0.0028	0.0053
88	0.0081	0.0028	0.0053
89	0.0082	0.0028	0.0053
90	0.0082	0.0028	0.0054
91	0.0083	0.0029	0.0054
92	0.0083	0.0029	0.0054
93	0.0084	0.0029	0.0055
94	0.0084	0.0029	0.0055
95	0.0085	0.0029	0.0055
96	0.0085	0.0029	0.0056
97	0.0086	0.0030	0.0056
98	0.0086	0.0030	0.0056
99	0.0087	0.0030	0.0057
100	0.0087	0.0030	0.0057
101	0.0088	0.0030	0.0058
102	0.0088	0.0030	0.0058
103	0.0089	0.0031	0.0058
104	0.0089	0.0031	0.0059

105	0.0090	0.0031	0.0059
106	0.0091	0.0031	0.0059
107	0.0091	0.0032	0.0060
108	0.0092	0.0032	0.0060
109	0.0093	0.0032	0.0061
110	0.0093	0.0032	0.0061
111	0.0094	0.0033	0.0062
112	0.0095	0.0033	0.0062
113	0.0096	0.0033	0.0063
114	0.0096	0.0033	0.0063
115	0.0097	0.0033	0.0063
116	0.0097	0.0034	0.0064
117	0.0098	0.0034	0.0064
118	0.0099	0.0034	0.0065
119	0.0100	0.0035	0.0065
120	0.0101	0.0035	0.0066
121	0.0102	0.0035	0.0067
122	0.0102	0.0035	0.0067
123	0.0103	0.0036	0.0068
124	0.0104	0.0036	0.0068
125	0.0105	0.0036	0.0069
126	0.0106	0.0037	0.0069
127	0.0107	0.0037	0.0070
128	0.0108	0.0037	0.0071
129	0.0109	0.0038	0.0071
130	0.0110	0.0038	0.0072
131	0.0111	0.0038	0.0073
132	0.0112	0.0039	0.0073
133	0.0113	0.0039	0.0074
134	0.0114	0.0039	0.0075
135	0.0116	0.0040	0.0076
136	0.0116	0.0040	0.0076
137	0.0118	0.0041	0.0077
138	0.0119	0.0041	0.0078
139	0.0121	0.0042	0.0079
140	0.0122	0.0042	0.0080
141	0.0123	0.0043	0.0081
142	0.0124	0.0043	0.0081
143	0.0126	0.0044	0.0083
144	0.0127	0.0044	0.0083
145	0.0154	0.0053	0.0101
146	0.0155	0.0054	0.0101
147	0.0157	0.0054	0.0103
148	0.0159	0.0055	0.0104
149	0.0161	0.0056	0.0105
150	0.0162	0.0056	0.0106
151	0.0165	0.0057	0.0108
152	0.0166	0.0057	0.0109

153	0.0169	0.0058	0.0111
154	0.0171	0.0059	0.0112
155	0.0174	0.0060	0.0114
156	0.0175	0.0061	0.0115
157	0.0179	0.0062	0.0117
158	0.0180	0.0062	0.0118
159	0.0184	0.0064	0.0121
160	0.0186	0.0064	0.0122
161	0.0190	0.0066	0.0124
162	0.0192	0.0066	0.0126
163	0.0197	0.0068	0.0129
164	0.0199	0.0069	0.0130
165	0.0204	0.0070	0.0133
166	0.0206	0.0071	0.0135
167	0.0212	0.0073	0.0139
168	0.0215	0.0074	0.0141
169	0.0247	0.0085	0.0162
170	0.0251	0.0087	0.0164
171	0.0258	0.0089	0.0169
172	0.0261	0.0090	0.0171
173	0.0269	0.0093	0.0176
174	0.0273	0.0094	0.0179
175	0.0283	0.0098	0.0185
176	0.0288	0.0099	0.0188
177	0.0299	0.0103	0.0196
178	0.0305	0.0105	0.0199
179	0.0318	0.0110	0.0208
180	0.0325	0.0112	0.0213
181	0.0342	0.0118	0.0224
182	0.0351	0.0121	0.0230
183	0.0372	0.0129	0.0244
184	0.0385	0.0133	0.0252
185	0.0307	0.0106	0.0201
186	0.0324	0.0112	0.0212
187	0.0368	0.0127	0.0241
188	0.0397	0.0137	0.0260
189	0.0479	0.0165	0.0313
190	0.0540	0.0187	0.0354
191	0.0772	0.0208	0.0564
192	0.1062	0.0208	0.0853
193	0.3323	0.0208	0.3115
194	0.0629	0.0208	0.0421
195	0.0433	0.0149	0.0283
196	0.0344	0.0119	0.0226
197	0.0399	0.0138	0.0261
198	0.0361	0.0125	0.0236
199	0.0333	0.0115	0.0218
200	0.0311	0.0107	0.0204

201	0.0293	0.0101	0.0192
202	0.0278	0.0096	0.0182
203	0.0265	0.0092	0.0174
204	0.0254	0.0088	0.0166
205	0.0218	0.0075	0.0142
206	0.0209	0.0072	0.0137
207	0.0201	0.0070	0.0132
208	0.0194	0.0067	0.0127
209	0.0188	0.0065	0.0123
210	0.0182	0.0063	0.0119
211	0.0177	0.0061	0.0116
212	0.0172	0.0059	0.0113
213	0.0168	0.0058	0.0110
214	0.0164	0.0057	0.0107
215	0.0160	0.0055	0.0105
216	0.0156	0.0054	0.0102
217	0.0128	0.0044	0.0084
218	0.0125	0.0043	0.0082
219	0.0123	0.0042	0.0080
220	0.0120	0.0041	0.0078
221	0.0117	0.0041	0.0077
222	0.0115	0.0040	0.0075
223	0.0113	0.0039	0.0074
224	0.0110	0.0038	0.0072
225	0.0108	0.0037	0.0071
226	0.0106	0.0037	0.0070
227	0.0105	0.0036	0.0068
228	0.0103	0.0036	0.0067
229	0.0101	0.0035	0.0066
230	0.0100	0.0034	0.0065
231	0.0098	0.0034	0.0064
232	0.0096	0.0033	0.0063
233	0.0095	0.0033	0.0062
234	0.0094	0.0032	0.0061
235	0.0092	0.0032	0.0060
236	0.0091	0.0031	0.0060
237	0.0090	0.0031	0.0059
238	0.0089	0.0031	0.0058
239	0.0088	0.0030	0.0057
240	0.0086	0.0030	0.0057
241	0.0085	0.0029	0.0056
242	0.0084	0.0029	0.0055
243	0.0083	0.0029	0.0055
244	0.0082	0.0028	0.0054
245	0.0081	0.0028	0.0053
246	0.0080	0.0028	0.0053
247	0.0080	0.0027	0.0052
248	0.0079	0.0027	0.0052

249	0.0078	0.0027	0.0051
250	0.0077	0.0027	0.0050
251	0.0076	0.0026	0.0050
252	0.0076	0.0026	0.0049
253	0.0075	0.0026	0.0049
254	0.0074	0.0026	0.0048
255	0.0073	0.0025	0.0048
256	0.0073	0.0025	0.0048
257	0.0072	0.0025	0.0047
258	0.0071	0.0025	0.0047
259	0.0071	0.0024	0.0046
260	0.0070	0.0024	0.0046
261	0.0069	0.0024	0.0045
262	0.0069	0.0024	0.0045
263	0.0068	0.0024	0.0045
264	0.0068	0.0023	0.0044
265	0.0067	0.0023	0.0044
266	0.0067	0.0023	0.0044
267	0.0066	0.0023	0.0043
268	0.0066	0.0023	0.0043
269	0.0065	0.0022	0.0043
270	0.0065	0.0022	0.0042
271	0.0064	0.0022	0.0042
272	0.0064	0.0022	0.0042
273	0.0063	0.0022	0.0041
274	0.0063	0.0022	0.0041
275	0.0062	0.0021	0.0041
276	0.0062	0.0021	0.0040
277	0.0061	0.0021	0.0040
278	0.0061	0.0021	0.0040
279	0.0060	0.0021	0.0040
280	0.0060	0.0021	0.0039
281	0.0060	0.0021	0.0039
282	0.0059	0.0020	0.0039
283	0.0059	0.0020	0.0039
284	0.0058	0.0020	0.0038
285	0.0058	0.0020	0.0038
286	0.0058	0.0020	0.0038
287	0.0057	0.0020	0.0038
288	0.0057	0.0020	0.0037

Total soil rain loss = 1.27(In)
Total effective rainfall = 2.74(In)
Peak flow rate in flood hydrograph = 2.69(CFS)

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24 - H O U R S T O R M

DA12ExSyn10yr24013

R u n o f f H y d r o g r a p h

Hydrograph in 5 Minute intervals ((CFS))

Time(h+m)	Volume Ac.Ft	Q(CFS)	0	2.5	5.0	7.5	10.0
0+ 5	0.0000	0.00	Q				
0+10	0.0001	0.02	Q				
0+15	0.0004	0.04	Q				
0+20	0.0008	0.06	Q				
0+25	0.0013	0.06	Q				
0+30	0.0017	0.07	Q				
0+35	0.0022	0.07	Q				
0+40	0.0027	0.08	Q				
0+45	0.0033	0.08	Q				
0+50	0.0038	0.08	Q				
0+55	0.0044	0.08	Q				
1+ 0	0.0050	0.08	Q				
1+ 5	0.0055	0.08	Q				
1+10	0.0061	0.09	Q				
1+15	0.0067	0.09	Q				
1+20	0.0073	0.09	Q				
1+25	0.0079	0.09	Q				
1+30	0.0085	0.09	Q				
1+35	0.0091	0.09	Q				
1+40	0.0098	0.09	Q				
1+45	0.0104	0.09	Q				
1+50	0.0110	0.09	QV				
1+55	0.0116	0.09	QV				
2+ 0	0.0123	0.09	QV				
2+ 5	0.0129	0.09	QV				
2+10	0.0135	0.09	QV				
2+15	0.0141	0.09	QV				
2+20	0.0148	0.09	QV				
2+25	0.0154	0.09	QV				
2+30	0.0161	0.09	QV				
2+35	0.0167	0.09	QV				
2+40	0.0173	0.09	QV				
2+45	0.0180	0.09	QV				
2+50	0.0186	0.09	QV				
2+55	0.0193	0.09	QV				
3+ 0	0.0199	0.09	QV				
3+ 5	0.0206	0.10	QV				
3+10	0.0213	0.10	QV				
3+15	0.0219	0.10	Q V				
3+20	0.0226	0.10	Q V				
3+25	0.0232	0.10	Q V				

3+30	0.0239	0.10	Q V	|	|	|	|
3+35	0.0246	0.10	Q V	|	|	|	|
3+40	0.0253	0.10	Q V	|	|	|	|
3+45	0.0259	0.10	Q V	|	|	|	|
3+50	0.0266	0.10	Q V	|	|	|	|
3+55	0.0273	0.10	Q V	|	|	|	|
4+ 0	0.0280	0.10	Q V	|	|	|	|
4+ 5	0.0287	0.10	Q V	|	|	|	|
4+10	0.0294	0.10	Q V	|	|	|	|
4+15	0.0301	0.10	Q V	|	|	|	|
4+20	0.0308	0.10	Q V	|	|	|	|
4+25	0.0315	0.10	Q V	|	|	|	|
4+30	0.0322	0.10	Q V	|	|	|	|
4+35	0.0329	0.10	Q V	|	|	|	|
4+40	0.0336	0.10	Q V	|	|	|	|
4+45	0.0343	0.10	Q V	|	|	|	|
4+50	0.0350	0.10	Q V	|	|	|	|
4+55	0.0357	0.10	Q V	|	|	|	|
5+ 0	0.0364	0.10	Q V	|	|	|	|
5+ 5	0.0371	0.10	Q V	|	|	|	|
5+10	0.0379	0.11	Q V	|	|	|	|
5+15	0.0386	0.11	Q V	|	|	|	|
5+20	0.0393	0.11	Q V	|	|	|	|
5+25	0.0401	0.11	Q V	|	|	|	|
5+30	0.0408	0.11	Q V	|	|	|	|
5+35	0.0416	0.11	Q V	|	|	|	|
5+40	0.0423	0.11	Q V	|	|	|	|
5+45	0.0430	0.11	Q V	|	|	|	|
5+50	0.0438	0.11	Q V	|	|	|	|
5+55	0.0446	0.11	Q V	|	|	|	|
6+ 0	0.0453	0.11	Q V	|	|	|	|
6+ 5	0.0461	0.11	Q V	|	|	|	|
6+10	0.0468	0.11	Q V	|	|	|	|
6+15	0.0476	0.11	Q V	|	|	|	|
6+20	0.0484	0.11	Q V	|	|	|	|
6+25	0.0492	0.11	Q V	|	|	|	|
6+30	0.0500	0.11	Q V	|	|	|	|
6+35	0.0507	0.11	Q V	|	|	|	|
6+40	0.0515	0.11	Q V	|	|	|	|
6+45	0.0523	0.12	Q V	|	|	|	|
6+50	0.0531	0.12	Q V	|	|	|	|
6+55	0.0539	0.12	Q V	|	|	|	|
7+ 0	0.0547	0.12	Q V	|	|	|	|
7+ 5	0.0555	0.12	Q V	|	|	|	|
7+10	0.0564	0.12	Q V	|	|	|	|
7+15	0.0572	0.12	Q V	|	|	|	|
7+20	0.0580	0.12	Q V	|	|	|	|
7+25	0.0588	0.12	Q V	|	|	|	|

7+30	0.0597	0.12	Q	V	|	|	|	|
7+35	0.0605	0.12	Q	V	|	|	|	|
7+40	0.0614	0.12	Q	V	|	|	|	|
7+45	0.0622	0.12	Q	V	|	|	|	|
7+50	0.0631	0.12	Q	V	|	|	|	|
7+55	0.0639	0.12	Q	V	|	|	|	|
8+ 0	0.0648	0.13	Q	V	|	|	|	|
8+ 5	0.0656	0.13	Q	V	|	|	|	|
8+10	0.0665	0.13	Q	V	|	|	|	|
8+15	0.0674	0.13	Q	V	|	|	|	|
8+20	0.0683	0.13	Q	V	|	|	|	|
8+25	0.0692	0.13	Q	V	|	|	|	|
8+30	0.0701	0.13	Q	V	|	|	|	|
8+35	0.0710	0.13	Q	V	|	|	|	|
8+40	0.0719	0.13	Q	V	|	|	|	|
8+45	0.0728	0.13	Q	V	|	|	|	|
8+50	0.0737	0.13	Q	V	|	|	|	|
8+55	0.0746	0.13	Q	V	|	|	|	|
9+ 0	0.0756	0.14	Q	V	|	|	|	|
9+ 5	0.0765	0.14	Q	V	|	|	|	|
9+10	0.0774	0.14	Q	V	|	|	|	|
9+15	0.0784	0.14	Q	V	|	|	|	|
9+20	0.0793	0.14	Q	V	|	|	|	|
9+25	0.0803	0.14	Q	V	|	|	|	|
9+30	0.0813	0.14	Q	V	|	|	|	|
9+35	0.0823	0.14	Q	V	|	|	|	|
9+40	0.0832	0.14	Q	V	|	|	|	|
9+45	0.0842	0.14	Q	V	|	|	|	|
9+50	0.0852	0.15	Q	V	|	|	|	|
9+55	0.0862	0.15	Q	V	|	|	|	|
10+ 0	0.0872	0.15	Q	V	|	|	|	|
10+ 5	0.0883	0.15	Q	V	|	|	|	|
10+10	0.0893	0.15	Q	V	|	|	|	|
10+15	0.0903	0.15	Q	V	|	|	|	|
10+20	0.0914	0.15	Q	V	|	|	|	|
10+25	0.0924	0.15	Q	V	|	|	|	|
10+30	0.0935	0.15	Q	V	|	|	|	|
10+35	0.0946	0.16	Q	V	|	|	|	|
10+40	0.0957	0.16	Q	V	|	|	|	|
10+45	0.0968	0.16	Q	V	|	|	|	|
10+50	0.0979	0.16	Q	V	|	|	|	|
10+55	0.0990	0.16	Q	V	|	|	|	|
11+ 0	0.1001	0.16	Q	V	|	|	|	|
11+ 5	0.1012	0.16	Q	V	|	|	|	|
11+10	0.1024	0.17	Q	V	|	|	|	|
11+15	0.1035	0.17	Q	V	|	|	|	|
11+20	0.1047	0.17	Q	V	|	|	|	|
11+25	0.1059	0.17	Q	V	|	|	|	|

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11+30	0.1071	0.17	Q	V|	|	|	|
11+35	0.1083	0.17	Q	V|	|	|	|
11+40	0.1095	0.18	Q	V	|	|	|
11+45	0.1107	0.18	Q	V	|	|	|
11+50	0.1119	0.18	Q	V	|	|	|
11+55	0.1132	0.18	Q	V	|	|	|
12+ 0	0.1145	0.18	Q	V	|	|	|
12+ 5	0.1158	0.19	Q	V	|	|	|
12+10	0.1171	0.20	Q	V	|	|	|
12+15	0.1185	0.21	Q	V	|	|	|
12+20	0.1200	0.22	Q	|V	|	|	|
12+25	0.1216	0.22	Q	|V	|	|	|
12+30	0.1231	0.23	Q	|V	|	|	|
12+35	0.1247	0.23	Q	|V	|	|	|
12+40	0.1264	0.24	Q	|V	|	|	|
12+45	0.1280	0.24	Q	|V	|	|	|
12+50	0.1297	0.24	Q	|V	|	|	|
12+55	0.1314	0.25	Q	| V	|	|	|
13+ 0	0.1331	0.25	|Q	| V	|	|	|
13+ 5	0.1349	0.25	|Q	| V	|	|	|
13+10	0.1366	0.26	|Q	| V	|	|	|
13+15	0.1384	0.26	|Q	| V	|	|	|
13+20	0.1403	0.27	|Q	| V	|	|	|
13+25	0.1421	0.27	|Q	| V	|	|	|
13+30	0.1440	0.27	|Q	| V	|	|	|
13+35	0.1459	0.28	|Q	| V	|	|	|
13+40	0.1479	0.28	|Q	| V	|	|	|
13+45	0.1498	0.29	|Q	| V	|	|	|
13+50	0.1519	0.29	|Q	| V	|	|	|
13+55	0.1539	0.30	|Q	| V	|	|	|
14+ 0	0.1560	0.30	|Q	| V	|	|	|
14+ 5	0.1581	0.31	|Q	| V	|	|	|
14+10	0.1603	0.32	|Q	| V	|	|	|
14+15	0.1627	0.34	|Q	| V	|	|	|
14+20	0.1651	0.35	|Q	| V	|	|	|
14+25	0.1676	0.36	|Q	| V	|	|	|
14+30	0.1702	0.37	|Q	| V	|	|	|
14+35	0.1729	0.38	|Q	| V	|	|	|
14+40	0.1756	0.39	|Q	| V	|	|	|
14+45	0.1784	0.40	|Q	| V	|	|	|
14+50	0.1812	0.42	|Q	| V	|	|	|
14+55	0.1842	0.43	|Q	| V	|	|	|
15+ 0	0.1872	0.44	|Q	| V	|	|	|
15+ 5	0.1903	0.45	|Q	| V	|	|	|
15+10	0.1936	0.47	|Q	| V	|	|	|
15+15	0.1969	0.49	|Q	| V	|	|	|
15+20	0.2004	0.50	| Q	| V	|	|	|
15+25	0.2040	0.52	| Q	| V	|	|	|

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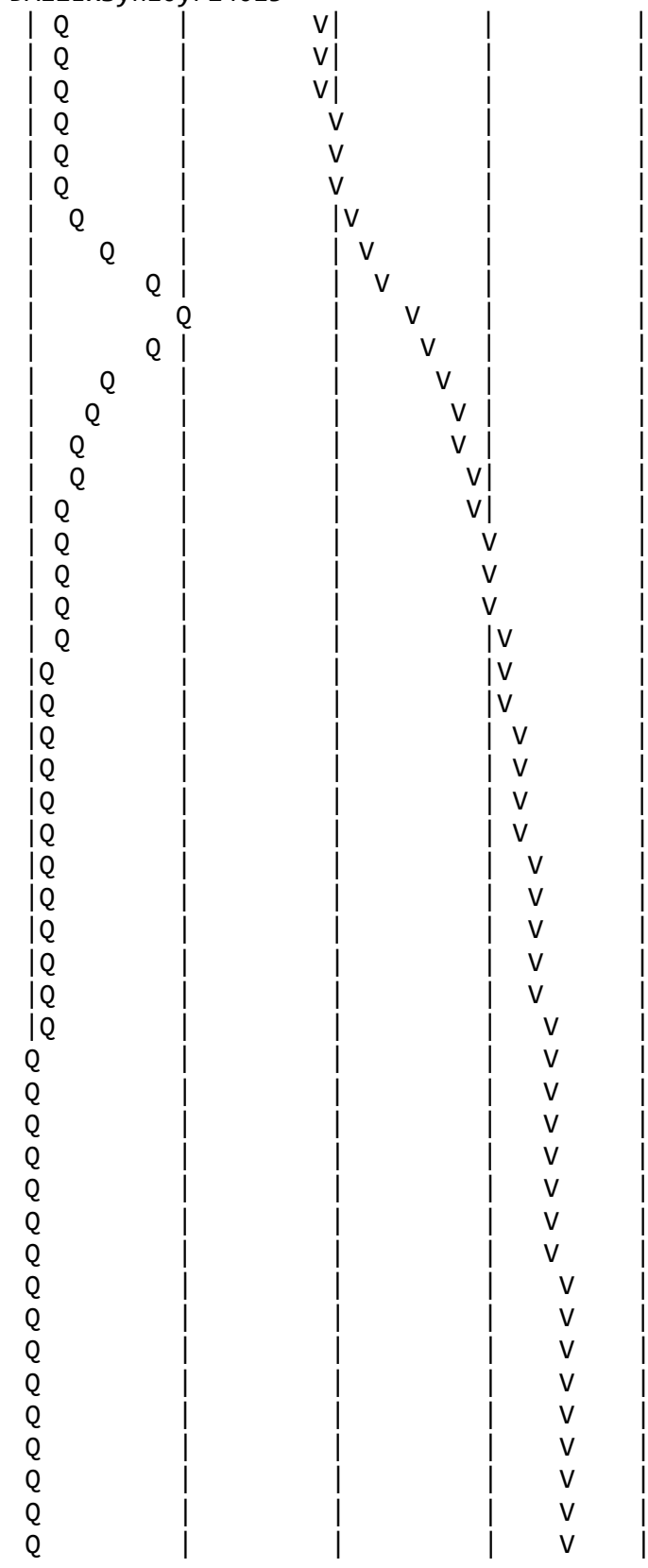
15+30	0.2075	0.52	
15+35	0.2110	0.50	
15+40	0.2145	0.51	
15+45	0.2182	0.54	
15+50	0.2222	0.58	
15+55	0.2268	0.67	
16+ 0	0.2325	0.83	
16+ 5	0.2416	1.32	
16+10	0.2569	2.23	
16+15	0.2755	2.69	
16+20	0.2896	2.05	
16+25	0.2990	1.36	
16+30	0.3063	1.06	
16+35	0.3127	0.93	
16+40	0.3184	0.83	
16+45	0.3235	0.75	
16+50	0.3282	0.68	
16+55	0.3325	0.62	
17+ 0	0.3365	0.57	
17+ 5	0.3402	0.54	
17+10	0.3436	0.50	
17+15	0.3468	0.46	
17+20	0.3497	0.42	
17+25	0.3524	0.39	
17+30	0.3549	0.37	
17+35	0.3574	0.35	
17+40	0.3597	0.33	
17+45	0.3618	0.31	
17+50	0.3638	0.28	
17+55	0.3656	0.27	
18+ 0	0.3675	0.27	
18+ 5	0.3693	0.26	
18+10	0.3709	0.24	
18+15	0.3725	0.23	
18+20	0.3740	0.21	
18+25	0.3754	0.21	
18+30	0.3768	0.20	
18+35	0.3781	0.19	
18+40	0.3794	0.19	
18+45	0.3806	0.18	
18+50	0.3818	0.18	
18+55	0.3830	0.17	
19+ 0	0.3842	0.17	
19+ 5	0.3853	0.17	
19+10	0.3865	0.16	
19+15	0.3876	0.16	
19+20	0.3886	0.16	
19+25	0.3897	0.15	

19+30	0.3907	0.15	Q	|	|	|	V |
19+35	0.3917	0.15	Q	|	|	|	V |
19+40	0.3927	0.15	Q	|	|	|	V |
19+45	0.3937	0.14	Q	|	|	|	V |
19+50	0.3947	0.14	Q	|	|	|	V |
19+55	0.3957	0.14	Q	|	|	|	V |
20+ 0	0.3966	0.14	Q	|	|	|	V |
20+ 5	0.3975	0.14	Q	|	|	|	V |
20+10	0.3985	0.13	Q	|	|	|	V |
20+15	0.3994	0.13	Q	|	|	|	V |
20+20	0.4003	0.13	Q	|	|	|	V |
20+25	0.4012	0.13	Q	|	|	|	V |
20+30	0.4020	0.13	Q	|	|	|	V |
20+35	0.4029	0.13	Q	|	|	|	V |
20+40	0.4038	0.12	Q	|	|	|	V |
20+45	0.4046	0.12	Q	|	|	|	V |
20+50	0.4054	0.12	Q	|	|	|	V |
20+55	0.4063	0.12	Q	|	|	|	V |
21+ 0	0.4071	0.12	Q	|	|	|	V |
21+ 5	0.4079	0.12	Q	|	|	|	V |
21+10	0.4087	0.12	Q	|	|	|	V |
21+15	0.4095	0.11	Q	|	|	|	V |
21+20	0.4103	0.11	Q	|	|	|	V |
21+25	0.4110	0.11	Q	|	|	|	V |
21+30	0.4118	0.11	Q	|	|	|	V |
21+35	0.4126	0.11	Q	|	|	|	V |
21+40	0.4133	0.11	Q	|	|	|	V |
21+45	0.4141	0.11	Q	|	|	|	V |
21+50	0.4148	0.11	Q	|	|	|	V |
21+55	0.4155	0.11	Q	|	|	|	V |
22+ 0	0.4163	0.11	Q	|	|	|	V |
22+ 5	0.4170	0.10	Q	|	|	|	V |
22+10	0.4177	0.10	Q	|	|	|	V |
22+15	0.4184	0.10	Q	|	|	|	V |
22+20	0.4191	0.10	Q	|	|	|	V |
22+25	0.4198	0.10	Q	|	|	|	V |
22+30	0.4205	0.10	Q	|	|	|	V |
22+35	0.4212	0.10	Q	|	|	|	V |
22+40	0.4219	0.10	Q	|	|	|	V |
22+45	0.4225	0.10	Q	|	|	|	V |
22+50	0.4232	0.10	Q	|	|	|	V |
22+55	0.4239	0.10	Q	|	|	|	V|
23+ 0	0.4245	0.10	Q	|	|	|	V|
23+ 5	0.4252	0.10	Q	|	|	|	V|
23+10	0.4258	0.09	Q	|	|	|	V|
23+15	0.4265	0.09	Q	|	|	|	V|
23+20	0.4271	0.09	Q	|	|	|	V|
23+25	0.4278	0.09	Q	|	|	|	V|

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23+30	0.4284	0.09	Q	|	|	|	V|
23+35	0.4290	0.09	Q	|	|	|	V|
23+40	0.4296	0.09	Q	|	|	|	V|
23+45	0.4303	0.09	Q	|	|	|	V|
23+50	0.4309	0.09	Q	|	|	|	V|
23+55	0.4315	0.09	Q	|	|	|	V|
24+ 0	0.4321	0.09	Q	|	|	|	V|
24+ 5	0.4327	0.08	Q	|	|	|	V|
24+10	0.4331	0.07	Q	|	|	|	V|
24+15	0.4335	0.05	Q	|	|	|	V|
24+20	0.4337	0.03	Q	|	|	|	V|
24+25	0.4338	0.02	Q	|	|	|	V|
24+30	0.4339	0.02	Q	|	|	|	V|
24+35	0.4340	0.01	Q	|	|	|	V|
24+40	0.4341	0.01	Q	|	|	|	V|
24+45	0.4342	0.01	Q	|	|	|	V|
24+50	0.4342	0.01	Q	|	|	|	V|
24+55	0.4343	0.01	Q	|	|	|	V|
25+ 0	0.4343	0.00	Q	|	|	|	V|
25+ 5	0.4343	0.00	Q	|	|	|	V|
25+10	0.4344	0.00	Q	|	|	|	V|
25+15	0.4344	0.00	Q	|	|	|	V|
25+20	0.4344	0.00	Q	|	|	|	V|
25+25	0.4344	0.00	Q	|	|	|	V|
25+30	0.4344	0.00	Q	|	|	|	V|
25+35	0.4344	0.00	Q	|	|	|	V|
25+40	0.4344	0.00	Q	|	|	|	V

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U n i t H y d r o g r a p h A n a l y s i s

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Study date 10/01/25

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San Bernardino County Synthetic Unit Hydrology Method
Manual date - August 1986

Program License Serial Number 6474

Commercial Development
Pre-developed DA1.2, 100-YR
SEC Riverside Drive and Ontario (Champion) Avenue,
Ontario CA 91761

Storm Event Year = 100

Antecedent Moisture Condition = 3

English (in-lb) Input Units Used

English Rainfall Data (Inches) Input Values Used

English Units used in output format

Area averaged rainfall intensity isohyetal data:

Sub-Area (Ac.)	Duration (hours)	Isohyetal (In)	
Rainfall data for year 100			
1.91	1	1.36	
Rainfall data for year 100			
1.91	6	3.36	
Rainfall data for year 100			

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1.91 24 6.02

++

******** Area-averaged max loss rate, Fm ********

SCS curve No.(AMCII)	SCS curve NO.(AMC 3)	Area (Ac.)	Area Fraction	Fp(Fig C6) (In/Hr)	Ap (dec.)	Fm (In/Hr)
86.0	97.2	1.91	1.000	0.055	0.943	0.052

Area-averaged adjusted loss rate Fm (In/Hr) = 0.052

********* Area-Averaged low loss rate fraction, Yb **********

Area (Ac.)	Area Fract	SCS CN (AMC2)	SCS CN (AMC3)	S	Pervious Yield Fr
1.80	0.943	86.0	97.2	0.29	0.945
0.11	0.057	98.0	98.0	0.20	0.960

Area-averaged catchment yield fraction, Y = 0.946
Area-averaged low loss fraction, Yb = 0.054
User entry of time of concentration = 0.268 (hours)

++

Watershed area = 1.91(Ac.)
Catchment Lag time = 0.215 hours
Unit interval = 5.000 minutes
Unit interval percentage of lag time = 38.8247
Hydrograph baseflow = 0.00(CFS)
Average maximum watershed loss rate(Fm) = 0.052(In/Hr)
Average low loss rate fraction (Yb) = 0.054 (decimal)
VALLEY UNDEVELOPED S-Graph Selected
Computed peak 5-minute rainfall = 0.503(In)
Computed peak 30-minute rainfall = 1.031(In)
Specified peak 1-hour rainfall = 1.360(In)
Computed peak 3-hour rainfall = 2.368(In)
Specified peak 6-hour rainfall = 3.360(In)
Specified peak 24-hour rainfall = 6.020(In)

Rainfall depth area reduction factors:
Using a total area of 1.91(Ac.) (Ref: fig. E-4)

5-minute factor = 1.000 Adjusted rainfall = 0.503(In)
30-minute factor = 1.000 Adjusted rainfall = 1.031(In)
1-hour factor = 1.000 Adjusted rainfall = 1.360(In)
3-hour factor = 1.000 Adjusted rainfall = 2.368(In)
6-hour factor = 1.000 Adjusted rainfall = 3.360(In)

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24-hour factor = 1.000 Adjusted rainfall = 6.020(In)

U n i t H y d r o g r a p h

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Interval Number	'S' Graph Mean values	Unit Hydrograph ((CFS))
	(K = 23.06 (CFS))	
1	4.166	0.961
2	21.135	3.913
3	47.205	6.013
4	65.226	4.156
5	74.103	2.047
6	79.596	1.267
7	83.663	0.938
8	86.846	0.734
9	89.301	0.566
10	91.329	0.468
11	92.924	0.368
12	94.181	0.290
13	95.357	0.271
14	96.331	0.225
15	97.131	0.185
16	97.809	0.156
17	98.363	0.128
18	98.794	0.099
19	99.183	0.090
20	99.571	0.090
21	100.000	0.045

Peak Unit Number	Adjusted mass rainfall (In)	Unit rainfall (In)
1	0.5033	0.5033
2	0.6641	0.1608
3	0.7810	0.1169
4	0.8763	0.0953
5	0.9581	0.0818
6	1.0306	0.0725
7	1.0961	0.0655
8	1.1563	0.0601
9	1.2121	0.0558
10	1.2642	0.0522
11	1.3134	0.0491
12	1.3599	0.0465
13	1.4160	0.0561
14	1.4699	0.0540

15	1.5220	0.0521
16	1.5724	0.0504
17	1.6213	0.0489
18	1.6688	0.0475
19	1.7150	0.0462
20	1.7600	0.0450
21	1.8038	0.0439
22	1.8467	0.0429
23	1.8886	0.0419
24	1.9296	0.0410
25	1.9698	0.0402
26	2.0092	0.0394
27	2.0479	0.0386
28	2.0858	0.0379
29	2.1231	0.0373
30	2.1597	0.0367
31	2.1958	0.0361
32	2.2313	0.0355
33	2.2662	0.0349
34	2.3006	0.0344
35	2.3345	0.0339
36	2.3680	0.0334
37	2.4010	0.0330
38	2.4335	0.0325
39	2.4656	0.0321
40	2.4973	0.0317
41	2.5287	0.0313
42	2.5596	0.0309
43	2.5902	0.0306
44	2.6204	0.0302
45	2.6503	0.0299
46	2.6799	0.0296
47	2.7091	0.0293
48	2.7381	0.0289
49	2.7667	0.0286
50	2.7951	0.0284
51	2.8232	0.0281
52	2.8510	0.0278
53	2.8785	0.0275
54	2.9058	0.0273
55	2.9329	0.0270
56	2.9597	0.0268
57	2.9862	0.0266
58	3.0125	0.0263
59	3.0387	0.0261
60	3.0645	0.0259
61	3.0902	0.0257
62	3.1157	0.0255

63	3.1410	0.0253
64	3.1660	0.0251
65	3.1909	0.0249
66	3.2156	0.0247
67	3.2401	0.0245
68	3.2644	0.0243
69	3.2886	0.0241
70	3.3125	0.0240
71	3.3363	0.0238
72	3.3600	0.0236
73	3.3795	0.0196
74	3.3989	0.0194
75	3.4182	0.0192
76	3.4373	0.0191
77	3.4562	0.0190
78	3.4750	0.0188
79	3.4937	0.0187
80	3.5122	0.0185
81	3.5306	0.0184
82	3.5489	0.0183
83	3.5671	0.0181
84	3.5851	0.0180
85	3.6030	0.0179
86	3.6207	0.0178
87	3.6384	0.0177
88	3.6559	0.0175
89	3.6733	0.0174
90	3.6906	0.0173
91	3.7078	0.0172
92	3.7249	0.0171
93	3.7419	0.0170
94	3.7588	0.0169
95	3.7755	0.0168
96	3.7922	0.0167
97	3.8088	0.0166
98	3.8252	0.0165
99	3.8416	0.0164
100	3.8579	0.0163
101	3.8741	0.0162
102	3.8902	0.0161
103	3.9062	0.0160
104	3.9221	0.0159
105	3.9379	0.0158
106	3.9536	0.0157
107	3.9693	0.0156
108	3.9848	0.0156
109	4.0003	0.0155
110	4.0157	0.0154

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111	4.0310	0.0153
112	4.0463	0.0152
113	4.0614	0.0152
114	4.0765	0.0151
115	4.0915	0.0150
116	4.1064	0.0149
117	4.1213	0.0149
118	4.1361	0.0148
119	4.1508	0.0147
120	4.1654	0.0146
121	4.1800	0.0146
122	4.1945	0.0145
123	4.2089	0.0144
124	4.2233	0.0144
125	4.2376	0.0143
126	4.2518	0.0142
127	4.2659	0.0142
128	4.2800	0.0141
129	4.2941	0.0140
130	4.3081	0.0140
131	4.3220	0.0139
132	4.3358	0.0138
133	4.3496	0.0138
134	4.3633	0.0137
135	4.3770	0.0137
136	4.3906	0.0136
137	4.4042	0.0136
138	4.4176	0.0135
139	4.4311	0.0134
140	4.4445	0.0134
141	4.4578	0.0133
142	4.4711	0.0133
143	4.4843	0.0132
144	4.4974	0.0132
145	4.5106	0.0131
146	4.5236	0.0131
147	4.5366	0.0130
148	4.5496	0.0130
149	4.5625	0.0129
150	4.5753	0.0129
151	4.5882	0.0128
152	4.6009	0.0128
153	4.6136	0.0127
154	4.6263	0.0127
155	4.6389	0.0126
156	4.6515	0.0126
157	4.6640	0.0125
158	4.6764	0.0125

159	4.6889	0.0124
160	4.7013	0.0124
161	4.7136	0.0123
162	4.7259	0.0123
163	4.7381	0.0122
164	4.7503	0.0122
165	4.7625	0.0122
166	4.7746	0.0121
167	4.7867	0.0121
168	4.7987	0.0120
169	4.8107	0.0120
170	4.8227	0.0120
171	4.8346	0.0119
172	4.8465	0.0119
173	4.8583	0.0118
174	4.8701	0.0118
175	4.8819	0.0118
176	4.8936	0.0117
177	4.9053	0.0117
178	4.9169	0.0116
179	4.9285	0.0116
180	4.9401	0.0116
181	4.9516	0.0115
182	4.9631	0.0115
183	4.9745	0.0115
184	4.9859	0.0114
185	4.9973	0.0114
186	5.0087	0.0113
187	5.0200	0.0113
188	5.0312	0.0113
189	5.0425	0.0112
190	5.0537	0.0112
191	5.0649	0.0112
192	5.0760	0.0111
193	5.0871	0.0111
194	5.0982	0.0111
195	5.1092	0.0110
196	5.1202	0.0110
197	5.1312	0.0110
198	5.1421	0.0109
199	5.1530	0.0109
200	5.1639	0.0109
201	5.1748	0.0108
202	5.1856	0.0108
203	5.1964	0.0108
204	5.2071	0.0108
205	5.2178	0.0107
206	5.2285	0.0107

207	5.2392	0.0107
208	5.2498	0.0106
209	5.2604	0.0106
210	5.2710	0.0106
211	5.2815	0.0105
212	5.2921	0.0105
213	5.3025	0.0105
214	5.3130	0.0105
215	5.3234	0.0104
216	5.3338	0.0104
217	5.3442	0.0104
218	5.3546	0.0103
219	5.3649	0.0103
220	5.3752	0.0103
221	5.3854	0.0103
222	5.3957	0.0102
223	5.4059	0.0102
224	5.4161	0.0102
225	5.4262	0.0102
226	5.4363	0.0101
227	5.4465	0.0101
228	5.4565	0.0101
229	5.4666	0.0101
230	5.4766	0.0100
231	5.4866	0.0100
232	5.4966	0.0100
233	5.5066	0.0100
234	5.5165	0.0099
235	5.5264	0.0099
236	5.5363	0.0099
237	5.5461	0.0099
238	5.5560	0.0098
239	5.5658	0.0098
240	5.5755	0.0098
241	5.5853	0.0098
242	5.5950	0.0097
243	5.6048	0.0097
244	5.6145	0.0097
245	5.6241	0.0097
246	5.6338	0.0096
247	5.6434	0.0096
248	5.6530	0.0096
249	5.6626	0.0096
250	5.6721	0.0096
251	5.6817	0.0095
252	5.6912	0.0095
253	5.7007	0.0095
254	5.7101	0.0095

255	5.7196	0.0094
256	5.7290	0.0094
257	5.7384	0.0094
258	5.7478	0.0094
259	5.7571	0.0094
260	5.7665	0.0093
261	5.7758	0.0093
262	5.7851	0.0093
263	5.7944	0.0093
264	5.8036	0.0093
265	5.8129	0.0092
266	5.8221	0.0092
267	5.8313	0.0092
268	5.8405	0.0092
269	5.8496	0.0092
270	5.8588	0.0091
271	5.8679	0.0091
272	5.8770	0.0091
273	5.8860	0.0091
274	5.8951	0.0091
275	5.9041	0.0090
276	5.9132	0.0090
277	5.9222	0.0090
278	5.9312	0.0090
279	5.9401	0.0090
280	5.9491	0.0089
281	5.9580	0.0089
282	5.9669	0.0089
283	5.9758	0.0089
284	5.9847	0.0089
285	5.9935	0.0089
286	6.0024	0.0088
287	6.0112	0.0088
288	6.0200	0.0088

Unit Period (number)	Unit Rainfall (In)	Unit Soil-Loss (In)	Effective Rainfall (In)
1	0.0088	0.0005	0.0083
2	0.0088	0.0005	0.0083
3	0.0089	0.0005	0.0084
4	0.0089	0.0005	0.0084
5	0.0089	0.0005	0.0084
6	0.0089	0.0005	0.0084
7	0.0090	0.0005	0.0085
8	0.0090	0.0005	0.0085
9	0.0090	0.0005	0.0085

10	0.0090	0.0005	0.0085
11	0.0091	0.0005	0.0086
12	0.0091	0.0005	0.0086
13	0.0091	0.0005	0.0086
14	0.0092	0.0005	0.0087
15	0.0092	0.0005	0.0087
16	0.0092	0.0005	0.0087
17	0.0093	0.0005	0.0088
18	0.0093	0.0005	0.0088
19	0.0093	0.0005	0.0088
20	0.0093	0.0005	0.0088
21	0.0094	0.0005	0.0089
22	0.0094	0.0005	0.0089
23	0.0094	0.0005	0.0089
24	0.0095	0.0005	0.0090
25	0.0095	0.0005	0.0090
26	0.0095	0.0005	0.0090
27	0.0096	0.0005	0.0091
28	0.0096	0.0005	0.0091
29	0.0096	0.0005	0.0091
30	0.0097	0.0005	0.0091
31	0.0097	0.0005	0.0092
32	0.0097	0.0005	0.0092
33	0.0098	0.0005	0.0093
34	0.0098	0.0005	0.0093
35	0.0099	0.0005	0.0093
36	0.0099	0.0005	0.0093
37	0.0099	0.0005	0.0094
38	0.0100	0.0005	0.0094
39	0.0100	0.0005	0.0095
40	0.0100	0.0005	0.0095
41	0.0101	0.0005	0.0095
42	0.0101	0.0005	0.0096
43	0.0102	0.0006	0.0096
44	0.0102	0.0006	0.0096
45	0.0102	0.0006	0.0097
46	0.0103	0.0006	0.0097
47	0.0103	0.0006	0.0098
48	0.0103	0.0006	0.0098
49	0.0104	0.0006	0.0098
50	0.0104	0.0006	0.0099
51	0.0105	0.0006	0.0099
52	0.0105	0.0006	0.0099
53	0.0106	0.0006	0.0100
54	0.0106	0.0006	0.0100
55	0.0107	0.0006	0.0101
56	0.0107	0.0006	0.0101
57	0.0108	0.0006	0.0102

58	0.0108	0.0006	0.0102
59	0.0108	0.0006	0.0103
60	0.0109	0.0006	0.0103
61	0.0109	0.0006	0.0103
62	0.0110	0.0006	0.0104
63	0.0110	0.0006	0.0104
64	0.0111	0.0006	0.0105
65	0.0111	0.0006	0.0105
66	0.0112	0.0006	0.0106
67	0.0112	0.0006	0.0106
68	0.0113	0.0006	0.0107
69	0.0113	0.0006	0.0107
70	0.0114	0.0006	0.0108
71	0.0115	0.0006	0.0108
72	0.0115	0.0006	0.0109
73	0.0116	0.0006	0.0109
74	0.0116	0.0006	0.0110
75	0.0117	0.0006	0.0110
76	0.0117	0.0006	0.0111
77	0.0118	0.0006	0.0112
78	0.0118	0.0006	0.0112
79	0.0119	0.0006	0.0113
80	0.0120	0.0006	0.0113
81	0.0120	0.0007	0.0114
82	0.0121	0.0007	0.0114
83	0.0122	0.0007	0.0115
84	0.0122	0.0007	0.0115
85	0.0123	0.0007	0.0116
86	0.0123	0.0007	0.0117
87	0.0124	0.0007	0.0118
88	0.0125	0.0007	0.0118
89	0.0126	0.0007	0.0119
90	0.0126	0.0007	0.0119
91	0.0127	0.0007	0.0120
92	0.0128	0.0007	0.0121
93	0.0129	0.0007	0.0122
94	0.0129	0.0007	0.0122
95	0.0130	0.0007	0.0123
96	0.0131	0.0007	0.0123
97	0.0132	0.0007	0.0124
98	0.0132	0.0007	0.0125
99	0.0133	0.0007	0.0126
100	0.0134	0.0007	0.0127
101	0.0135	0.0007	0.0128
102	0.0136	0.0007	0.0128
103	0.0137	0.0007	0.0129
104	0.0137	0.0007	0.0130
105	0.0138	0.0008	0.0131

106	0.0139	0.0008	0.0132
107	0.0140	0.0008	0.0133
108	0.0141	0.0008	0.0133
109	0.0142	0.0008	0.0135
110	0.0143	0.0008	0.0135
111	0.0144	0.0008	0.0136
112	0.0145	0.0008	0.0137
113	0.0146	0.0008	0.0138
114	0.0147	0.0008	0.0139
115	0.0149	0.0008	0.0140
116	0.0149	0.0008	0.0141
117	0.0151	0.0008	0.0143
118	0.0152	0.0008	0.0143
119	0.0153	0.0008	0.0145
120	0.0154	0.0008	0.0146
121	0.0156	0.0008	0.0147
122	0.0156	0.0009	0.0148
123	0.0158	0.0009	0.0150
124	0.0159	0.0009	0.0150
125	0.0161	0.0009	0.0152
126	0.0162	0.0009	0.0153
127	0.0164	0.0009	0.0155
128	0.0165	0.0009	0.0156
129	0.0167	0.0009	0.0158
130	0.0168	0.0009	0.0159
131	0.0170	0.0009	0.0161
132	0.0171	0.0009	0.0162
133	0.0173	0.0009	0.0164
134	0.0174	0.0009	0.0165
135	0.0177	0.0010	0.0167
136	0.0178	0.0010	0.0168
137	0.0180	0.0010	0.0170
138	0.0181	0.0010	0.0172
139	0.0184	0.0010	0.0174
140	0.0185	0.0010	0.0175
141	0.0188	0.0010	0.0178
142	0.0190	0.0010	0.0179
143	0.0192	0.0010	0.0182
144	0.0194	0.0011	0.0183
145	0.0236	0.0013	0.0224
146	0.0238	0.0013	0.0225
147	0.0241	0.0013	0.0228
148	0.0243	0.0013	0.0230
149	0.0247	0.0013	0.0233
150	0.0249	0.0014	0.0235
151	0.0253	0.0014	0.0239
152	0.0255	0.0014	0.0241
153	0.0259	0.0014	0.0245

154	0.0261	0.0014	0.0247
155	0.0266	0.0014	0.0251
156	0.0268	0.0015	0.0253
157	0.0273	0.0015	0.0258
158	0.0275	0.0015	0.0260
159	0.0281	0.0015	0.0266
160	0.0284	0.0015	0.0268
161	0.0289	0.0016	0.0274
162	0.0293	0.0016	0.0277
163	0.0299	0.0016	0.0283
164	0.0302	0.0016	0.0286
165	0.0309	0.0017	0.0293
166	0.0313	0.0017	0.0296
167	0.0321	0.0017	0.0304
168	0.0325	0.0018	0.0308
169	0.0334	0.0018	0.0316
170	0.0339	0.0018	0.0321
171	0.0349	0.0019	0.0330
172	0.0355	0.0019	0.0336
173	0.0367	0.0020	0.0347
174	0.0373	0.0020	0.0353
175	0.0386	0.0021	0.0366
176	0.0394	0.0021	0.0373
177	0.0410	0.0022	0.0388
178	0.0419	0.0023	0.0396
179	0.0439	0.0024	0.0415
180	0.0450	0.0024	0.0425
181	0.0475	0.0026	0.0449
182	0.0489	0.0027	0.0462
183	0.0521	0.0028	0.0493
184	0.0540	0.0029	0.0510
185	0.0465	0.0025	0.0440
186	0.0491	0.0027	0.0465
187	0.0558	0.0030	0.0527
188	0.0601	0.0033	0.0569
189	0.0725	0.0039	0.0685
190	0.0818	0.0044	0.0775
191	0.1169	0.0044	0.1126
192	0.1608	0.0044	0.1565
193	0.5033	0.0044	0.4989
194	0.0953	0.0044	0.0909
195	0.0655	0.0036	0.0620
196	0.0522	0.0028	0.0493
197	0.0561	0.0030	0.0530
198	0.0504	0.0027	0.0477
199	0.0462	0.0025	0.0437
200	0.0429	0.0023	0.0405
201	0.0402	0.0022	0.0380

202	0.0379	0.0021	0.0359
203	0.0361	0.0020	0.0341
204	0.0344	0.0019	0.0325
205	0.0330	0.0018	0.0312
206	0.0317	0.0017	0.0300
207	0.0306	0.0017	0.0289
208	0.0296	0.0016	0.0280
209	0.0286	0.0016	0.0271
210	0.0278	0.0015	0.0263
211	0.0270	0.0015	0.0256
212	0.0263	0.0014	0.0249
213	0.0257	0.0014	0.0243
214	0.0251	0.0014	0.0237
215	0.0245	0.0013	0.0232
216	0.0240	0.0013	0.0227
217	0.0196	0.0011	0.0185
218	0.0191	0.0010	0.0181
219	0.0187	0.0010	0.0177
220	0.0183	0.0010	0.0173
221	0.0179	0.0010	0.0169
222	0.0175	0.0010	0.0166
223	0.0172	0.0009	0.0163
224	0.0169	0.0009	0.0160
225	0.0166	0.0009	0.0157
226	0.0163	0.0009	0.0154
227	0.0160	0.0009	0.0151
228	0.0157	0.0009	0.0149
229	0.0155	0.0008	0.0146
230	0.0152	0.0008	0.0144
231	0.0150	0.0008	0.0142
232	0.0148	0.0008	0.0140
233	0.0146	0.0008	0.0138
234	0.0144	0.0008	0.0136
235	0.0142	0.0008	0.0134
236	0.0140	0.0008	0.0132
237	0.0138	0.0007	0.0130
238	0.0136	0.0007	0.0129
239	0.0134	0.0007	0.0127
240	0.0133	0.0007	0.0126
241	0.0131	0.0007	0.0124
242	0.0130	0.0007	0.0123
243	0.0128	0.0007	0.0121
244	0.0127	0.0007	0.0120
245	0.0125	0.0007	0.0118
246	0.0124	0.0007	0.0117
247	0.0122	0.0007	0.0116
248	0.0121	0.0007	0.0115
249	0.0120	0.0007	0.0113

250	0.0119	0.0006	0.0112
251	0.0118	0.0006	0.0111
252	0.0116	0.0006	0.0110
253	0.0115	0.0006	0.0109
254	0.0114	0.0006	0.0108
255	0.0113	0.0006	0.0107
256	0.0112	0.0006	0.0106
257	0.0111	0.0006	0.0105
258	0.0110	0.0006	0.0104
259	0.0109	0.0006	0.0103
260	0.0108	0.0006	0.0102
261	0.0107	0.0006	0.0101
262	0.0106	0.0006	0.0101
263	0.0105	0.0006	0.0100
264	0.0105	0.0006	0.0099
265	0.0104	0.0006	0.0098
266	0.0103	0.0006	0.0097
267	0.0102	0.0006	0.0097
268	0.0101	0.0006	0.0096
269	0.0101	0.0005	0.0095
270	0.0100	0.0005	0.0094
271	0.0099	0.0005	0.0094
272	0.0098	0.0005	0.0093
273	0.0098	0.0005	0.0092
274	0.0097	0.0005	0.0092
275	0.0096	0.0005	0.0091
276	0.0096	0.0005	0.0090
277	0.0095	0.0005	0.0090
278	0.0094	0.0005	0.0089
279	0.0094	0.0005	0.0089
280	0.0093	0.0005	0.0088
281	0.0092	0.0005	0.0087
282	0.0092	0.0005	0.0087
283	0.0091	0.0005	0.0086
284	0.0091	0.0005	0.0086
285	0.0090	0.0005	0.0085
286	0.0089	0.0005	0.0085
287	0.0089	0.0005	0.0084
288	0.0088	0.0005	0.0084

Total soil rain loss = 0.30(In)
Total effective rainfall = 5.72(In)
Peak flow rate in flood hydrograph = 4.64(CFS)

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24 - H O U R S T O R M
R u n o f f H y d r o g r a p h

DA12ExSyn100yr24013

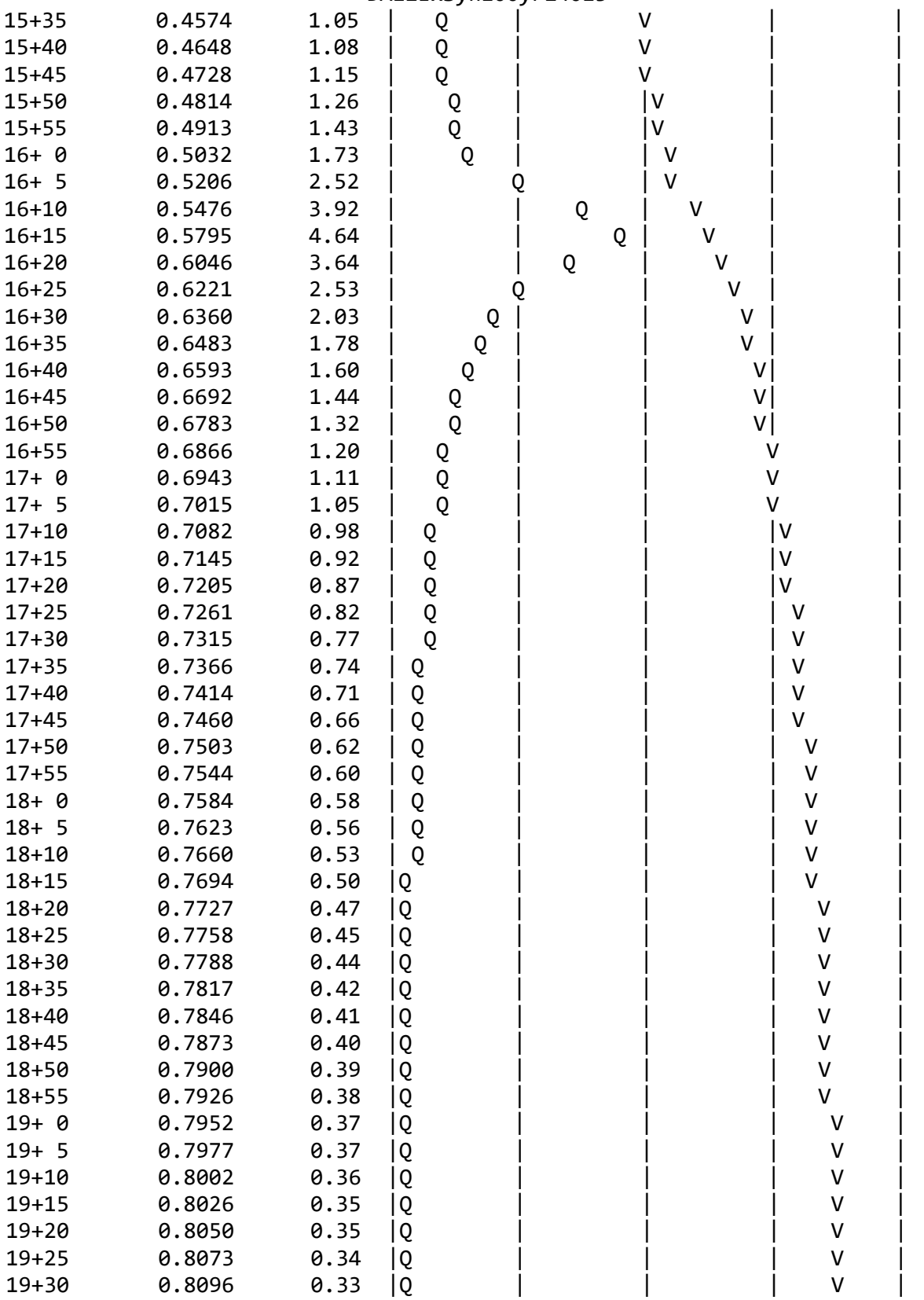
Hydrograph in 5 Minute intervals ((CFS))

Time(h+m)	Volume Ac.Ft	Q(CFS)	0	2.5	5.0	7.5	10.0
0+ 5	0.0001	0.01	Q				
0+10	0.0003	0.04	Q				
0+15	0.0010	0.09	Q				
0+20	0.0018	0.13	Q				
0+25	0.0028	0.14	Q				
0+30	0.0039	0.15	Q				
0+35	0.0050	0.16	Q				
0+40	0.0061	0.17	Q				
0+45	0.0073	0.17	Q				
0+50	0.0086	0.18	Q				
0+55	0.0098	0.18	Q				
1+ 0	0.0111	0.19	Q				
1+ 5	0.0124	0.19	Q				
1+10	0.0137	0.19	Q				
1+15	0.0150	0.19	Q				
1+20	0.0164	0.19	Q				
1+25	0.0177	0.20	Q				
1+30	0.0191	0.20	Q				
1+35	0.0205	0.20	Q				
1+40	0.0218	0.20	Q				
1+45	0.0232	0.20	QV				
1+50	0.0246	0.20	QV				
1+55	0.0260	0.20	QV				
2+ 0	0.0274	0.20	QV				
2+ 5	0.0288	0.20	QV				
2+10	0.0302	0.20	QV				
2+15	0.0317	0.21	QV				
2+20	0.0331	0.21	QV				
2+25	0.0345	0.21	QV				
2+30	0.0359	0.21	QV				
2+35	0.0374	0.21	QV				
2+40	0.0388	0.21	QV				
2+45	0.0403	0.21	QV				
2+50	0.0417	0.21	QV				
2+55	0.0432	0.21	QV				
3+ 0	0.0446	0.21	QV				
3+ 5	0.0461	0.21	Q V				
3+10	0.0476	0.21	Q V				
3+15	0.0490	0.21	Q V				
3+20	0.0505	0.22	Q V				
3+25	0.0520	0.22	Q V				
3+30	0.0535	0.22	Q V				

3+35	0.0550	0.22	Q V	|	|	|	|
3+40	0.0565	0.22	Q V	|	|	|	|
3+45	0.0580	0.22	Q V	|	|	|	|
3+50	0.0595	0.22	Q V	|	|	|	|
3+55	0.0611	0.22	Q V	|	|	|	|
4+ 0	0.0626	0.22	Q V	|	|	|	|
4+ 5	0.0641	0.22	Q V	|	|	|	|
4+10	0.0657	0.22	Q V	|	|	|	|
4+15	0.0672	0.22	Q V	|	|	|	|
4+20	0.0688	0.23	Q V	|	|	|	|
4+25	0.0703	0.23	Q V	|	|	|	|
4+30	0.0719	0.23	Q V	|	|	|	|
4+35	0.0735	0.23	Q V	|	|	|	|
4+40	0.0750	0.23	Q V	|	|	|	|
4+45	0.0766	0.23	Q V	|	|	|	|
4+50	0.0782	0.23	Q V	|	|	|	|
4+55	0.0798	0.23	Q V	|	|	|	|
5+ 0	0.0814	0.23	Q V	|	|	|	|
5+ 5	0.0830	0.23	Q V	|	|	|	|
5+10	0.0846	0.24	Q V	|	|	|	|
5+15	0.0863	0.24	Q V	|	|	|	|
5+20	0.0879	0.24	Q V	|	|	|	|
5+25	0.0895	0.24	Q V	|	|	|	|
5+30	0.0912	0.24	Q V	|	|	|	|
5+35	0.0928	0.24	Q V	|	|	|	|
5+40	0.0945	0.24	Q V	|	|	|	|
5+45	0.0962	0.24	Q V	|	|	|	|
5+50	0.0979	0.24	Q V	|	|	|	|
5+55	0.0995	0.24	Q V	|	|	|	|
6+ 0	0.1012	0.25	Q V	|	|	|	|
6+ 5	0.1029	0.25	Q V	|	|	|	|
6+10	0.1046	0.25	Q V	|	|	|	|
6+15	0.1064	0.25	Q V	|	|	|	|
6+20	0.1081	0.25	|Q V	|	|	|	|
6+25	0.1098	0.25	|Q V	|	|	|	|
6+30	0.1116	0.25	|Q V	|	|	|	|
6+35	0.1133	0.25	|Q V	|	|	|	|
6+40	0.1151	0.26	|Q V	|	|	|	|
6+45	0.1168	0.26	|Q V	|	|	|	|
6+50	0.1186	0.26	|Q V	|	|	|	|
6+55	0.1204	0.26	|Q V	|	|	|	|
7+ 0	0.1222	0.26	|Q V	|	|	|	|
7+ 5	0.1240	0.26	|Q V	|	|	|	|
7+10	0.1258	0.26	|Q V	|	|	|	|
7+15	0.1276	0.26	|Q V	|	|	|	|
7+20	0.1295	0.27	|Q V	|	|	|	|
7+25	0.1313	0.27	|Q V	|	|	|	|
7+30	0.1332	0.27	|Q V	|	|	|	|

7+35	0.1350	0.27	|Q V |	|	|	|
7+40	0.1369	0.27	|Q V |	|	|	|
7+45	0.1388	0.27	|Q V |	|	|	|
7+50	0.1407	0.28	|Q V |	|	|	|
7+55	0.1426	0.28	|Q V |	|	|	|
8+ 0	0.1445	0.28	|Q V |	|	|	|
8+ 5	0.1464	0.28	|Q V |	|	|	|
8+10	0.1484	0.28	|Q V |	|	|	|
8+15	0.1503	0.28	|Q V |	|	|	|
8+20	0.1523	0.28	|Q V |	|	|	|
8+25	0.1543	0.29	|Q V |	|	|	|
8+30	0.1562	0.29	|Q V |	|	|	|
8+35	0.1582	0.29	|Q V |	|	|	|
8+40	0.1602	0.29	|Q V |	|	|	|
8+45	0.1623	0.29	|Q V |	|	|	|
8+50	0.1643	0.30	|Q V |	|	|	|
8+55	0.1664	0.30	|Q V |	|	|	|
9+ 0	0.1684	0.30	|Q V |	|	|	|
9+ 5	0.1705	0.30	|Q V |	|	|	|
9+10	0.1726	0.30	|Q V |	|	|	|
9+15	0.1747	0.31	|Q V |	|	|	|
9+20	0.1768	0.31	|Q V |	|	|	|
9+25	0.1789	0.31	|Q V |	|	|	|
9+30	0.1811	0.31	|Q V |	|	|	|
9+35	0.1833	0.31	|Q V |	|	|	|
9+40	0.1854	0.32	|Q V |	|	|	|
9+45	0.1876	0.32	|Q V |	|	|	|
9+50	0.1898	0.32	|Q V |	|	|	|
9+55	0.1921	0.32	|Q V |	|	|	|
10+ 0	0.1943	0.33	|Q V |	|	|	|
10+ 5	0.1966	0.33	|Q V |	|	|	|
10+10	0.1989	0.33	|Q V |	|	|	|
10+15	0.2012	0.33	|Q V |	|	|	|
10+20	0.2035	0.34	|Q V |	|	|	|
10+25	0.2058	0.34	|Q V|	|	|	|
10+30	0.2082	0.34	|Q V|	|	|	|
10+35	0.2105	0.34	|Q V|	|	|	|
10+40	0.2129	0.35	|Q V|	|	|	|
10+45	0.2153	0.35	|Q V|	|	|	|
10+50	0.2178	0.35	|Q V|	|	|	|
10+55	0.2202	0.36	|Q V|	|	|	|
11+ 0	0.2227	0.36	|Q V|	|	|	|
11+ 5	0.2252	0.36	|Q V|	|	|	|
11+10	0.2277	0.37	|Q V |	|	|	|
11+15	0.2303	0.37	|Q V |	|	|	|
11+20	0.2328	0.37	|Q V |	|	|	|
11+25	0.2354	0.38	|Q V |	|	|	|
11+30	0.2381	0.38	|Q V |	|	|	|

```
11+35       0.2407      0.38  |Q        V         |          |          |
11+40       0.2434      0.39  |Q        V         |          |          |
11+45       0.2461      0.39  |Q        V         |          |          |
11+50       0.2488      0.40  |Q        V         |          |          |
11+55       0.2516      0.40  |Q        |V        |          |          |
12+ 0       0.2544      0.41  |Q        |V        |          |          |
12+ 5       0.2572      0.41  |Q        |V        |          |          |
12+10       0.2602      0.43  |Q        |V        |          |          |
12+15       0.2634      0.46  |Q        |V        |          |          |
12+20       0.2667      0.48  |Q        |V        |          |          |
12+25       0.2701      0.49  |Q        |V        |          |          |
12+30       0.2736      0.50  | Q       | V       |          |          |
12+35       0.2771      0.51  | Q       | V       |          |          |
12+40       0.2807      0.52  | Q       | V       |          |          |
12+45       0.2843      0.53  | Q       | V       |          |          |
12+50       0.2880      0.54  | Q       | V       |          |          |
12+55       0.2918      0.55  | Q       | V       |          |          |
13+ 0       0.2956      0.55  | Q       |  V      |          |          |
13+ 5       0.2995      0.56  | Q       |  V      |          |          |
13+10       0.3034      0.57  | Q       |  V      |          |          |
13+15       0.3074      0.58  | Q       |  V      |          |          |
13+20       0.3114      0.59  | Q       |  V      |          |          |
13+25       0.3155      0.59  | Q       |  V      |          |          |
13+30       0.3196      0.60  | Q       |   V     |          |          |
13+35       0.3239      0.61  | Q       |   V     |          |          |
13+40       0.3281      0.62  | Q       |   V     |          |          |
13+45       0.3325      0.63  | Q       |   V     |          |          |
13+50       0.3369      0.64  | Q       |   V     |          |          |
13+55       0.3414      0.65  | Q       |    V    |          |          |
14+ 0       0.3460      0.66  | Q       |    V    |          |          |
14+ 5       0.3507      0.68  | Q       |    V    |          |          |
14+10       0.3554      0.69  | Q       |    V    |          |          |
14+15       0.3603      0.70  | Q       |    V    |          |          |
14+20       0.3652      0.72  | Q       |     V   |          |          |
14+25       0.3702      0.73  | Q       |     V   |          |          |
14+30       0.3754      0.75  | Q       |     V   |          |          |
14+35       0.3807      0.77  |  Q      |     V   |          |          |
14+40       0.3861      0.79  |  Q      |      V  |          |          |
14+45       0.3916      0.81  |  Q      |      V  |          |          |
14+50       0.3973      0.83  |  Q      |      V  |          |          |
14+55       0.4032      0.85  |  Q      |      V  |          |          |
15+ 0       0.4092      0.88  |  Q      |       V |          |          |
15+ 5       0.4155      0.91  |  Q      |       V |          |          |
15+10       0.4219      0.94  |  Q      |       V |          |          |
15+15       0.4286      0.97  |  Q      |       V |          |          |
15+20       0.4356      1.01  |   Q     |        V|          |          |
15+25       0.4428      1.05  |   Q     |        V|          |          |
15+30       0.4501      1.06  |   Q     |        V|          |          |
```



15+35	0.4574	1.05	
15+40	0.4648	1.08	
15+45	0.4728	1.15	
15+50	0.4814	1.26	
15+55	0.4913	1.43	
16+ 0	0.5032	1.73	
16+ 5	0.5206	2.52	
16+10	0.5476	3.92	
16+15	0.5795	4.64	
16+20	0.6046	3.64	
16+25	0.6221	2.53	
16+30	0.6360	2.03	
16+35	0.6483	1.78	
16+40	0.6593	1.60	
16+45	0.6692	1.44	
16+50	0.6783	1.32	
16+55	0.6866	1.20	
17+ 0	0.6943	1.11	
17+ 5	0.7015	1.05	
17+10	0.7082	0.98	
17+15	0.7145	0.92	
17+20	0.7205	0.87	
17+25	0.7261	0.82	
17+30	0.7315	0.77	
17+35	0.7366	0.74	
17+40	0.7414	0.71	
17+45	0.7460	0.66	
17+50	0.7503	0.62	
17+55	0.7544	0.60	
18+ 0	0.7584	0.58	
18+ 5	0.7623	0.56	
18+10	0.7660	0.53	
18+15	0.7694	0.50	
18+20	0.7727	0.47	
18+25	0.7758	0.45	
18+30	0.7788	0.44	
18+35	0.7817	0.42	
18+40	0.7846	0.41	
18+45	0.7873	0.40	
18+50	0.7900	0.39	
18+55	0.7926	0.38	
19+ 0	0.7952	0.37	
19+ 5	0.7977	0.37	
19+10	0.8002	0.36	
19+15	0.8026	0.35	
19+20	0.8050	0.35	
19+25	0.8073	0.34	
19+30	0.8096	0.33	

19+35	0.8119	0.33	|Q	|	|	|	V |
19+40	0.8141	0.32	|Q	|	|	|	V |
19+45	0.8163	0.32	|Q	|	|	|	V |
19+50	0.8184	0.31	|Q	|	|	|	V |
19+55	0.8206	0.31	|Q	|	|	|	V |
20+ 0	0.8227	0.30	|Q	|	|	|	V |
20+ 5	0.8247	0.30	|Q	|	|	|	V |
20+10	0.8268	0.30	|Q	|	|	|	V |
20+15	0.8288	0.29	|Q	|	|	|	V |
20+20	0.8308	0.29	|Q	|	|	|	V |
20+25	0.8328	0.29	|Q	|	|	|	V |
20+30	0.8347	0.28	|Q	|	|	|	V |
20+35	0.8366	0.28	|Q	|	|	|	V |
20+40	0.8385	0.28	|Q	|	|	|	V |
20+45	0.8404	0.27	|Q	|	|	|	V |
20+50	0.8423	0.27	|Q	|	|	|	V |
20+55	0.8441	0.27	|Q	|	|	|	V |
21+ 0	0.8459	0.26	|Q	|	|	|	V |
21+ 5	0.8477	0.26	|Q	|	|	|	V |
21+10	0.8495	0.26	|Q	|	|	|	V |
21+15	0.8512	0.26	|Q	|	|	|	V |
21+20	0.8530	0.25	|Q	|	|	|	V |
21+25	0.8547	0.25	|Q	|	|	|	V |
21+30	0.8564	0.25	Q	|	|	|	V |
21+35	0.8581	0.25	Q	|	|	|	V |
21+40	0.8598	0.24	Q	|	|	|	V |
21+45	0.8615	0.24	Q	|	|	|	V |
21+50	0.8631	0.24	Q	|	|	|	V |
21+55	0.8648	0.24	Q	|	|	|	V |
22+ 0	0.8664	0.24	Q	|	|	|	V |
22+ 5	0.8680	0.23	Q	|	|	|	V |
22+10	0.8696	0.23	Q	|	|	|	V |
22+15	0.8712	0.23	Q	|	|	|	V |
22+20	0.8727	0.23	Q	|	|	|	V |
22+25	0.8743	0.23	Q	|	|	|	V |
22+30	0.8758	0.22	Q	|	|	|	V |
22+35	0.8773	0.22	Q	|	|	|	V |
22+40	0.8789	0.22	Q	|	|	|	V |
22+45	0.8804	0.22	Q	|	|	|	V |
22+50	0.8819	0.22	Q	|	|	|	V |
22+55	0.8834	0.22	Q	|	|	|	V |
23+ 0	0.8848	0.21	Q	|	|	|	V|
23+ 5	0.8863	0.21	Q	|	|	|	V|
23+10	0.8877	0.21	Q	|	|	|	V|
23+15	0.8892	0.21	Q	|	|	|	V|
23+20	0.8906	0.21	Q	|	|	|	V|
23+25	0.8920	0.21	Q	|	|	|	V|
23+30	0.8934	0.21	Q	|	|	|	V|

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23+35	0.8948	0.20	Q	|	|	|	V|
23+40	0.8962	0.20	Q	|	|	|	V|
23+45	0.8976	0.20	Q	|	|	|	V|
23+50	0.8990	0.20	Q	|	|	|	V|
23+55	0.9004	0.20	Q	|	|	|	V|
24+ 0	0.9017	0.20	Q	|	|	|	V|
24+ 5	0.9030	0.19	Q	|	|	|	V|
24+10	0.9041	0.15	Q	|	|	|	V|
24+15	0.9048	0.10	Q	|	|	|	V|
24+20	0.9053	0.07	Q	|	|	|	V|
24+25	0.9056	0.05	Q	|	|	|	V|
24+30	0.9059	0.04	Q	|	|	|	V|
24+35	0.9061	0.03	Q	|	|	|	V|
24+40	0.9063	0.03	Q	|	|	|	V|
24+45	0.9064	0.02	Q	|	|	|	V|
24+50	0.9065	0.02	Q	|	|	|	V|
24+55	0.9066	0.01	Q	|	|	|	V|
25+ 0	0.9067	0.01	Q	|	|	|	V|
25+ 5	0.9068	0.01	Q	|	|	|	V|
25+10	0.9068	0.01	Q	|	|	|	V|
25+15	0.9068	0.01	Q	|	|	|	V|
25+20	0.9069	0.00	Q	|	|	|	V|
25+25	0.9069	0.00	Q	|	|	|	V|
25+30	0.9069	0.00	Q	|	|	|	V|
25+35	0.9069	0.00	Q	|	|	|	V|
25+40	0.9069	0.00	Q	|	|	|	V|

DA1PrSyn10yr24013

U n i t H y d r o g r a p h A n a l y s i s

Copyright (c) CIVILCADD/CIVILDESIGN, 1989 - 2018, Version 9.0

Study date 10/06/25

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San Bernardino County Synthetic Unit Hydrology Method
Manual date - August 1986

Program License Serial Number 6474

Commercial Development
Post-developed DA1, 10-YR
SEC Riverside Drive and Ontario (Champion) Avenue,
Ontario CA 91761

Storm Event Year = 10

Antecedent Moisture Condition = 2

English (in-lb) Input Units Used

English Rainfall Data (Inches) Input Values Used

English Units used in output format

Area averaged rainfall intensity isohyetal data:

Sub-Area (Ac.)	Duration (hours)	Isohyetal (In)	
			Rainfall data for year 10
4.34	1	0.90	
			Rainfall data for year 10
4.34	6	2.28	
			Rainfall data for year 10

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4.34 24 4.01

++

******** Area-averaged max loss rate, Fm ********

SCS curve No.(AMCII)	SCS curve NO.(AMC 2)	Area (Ac.)	Area Fraction	Fp(Fig C6) (In/Hr)	Ap (dec.)	Fm (In/Hr)
86.0	86.0	4.34	1.000	0.265	0.108	0.029

Area-averaged adjusted loss rate Fm (In/Hr) = 0.029

********* Area-Averaged low loss rate fraction, Yb **********

Area (Ac.)	Area Fract	SCS CN (AMC2)	SCS CN (AMC2)	S	Pervious Yield Fr
0.47	0.108	86.0	86.0	1.63	0.637
3.87	0.892	98.0	98.0	0.20	0.941

Area-averaged catchment yield fraction, Y = 0.908
Area-averaged low loss fraction, Yb = 0.092
User entry of time of concentration = 0.090 (hours)

++

Watershed area = 4.34(Ac.)
Catchment Lag time = 0.072 hours
Unit interval = 5.000 minutes
Unit interval percentage of lag time = 115.8695
Hydrograph baseflow = 0.00(CFS)
Average maximum watershed loss rate(Fm) = 0.029(In/Hr)
Average low loss rate fraction (Yb) = 0.092 (decimal)
VALLEY DEVELOPED S-Graph Selected
Computed peak 5-minute rainfall = 0.332(In)
Computed peak 30-minute rainfall = 0.681(In)
Specified peak 1-hour rainfall = 0.898(In)
Computed peak 3-hour rainfall = 1.630(In)
Specified peak 6-hour rainfall = 2.280(In)
Specified peak 24-hour rainfall = 4.010(In)

Note: user specified rainfall values used.
Rainfall depth area reduction factors:
Using a total area of 4.34(Ac.) (Ref: fig. E-4)

5-minute factor = 1.000 Adjusted rainfall = 0.332(In)
30-minute factor = 1.000 Adjusted rainfall = 0.680(In)
1-hour factor = 1.000 Adjusted rainfall = 0.898(In)
3-hour factor = 1.000 Adjusted rainfall = 1.630(In)

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6-hour factor = 1.000 Adjusted rainfall = 2.280(In)
24-hour factor = 1.000 Adjusted rainfall = 4.010(In)

U n i t H y d r o g r a p h

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Interval Number	'S' Graph Mean values	Unit Hydrograph ((CFS))
	(K = 52.45 (CFS))	
1	22.589	11.848
2	87.148	33.861
3	99.001	6.217
4	100.000	0.524

Peak Unit Number	Adjusted mass rainfall (In)	Unit rainfall (In)
1	0.3323	0.3323
2	0.4385	0.1062
3	0.5157	0.0772
4	0.5785	0.0629
5	0.6326	0.0540
6	0.6804	0.0479
7	0.7237	0.0433
8	0.7634	0.0397
9	0.8002	0.0368
10	0.8347	0.0344
11	0.8671	0.0324
12	0.8978	0.0307
13	0.9377	0.0399
14	0.9762	0.0385
15	1.0134	0.0373
16	1.0496	0.0361
17	1.0847	0.0351
18	1.1189	0.0342
19	1.1522	0.0333
20	1.1847	0.0325
21	1.2165	0.0318
22	1.2476	0.0311
23	1.2781	0.0305
24	1.3080	0.0299
25	1.3373	0.0293
26	1.3660	0.0288
27	1.3943	0.0283
28	1.4221	0.0278
29	1.4495	0.0273
30	1.4764	0.0269

31	1.5029	0.0265
32	1.5290	0.0261
33	1.5548	0.0258
34	1.5802	0.0254
35	1.6052	0.0251
36	1.6300	0.0247
37	1.6517	0.0218
38	1.6732	0.0215
39	1.6944	0.0212
40	1.7153	0.0209
41	1.7359	0.0206
42	1.7563	0.0204
43	1.7764	0.0201
44	1.7963	0.0199
45	1.8159	0.0197
46	1.8354	0.0194
47	1.8546	0.0192
48	1.8736	0.0190
49	1.8924	0.0188
50	1.9110	0.0186
51	1.9294	0.0184
52	1.9476	0.0182
53	1.9656	0.0180
54	1.9835	0.0179
55	2.0012	0.0177
56	2.0188	0.0175
57	2.0361	0.0174
58	2.0533	0.0172
59	2.0704	0.0171
60	2.0873	0.0169
61	2.1041	0.0168
62	2.1207	0.0166
63	2.1372	0.0165
64	2.1536	0.0164
65	2.1698	0.0162
66	2.1859	0.0161
67	2.2019	0.0160
68	2.2177	0.0159
69	2.2335	0.0157
70	2.2491	0.0156
71	2.2646	0.0155
72	2.2800	0.0154
73	2.2928	0.0128
74	2.3056	0.0127
75	2.3182	0.0126
76	2.3307	0.0125
77	2.3432	0.0124
78	2.3555	0.0123

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79	2.3678	0.0123
80	2.3799	0.0122
81	2.3920	0.0121
82	2.4040	0.0120
83	2.4159	0.0119
84	2.4277	0.0118
85	2.4394	0.0117
86	2.4511	0.0116
87	2.4627	0.0116
88	2.4741	0.0115
89	2.4856	0.0114
90	2.4969	0.0113
91	2.5082	0.0113
92	2.5193	0.0112
93	2.5305	0.0111
94	2.5415	0.0110
95	2.5525	0.0110
96	2.5634	0.0109
97	2.5742	0.0108
98	2.5850	0.0108
99	2.5957	0.0107
100	2.6064	0.0106
101	2.6170	0.0106
102	2.6275	0.0105
103	2.6379	0.0105
104	2.6483	0.0104
105	2.6587	0.0103
106	2.6690	0.0103
107	2.6792	0.0102
108	2.6894	0.0102
109	2.6995	0.0101
110	2.7095	0.0101
111	2.7195	0.0100
112	2.7295	0.0100
113	2.7394	0.0099
114	2.7492	0.0098
115	2.7590	0.0098
116	2.7688	0.0097
117	2.7785	0.0097
118	2.7881	0.0096
119	2.7977	0.0096
120	2.8073	0.0096
121	2.8168	0.0095
122	2.8262	0.0095
123	2.8357	0.0094
124	2.8450	0.0094
125	2.8543	0.0093
126	2.8636	0.0093

DA1PrSyn10yr24013

127	2.8729	0.0092
128	2.8821	0.0092
129	2.8912	0.0091
130	2.9003	0.0091
131	2.9094	0.0091
132	2.9184	0.0090
133	2.9274	0.0090
134	2.9363	0.0089
135	2.9452	0.0089
136	2.9541	0.0089
137	2.9629	0.0088
138	2.9717	0.0088
139	2.9805	0.0088
140	2.9892	0.0087
141	2.9979	0.0087
142	3.0065	0.0086
143	3.0151	0.0086
144	3.0237	0.0086
145	3.0322	0.0085
146	3.0407	0.0085
147	3.0492	0.0085
148	3.0576	0.0084
149	3.0660	0.0084
150	3.0744	0.0084
151	3.0827	0.0083
152	3.0910	0.0083
153	3.0993	0.0083
154	3.1075	0.0082
155	3.1157	0.0082
156	3.1239	0.0082
157	3.1320	0.0081
158	3.1401	0.0081
159	3.1482	0.0081
160	3.1563	0.0080
161	3.1643	0.0080
162	3.1723	0.0080
163	3.1802	0.0080
164	3.1882	0.0079
165	3.1961	0.0079
166	3.2039	0.0079
167	3.2118	0.0078
168	3.2196	0.0078
169	3.2274	0.0078
170	3.2352	0.0078
171	3.2429	0.0077
172	3.2506	0.0077
173	3.2583	0.0077
174	3.2659	0.0077

DA1PrSyn10yr24013

175	3.2736	0.0076
176	3.2812	0.0076
177	3.2888	0.0076
178	3.2963	0.0076
179	3.3039	0.0075
180	3.3114	0.0075
181	3.3188	0.0075
182	3.3263	0.0075
183	3.3337	0.0074
184	3.3411	0.0074
185	3.3485	0.0074
186	3.3559	0.0074
187	3.3632	0.0073
188	3.3705	0.0073
189	3.3778	0.0073
190	3.3851	0.0073
191	3.3923	0.0072
192	3.3996	0.0072
193	3.4068	0.0072
194	3.4139	0.0072
195	3.4211	0.0072
196	3.4282	0.0071
197	3.4353	0.0071
198	3.4424	0.0071
199	3.4495	0.0071
200	3.4565	0.0070
201	3.4636	0.0070
202	3.4706	0.0070
203	3.4776	0.0070
204	3.4845	0.0070
205	3.4915	0.0069
206	3.4984	0.0069
207	3.5053	0.0069
208	3.5122	0.0069
209	3.5191	0.0069
210	3.5259	0.0068
211	3.5328	0.0068
212	3.5396	0.0068
213	3.5464	0.0068
214	3.5531	0.0068
215	3.5599	0.0068
216	3.5666	0.0067
217	3.5733	0.0067
218	3.5800	0.0067
219	3.5867	0.0067
220	3.5934	0.0067
221	3.6000	0.0066
222	3.6066	0.0066

223	3.6132	0.0066
224	3.6198	0.0066
225	3.6264	0.0066
226	3.6330	0.0066
227	3.6395	0.0065
228	3.6460	0.0065
229	3.6525	0.0065
230	3.6590	0.0065
231	3.6655	0.0065
232	3.6719	0.0065
233	3.6784	0.0064
234	3.6848	0.0064
235	3.6912	0.0064
236	3.6976	0.0064
237	3.7040	0.0064
238	3.7103	0.0064
239	3.7167	0.0063
240	3.7230	0.0063
241	3.7293	0.0063
242	3.7356	0.0063
243	3.7419	0.0063
244	3.7481	0.0063
245	3.7544	0.0062
246	3.7606	0.0062
247	3.7668	0.0062
248	3.7730	0.0062
249	3.7792	0.0062
250	3.7854	0.0062
251	3.7916	0.0062
252	3.7977	0.0061
253	3.8038	0.0061
254	3.8100	0.0061
255	3.8161	0.0061
256	3.8222	0.0061
257	3.8282	0.0061
258	3.8343	0.0061
259	3.8403	0.0060
260	3.8464	0.0060
261	3.8524	0.0060
262	3.8584	0.0060
263	3.8644	0.0060
264	3.8704	0.0060
265	3.8763	0.0060
266	3.8823	0.0060
267	3.8882	0.0059
268	3.8941	0.0059
269	3.9000	0.0059
270	3.9059	0.0059

271	3.9118	0.0059
272	3.9177	0.0059
273	3.9236	0.0059
274	3.9294	0.0058
275	3.9352	0.0058
276	3.9411	0.0058
277	3.9469	0.0058
278	3.9527	0.0058
279	3.9585	0.0058
280	3.9642	0.0058
281	3.9700	0.0058
282	3.9757	0.0057
283	3.9815	0.0057
284	3.9872	0.0057
285	3.9929	0.0057
286	3.9986	0.0057
287	4.0043	0.0057
288	4.0100	0.0057

Unit Period (number)	Unit Rainfall (In)	Unit Soil-Loss (In)	Effective Rainfall (In)
1	0.0057	0.0005	0.0052
2	0.0057	0.0005	0.0052
3	0.0057	0.0005	0.0052
4	0.0057	0.0005	0.0052
5	0.0057	0.0005	0.0052
6	0.0058	0.0005	0.0052
7	0.0058	0.0005	0.0053
8	0.0058	0.0005	0.0053
9	0.0058	0.0005	0.0053
10	0.0058	0.0005	0.0053
11	0.0059	0.0005	0.0053
12	0.0059	0.0005	0.0053
13	0.0059	0.0005	0.0054
14	0.0059	0.0005	0.0054
15	0.0059	0.0005	0.0054
16	0.0060	0.0005	0.0054
17	0.0060	0.0005	0.0054
18	0.0060	0.0005	0.0054
19	0.0060	0.0006	0.0055
20	0.0060	0.0006	0.0055
21	0.0061	0.0006	0.0055
22	0.0061	0.0006	0.0055
23	0.0061	0.0006	0.0055
24	0.0061	0.0006	0.0056
25	0.0061	0.0006	0.0056

26	0.0062	0.0006	0.0056
27	0.0062	0.0006	0.0056
28	0.0062	0.0006	0.0056
29	0.0062	0.0006	0.0057
30	0.0062	0.0006	0.0057
31	0.0063	0.0006	0.0057
32	0.0063	0.0006	0.0057
33	0.0063	0.0006	0.0057
34	0.0063	0.0006	0.0058
35	0.0064	0.0006	0.0058
36	0.0064	0.0006	0.0058
37	0.0064	0.0006	0.0058
38	0.0064	0.0006	0.0058
39	0.0065	0.0006	0.0059
40	0.0065	0.0006	0.0059
41	0.0065	0.0006	0.0059
42	0.0065	0.0006	0.0059
43	0.0066	0.0006	0.0060
44	0.0066	0.0006	0.0060
45	0.0066	0.0006	0.0060
46	0.0066	0.0006	0.0060
47	0.0067	0.0006	0.0061
48	0.0067	0.0006	0.0061
49	0.0067	0.0006	0.0061
50	0.0068	0.0006	0.0061
51	0.0068	0.0006	0.0062
52	0.0068	0.0006	0.0062
53	0.0068	0.0006	0.0062
54	0.0069	0.0006	0.0062
55	0.0069	0.0006	0.0063
56	0.0069	0.0006	0.0063
57	0.0070	0.0006	0.0063
58	0.0070	0.0006	0.0063
59	0.0070	0.0006	0.0064
60	0.0070	0.0006	0.0064
61	0.0071	0.0006	0.0064
62	0.0071	0.0007	0.0065
63	0.0072	0.0007	0.0065
64	0.0072	0.0007	0.0065
65	0.0072	0.0007	0.0066
66	0.0072	0.0007	0.0066
67	0.0073	0.0007	0.0066
68	0.0073	0.0007	0.0066
69	0.0074	0.0007	0.0067
70	0.0074	0.0007	0.0067
71	0.0074	0.0007	0.0068
72	0.0075	0.0007	0.0068
73	0.0075	0.0007	0.0068

74	0.0075	0.0007	0.0068
75	0.0076	0.0007	0.0069
76	0.0076	0.0007	0.0069
77	0.0077	0.0007	0.0070
78	0.0077	0.0007	0.0070
79	0.0077	0.0007	0.0070
80	0.0078	0.0007	0.0071
81	0.0078	0.0007	0.0071
82	0.0078	0.0007	0.0071
83	0.0079	0.0007	0.0072
84	0.0079	0.0007	0.0072
85	0.0080	0.0007	0.0073
86	0.0080	0.0007	0.0073
87	0.0081	0.0007	0.0073
88	0.0081	0.0007	0.0074
89	0.0082	0.0007	0.0074
90	0.0082	0.0008	0.0075
91	0.0083	0.0008	0.0075
92	0.0083	0.0008	0.0075
93	0.0084	0.0008	0.0076
94	0.0084	0.0008	0.0076
95	0.0085	0.0008	0.0077
96	0.0085	0.0008	0.0077
97	0.0086	0.0008	0.0078
98	0.0086	0.0008	0.0078
99	0.0087	0.0008	0.0079
100	0.0087	0.0008	0.0079
101	0.0088	0.0008	0.0080
102	0.0088	0.0008	0.0080
103	0.0089	0.0008	0.0081
104	0.0089	0.0008	0.0081
105	0.0090	0.0008	0.0082
106	0.0091	0.0008	0.0082
107	0.0091	0.0008	0.0083
108	0.0092	0.0008	0.0084
109	0.0093	0.0008	0.0084
110	0.0093	0.0009	0.0085
111	0.0094	0.0009	0.0086
112	0.0095	0.0009	0.0086
113	0.0096	0.0009	0.0087
114	0.0096	0.0009	0.0087
115	0.0097	0.0009	0.0088
116	0.0097	0.0009	0.0089
117	0.0098	0.0009	0.0089
118	0.0099	0.0009	0.0090
119	0.0100	0.0009	0.0091
120	0.0101	0.0009	0.0091
121	0.0102	0.0009	0.0092

122	0.0102	0.0009	0.0093
123	0.0103	0.0009	0.0094
124	0.0104	0.0010	0.0094
125	0.0105	0.0010	0.0096
126	0.0106	0.0010	0.0096
127	0.0107	0.0010	0.0097
128	0.0108	0.0010	0.0098
129	0.0109	0.0010	0.0099
130	0.0110	0.0010	0.0100
131	0.0111	0.0010	0.0101
132	0.0112	0.0010	0.0102
133	0.0113	0.0010	0.0103
134	0.0114	0.0010	0.0104
135	0.0116	0.0011	0.0105
136	0.0116	0.0011	0.0106
137	0.0118	0.0011	0.0107
138	0.0119	0.0011	0.0108
139	0.0121	0.0011	0.0110
140	0.0122	0.0011	0.0110
141	0.0123	0.0011	0.0112
142	0.0124	0.0011	0.0113
143	0.0126	0.0012	0.0115
144	0.0127	0.0012	0.0116
145	0.0154	0.0014	0.0140
146	0.0155	0.0014	0.0141
147	0.0157	0.0014	0.0143
148	0.0159	0.0015	0.0144
149	0.0161	0.0015	0.0146
150	0.0162	0.0015	0.0147
151	0.0165	0.0015	0.0150
152	0.0166	0.0015	0.0151
153	0.0169	0.0015	0.0154
154	0.0171	0.0016	0.0155
155	0.0174	0.0016	0.0158
156	0.0175	0.0016	0.0159
157	0.0179	0.0016	0.0162
158	0.0180	0.0017	0.0164
159	0.0184	0.0017	0.0167
160	0.0186	0.0017	0.0169
161	0.0190	0.0017	0.0173
162	0.0192	0.0018	0.0175
163	0.0197	0.0018	0.0179
164	0.0199	0.0018	0.0181
165	0.0204	0.0019	0.0185
166	0.0206	0.0019	0.0187
167	0.0212	0.0019	0.0192
168	0.0215	0.0020	0.0195
169	0.0247	0.0023	0.0225

170	0.0251	0.0023	0.0228
171	0.0258	0.0024	0.0234
172	0.0261	0.0024	0.0237
173	0.0269	0.0024	0.0245
174	0.0273	0.0024	0.0250
175	0.0283	0.0024	0.0259
176	0.0288	0.0024	0.0264
177	0.0299	0.0024	0.0275
178	0.0305	0.0024	0.0281
179	0.0318	0.0024	0.0294
180	0.0325	0.0024	0.0301
181	0.0342	0.0024	0.0318
182	0.0351	0.0024	0.0327
183	0.0373	0.0024	0.0349
184	0.0385	0.0024	0.0361
185	0.0307	0.0024	0.0283
186	0.0324	0.0024	0.0300
187	0.0368	0.0024	0.0344
188	0.0397	0.0024	0.0373
189	0.0479	0.0024	0.0455
190	0.0540	0.0024	0.0516
191	0.0772	0.0024	0.0748
192	0.1062	0.0024	0.1038
193	0.3323	0.0024	0.3299
194	0.0629	0.0024	0.0605
195	0.0433	0.0024	0.0409
196	0.0344	0.0024	0.0321
197	0.0399	0.0024	0.0375
198	0.0361	0.0024	0.0337
199	0.0333	0.0024	0.0309
200	0.0311	0.0024	0.0287
201	0.0293	0.0024	0.0269
202	0.0278	0.0024	0.0254
203	0.0265	0.0024	0.0241
204	0.0254	0.0023	0.0231
205	0.0218	0.0020	0.0198
206	0.0209	0.0019	0.0190
207	0.0201	0.0018	0.0183
208	0.0194	0.0018	0.0176
209	0.0188	0.0017	0.0171
210	0.0182	0.0017	0.0166
211	0.0177	0.0016	0.0161
212	0.0172	0.0016	0.0156
213	0.0168	0.0015	0.0152
214	0.0164	0.0015	0.0149
215	0.0160	0.0015	0.0145
216	0.0156	0.0014	0.0142
217	0.0128	0.0012	0.0117

218	0.0125	0.0011	0.0114
219	0.0123	0.0011	0.0111
220	0.0120	0.0011	0.0109
221	0.0117	0.0011	0.0107
222	0.0115	0.0011	0.0104
223	0.0113	0.0010	0.0102
224	0.0110	0.0010	0.0100
225	0.0108	0.0010	0.0098
226	0.0106	0.0010	0.0097
227	0.0105	0.0010	0.0095
228	0.0103	0.0009	0.0093
229	0.0101	0.0009	0.0092
230	0.0100	0.0009	0.0090
231	0.0098	0.0009	0.0089
232	0.0096	0.0009	0.0088
233	0.0095	0.0009	0.0086
234	0.0094	0.0009	0.0085
235	0.0092	0.0008	0.0084
236	0.0091	0.0008	0.0083
237	0.0090	0.0008	0.0082
238	0.0089	0.0008	0.0081
239	0.0088	0.0008	0.0080
240	0.0086	0.0008	0.0079
241	0.0085	0.0008	0.0078
242	0.0084	0.0008	0.0077
243	0.0083	0.0008	0.0076
244	0.0082	0.0008	0.0075
245	0.0081	0.0007	0.0074
246	0.0080	0.0007	0.0073
247	0.0080	0.0007	0.0072
248	0.0079	0.0007	0.0072
249	0.0078	0.0007	0.0071
250	0.0077	0.0007	0.0070
251	0.0076	0.0007	0.0069
252	0.0076	0.0007	0.0069
253	0.0075	0.0007	0.0068
254	0.0074	0.0007	0.0067
255	0.0073	0.0007	0.0067
256	0.0073	0.0007	0.0066
257	0.0072	0.0007	0.0065
258	0.0071	0.0007	0.0065
259	0.0071	0.0006	0.0064
260	0.0070	0.0006	0.0064
261	0.0069	0.0006	0.0063
262	0.0069	0.0006	0.0063
263	0.0068	0.0006	0.0062
264	0.0068	0.0006	0.0062
265	0.0067	0.0006	0.0061

266	0.0067	0.0006	0.0061
267	0.0066	0.0006	0.0060
268	0.0066	0.0006	0.0060
269	0.0065	0.0006	0.0059
270	0.0065	0.0006	0.0059
271	0.0064	0.0006	0.0058
272	0.0064	0.0006	0.0058
273	0.0063	0.0006	0.0057
274	0.0063	0.0006	0.0057
275	0.0062	0.0006	0.0056
276	0.0062	0.0006	0.0056
277	0.0061	0.0006	0.0056
278	0.0061	0.0006	0.0055
279	0.0060	0.0006	0.0055
280	0.0060	0.0005	0.0055
281	0.0060	0.0005	0.0054
282	0.0059	0.0005	0.0054
283	0.0059	0.0005	0.0053
284	0.0058	0.0005	0.0053
285	0.0058	0.0005	0.0053
286	0.0058	0.0005	0.0052
287	0.0057	0.0005	0.0052
288	0.0057	0.0005	0.0052

Total soil rain loss = 0.30(In)
Total effective rainfall = 3.71(In)
Peak flow rate in flood hydrograph = 12.57(CFS)

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24 - H O U R S T O R M
R u n o f f H y d r o g r a p h

Hydrograph in 5 Minute intervals ((CFS))

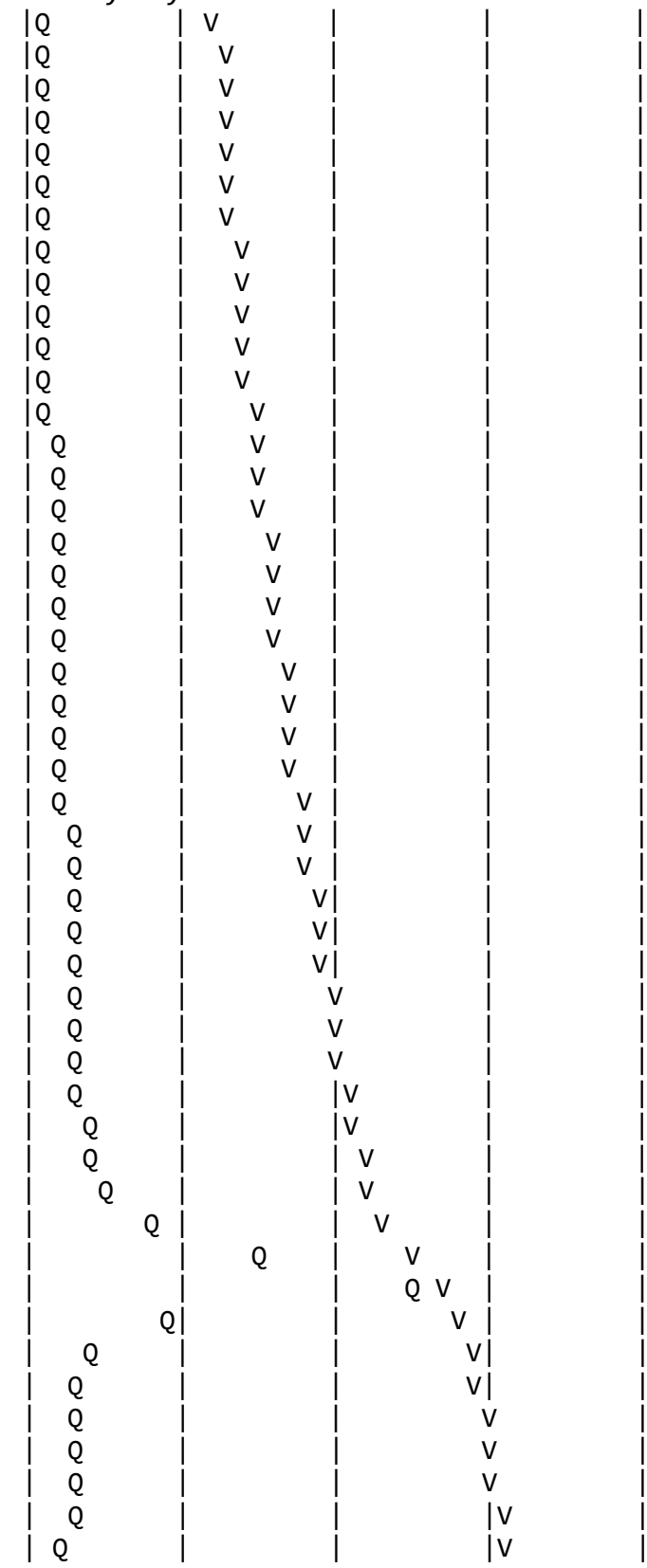
Time(h+m)	Volume Ac.Ft	Q(CFS)	0	5.0	10.0	15.0	20.0
0+ 5	0.0004	0.06	Q	|	|	|	|
0+10	0.0020	0.24	Q	|	|	|	|
0+15	0.0039	0.27	Q	|	|	|	|
0+20	0.0058	0.27	Q	|	|	|	|
0+25	0.0076	0.27	Q	|	|	|	|
0+30	0.0095	0.27	Q	|	|	|	|
0+35	0.0114	0.27	Q	|	|	|	|
0+40	0.0133	0.28	Q	|	|	|	|
0+45	0.0152	0.28	Q	|	|	|	|
0+50	0.0171	0.28	Q	|	|	|	|

0+55	0.0191	0.28	Q	|	|	|	|
1+ 0	0.0210	0.28	Q	|	|	|	|
1+ 5	0.0229	0.28	Q	|	|	|	|
1+10	0.0248	0.28	Q	|	|	|	|
1+15	0.0268	0.28	Q	|	|	|	|
1+20	0.0287	0.28	Q	|	|	|	|
1+25	0.0307	0.28	Q	|	|	|	|
1+30	0.0326	0.28	Q	|	|	|	|
1+35	0.0346	0.29	QV	|	|	|	|
1+40	0.0366	0.29	QV	|	|	|	|
1+45	0.0386	0.29	QV	|	|	|	|
1+50	0.0406	0.29	QV	|	|	|	|
1+55	0.0426	0.29	QV	|	|	|	|
2+ 0	0.0446	0.29	QV	|	|	|	|
2+ 5	0.0466	0.29	QV	|	|	|	|
2+10	0.0486	0.29	QV	|	|	|	|
2+15	0.0506	0.29	QV	|	|	|	|
2+20	0.0526	0.29	QV	|	|	|	|
2+25	0.0547	0.30	QV	|	|	|	|
2+30	0.0567	0.30	QV	|	|	|	|
2+35	0.0588	0.30	QV	|	|	|	|
2+40	0.0608	0.30	QV	|	|	|	|
2+45	0.0629	0.30	QV	|	|	|	|
2+50	0.0650	0.30	QV	|	|	|	|
2+55	0.0671	0.30	Q V	|	|	|	|
3+ 0	0.0691	0.30	Q V	|	|	|	|
3+ 5	0.0712	0.30	Q V	|	|	|	|
3+10	0.0734	0.31	Q V	|	|	|	|
3+15	0.0755	0.31	Q V	|	|	|	|
3+20	0.0776	0.31	Q V	|	|	|	|
3+25	0.0797	0.31	Q V	|	|	|	|
3+30	0.0819	0.31	Q V	|	|	|	|
3+35	0.0840	0.31	Q V	|	|	|	|
3+40	0.0862	0.31	Q V	|	|	|	|
3+45	0.0883	0.31	Q V	|	|	|	|
3+50	0.0905	0.32	Q V	|	|	|	|
3+55	0.0927	0.32	Q V	|	|	|	|
4+ 0	0.0949	0.32	Q V	|	|	|	|
4+ 5	0.0971	0.32	Q V	|	|	|	|
4+10	0.0993	0.32	Q V	|	|	|	|
4+15	0.1015	0.32	Q V	|	|	|	|
4+20	0.1037	0.32	Q V	|	|	|	|
4+25	0.1060	0.32	Q V	|	|	|	|
4+30	0.1082	0.33	Q V	|	|	|	|
4+35	0.1105	0.33	Q V	|	|	|	|
4+40	0.1127	0.33	Q V	|	|	|	|
4+45	0.1150	0.33	Q V	|	|	|	|
4+50	0.1173	0.33	Q V	|	|	|	|

4+55	0.1196	0.33	Q	V				
5+ 0	0.1219	0.33	Q	V				
5+ 5	0.1242	0.34	Q	V				
5+10	0.1265	0.34	Q	V				
5+15	0.1289	0.34	Q	V				
5+20	0.1312	0.34	Q	V				
5+25	0.1336	0.34	Q	V				
5+30	0.1360	0.34	Q	V				
5+35	0.1383	0.35	Q	V				
5+40	0.1407	0.35	Q	V				
5+45	0.1431	0.35	Q	V				
5+50	0.1455	0.35	Q	V				
5+55	0.1480	0.35	Q	V				
6+ 0	0.1504	0.35	Q	V				
6+ 5	0.1529	0.36	Q	V				
6+10	0.1553	0.36	Q	V				
6+15	0.1578	0.36	Q	V				
6+20	0.1603	0.36	Q	V				
6+25	0.1628	0.36	Q	V				
6+30	0.1653	0.36	Q	V				
6+35	0.1678	0.37	Q	V				
6+40	0.1704	0.37	Q	V				
6+45	0.1729	0.37	Q	V				
6+50	0.1755	0.37	Q	V				
6+55	0.1780	0.37	Q	V				
7+ 0	0.1806	0.38	Q	V				
7+ 5	0.1832	0.38	Q	V				
7+10	0.1859	0.38	Q	V				
7+15	0.1885	0.38	Q	V				
7+20	0.1912	0.38	Q	V				
7+25	0.1938	0.39	Q	V				
7+30	0.1965	0.39	Q	V				
7+35	0.1992	0.39	Q	V				
7+40	0.2019	0.39	Q	V				
7+45	0.2046	0.40	Q	V				
7+50	0.2074	0.40	Q	V				
7+55	0.2101	0.40	Q	V				
8+ 0	0.2129	0.40	Q	V				
8+ 5	0.2157	0.41	Q	V				
8+10	0.2185	0.41	Q	V				
8+15	0.2213	0.41	Q	V				
8+20	0.2242	0.41	Q	V				
8+25	0.2271	0.42	Q	V				
8+30	0.2299	0.42	Q	V				
8+35	0.2328	0.42	Q	V				
8+40	0.2358	0.42	Q	V				
8+45	0.2387	0.43	Q	V				
8+50	0.2417	0.43	Q	V				

8+55	0.2446	0.43	Q	V	|	|	|
9+ 0	0.2476	0.44	Q	V	|	|	|
9+ 5	0.2507	0.44	Q	V	|	|	|
9+10	0.2537	0.44	Q	V	|	|	|
9+15	0.2568	0.44	Q	V	|	|	|
9+20	0.2599	0.45	Q	V	|	|	|
9+25	0.2630	0.45	Q	V	|	|	|
9+30	0.2661	0.46	Q	V	|	|	|
9+35	0.2693	0.46	Q	V	|	|	|
9+40	0.2724	0.46	Q	V	|	|	|
9+45	0.2756	0.47	Q	V	|	|	|
9+50	0.2789	0.47	Q	V	|	|	|
9+55	0.2821	0.47	Q	V	|	|	|
10+ 0	0.2854	0.48	Q	V	|	|	|
10+ 5	0.2887	0.48	Q	V	|	|	|
10+10	0.2921	0.48	Q	V	|	|	|
10+15	0.2954	0.49	Q	V	|	|	|
10+20	0.2988	0.49	Q	V	|	|	|
10+25	0.3022	0.50	Q	V	|	|	|
10+30	0.3057	0.50	|Q	V	|	|	|
10+35	0.3092	0.51	|Q	V	|	|	|
10+40	0.3127	0.51	|Q	V	|	|	|
10+45	0.3162	0.51	|Q	V	|	|	|
10+50	0.3198	0.52	|Q	V	|	|	|
10+55	0.3234	0.52	|Q	V	|	|	|
11+ 0	0.3271	0.53	|Q	V	|	|	|
11+ 5	0.3307	0.53	|Q	V	|	|	|
11+10	0.3345	0.54	|Q	V	|	|	|
11+15	0.3382	0.54	|Q	V	|	|	|
11+20	0.3420	0.55	|Q	V	|	|	|
11+25	0.3458	0.56	|Q	V	|	|	|
11+30	0.3497	0.56	|Q	V	|	|	|
11+35	0.3536	0.57	|Q	V	|	|	|
11+40	0.3576	0.58	|Q	V	|	|	|
11+45	0.3616	0.58	|Q	V	|	|	|
11+50	0.3656	0.59	|Q	V	|	|	|
11+55	0.3697	0.59	|Q	|V	|	|	|
12+ 0	0.3739	0.60	|Q	|V	|	|	|
12+ 5	0.3782	0.63	|Q	|V	|	|	|
12+10	0.3832	0.72	|Q	|V	|	|	|
12+15	0.3883	0.74	|Q	|V	|	|	|
12+20	0.3934	0.75	|Q	|V	|	|	|
12+25	0.3987	0.76	|Q	|V	|	|	|
12+30	0.4039	0.77	|Q	| V	|	|	|
12+35	0.4093	0.78	|Q	| V	|	|	|
12+40	0.4147	0.79	|Q	| V	|	|	|
12+45	0.4202	0.79	|Q	| V	|	|	|
12+50	0.4257	0.81	|Q	| V	|	|	|

DA1PrSyn10yr24013

12+55	0.4313	0.82	
13+ 0	0.4370	0.83	
13+ 5	0.4428	0.84	
13+10	0.4487	0.85	
13+15	0.4546	0.86	
13+20	0.4606	0.88	
13+25	0.4668	0.89	
13+30	0.4730	0.91	
13+35	0.4793	0.92	
13+40	0.4858	0.94	
13+45	0.4923	0.95	
13+50	0.4990	0.97	
13+55	0.5058	0.99	
14+ 0	0.5128	1.01	
14+ 5	0.5200	1.06	
14+10	0.5280	1.16	
14+15	0.5363	1.20	
14+20	0.5447	1.23	
14+25	0.5533	1.25	
14+30	0.5622	1.29	
14+35	0.5713	1.32	
14+40	0.5806	1.36	
14+45	0.5902	1.39	
14+50	0.6001	1.44	
14+55	0.6103	1.48	
15+ 0	0.6210	1.54	
15+ 5	0.6319	1.59	
15+10	0.6434	1.67	
15+15	0.6554	1.73	
15+20	0.6680	1.83	
15+25	0.6803	1.79	
15+30	0.6910	1.56	
15+35	0.7022	1.62	
15+40	0.7146	1.81	
15+45	0.7286	2.03	
15+50	0.7452	2.40	
15+55	0.7654	2.94	
16+ 0	0.7937	4.11	
16+ 5	0.8482	7.91	
16+10	0.9348	12.57	
16+15	0.9667	4.64	
16+20	0.9826	2.31	
16+25	0.9951	1.82	
16+30	1.0082	1.89	
16+35	1.0203	1.76	
16+40	1.0314	1.62	
16+45	1.0417	1.50	
16+50	1.0514	1.41	

16+55	1.0606	1.33	| Q |			V |
17+ 0	1.0693	1.26	| Q |			V |
17+ 5	1.0774	1.18	| Q |			| V |
17+10	1.0846	1.05	| Q |			| V |
17+15	1.0915	0.99	Q |			| V |
17+20	1.0981	0.96	Q |			| V |
17+25	1.1044	0.92	Q |			| V |
17+30	1.1106	0.89	Q |			| V |
17+35	1.1165	0.87	Q |			| V |
17+40	1.1223	0.84	Q |			| V |
17+45	1.1280	0.82	Q |			| V |
17+50	1.1335	0.80	Q |			| V |
17+55	1.1388	0.78	Q |			| V |
18+ 0	1.1441	0.76	Q |			| V |
18+ 5	1.1490	0.72	Q |			| V |
18+10	1.1533	0.63	Q |			| V |
18+15	1.1574	0.60	Q |			| V |
18+20	1.1614	0.58	Q |			| V |
18+25	1.1654	0.57	Q |			| V |
18+30	1.1692	0.56	Q |			| V |
18+35	1.1730	0.55	Q |			| V |
18+40	1.1767	0.54	Q |			| V |
18+45	1.1803	0.53	Q |			| V |
18+50	1.1838	0.52	Q |			| V |
18+55	1.1873	0.51	Q |			| V |
19+ 0	1.1908	0.50	Q			| V |
19+ 5	1.1941	0.49	Q			| V |
19+10	1.1974	0.48	Q			| V |
19+15	1.2007	0.47	Q			| V |
19+20	1.2039	0.47	Q			| V |
19+25	1.2071	0.46	Q			| V |
19+30	1.2102	0.45	Q			| V |
19+35	1.2133	0.45	Q			| V |
19+40	1.2163	0.44	Q			| V |
19+45	1.2193	0.43	Q			| V |
19+50	1.2222	0.43	Q			| V |
19+55	1.2251	0.42	Q			| V |
20+ 0	1.2280	0.42	Q			| V |
20+ 5	1.2308	0.41	Q			| V |
20+10	1.2336	0.41	Q			| V |
20+15	1.2364	0.40	Q			| V |
20+20	1.2391	0.40	Q			| V |
20+25	1.2418	0.39	Q			| V |
20+30	1.2445	0.39	Q			| V |
20+35	1.2471	0.38	Q			| V |
20+40	1.2497	0.38	Q			| V |
20+45	1.2523	0.37	Q			| V |
20+50	1.2549	0.37	Q			| V |

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20+55	1.2574	0.37	Q	|	|	|	V |
21+ 0	1.2599	0.36	Q	|	|	|	V |
21+ 5	1.2624	0.36	Q	|	|	|	V |
21+10	1.2648	0.36	Q	|	|	|	V |
21+15	1.2673	0.35	Q	|	|	|	V |
21+20	1.2697	0.35	Q	|	|	|	V |
21+25	1.2721	0.35	Q	|	|	|	V |
21+30	1.2744	0.34	Q	|	|	|	V |
21+35	1.2768	0.34	Q	|	|	|	V |
21+40	1.2791	0.34	Q	|	|	|	V |
21+45	1.2814	0.33	Q	|	|	|	V |
21+50	1.2837	0.33	Q	|	|	|	V |
21+55	1.2859	0.33	Q	|	|	|	V |
22+ 0	1.2881	0.33	Q	|	|	|	V |
22+ 5	1.2904	0.32	Q	|	|	|	V |
22+10	1.2926	0.32	Q	|	|	|	V |
22+15	1.2948	0.32	Q	|	|	|	V |
22+20	1.2969	0.31	Q	|	|	|	V |
22+25	1.2991	0.31	Q	|	|	|	V |
22+30	1.3012	0.31	Q	|	|	|	V |
22+35	1.3033	0.31	Q	|	|	|	V |
22+40	1.3054	0.31	Q	|	|	|	V|
22+45	1.3075	0.30	Q	|	|	|	V|
22+50	1.3096	0.30	Q	|	|	|	V|
22+55	1.3116	0.30	Q	|	|	|	V|
23+ 0	1.3137	0.30	Q	|	|	|	V|
23+ 5	1.3157	0.29	Q	|	|	|	V|
23+10	1.3177	0.29	Q	|	|	|	V|
23+15	1.3197	0.29	Q	|	|	|	V|
23+20	1.3217	0.29	Q	|	|	|	V|
23+25	1.3237	0.29	Q	|	|	|	V|
23+30	1.3256	0.28	Q	|	|	|	V|
23+35	1.3276	0.28	Q	|	|	|	V|
23+40	1.3295	0.28	Q	|	|	|	V|
23+45	1.3314	0.28	Q	|	|	|	V|
23+50	1.3333	0.28	Q	|	|	|	V|
23+55	1.3352	0.27	Q	|	|	|	V|
24+ 0	1.3371	0.27	Q	|	|	|	V|
24+ 5	1.3385	0.21	Q	|	|	|	V|
24+10	1.3388	0.03	Q	|	|	|	V|
24+15	1.3388	0.00	Q	|	|	|	V|

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U n i t H y d r o g r a p h A n a l y s i s

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Study date 10/06/25

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San Bernardino County Synthetic Unit Hydrology Method
Manual date - August 1986

Program License Serial Number 6474

Commercial Development
Post-developed DA1, 100-YR
SEC Riverside Drive and Ontario (Champion) Avenue,
Ontario CA 91761

Storm Event Year = 100

Antecedent Moisture Condition = 3

English (in-lb) Input Units Used

English Rainfall Data (Inches) Input Values Used

English Units used in output format

Area averaged rainfall intensity isohyetal data:

Sub-Area (Ac.)	Duration (hours)	Isohyetal (In)
Rainfall data for year 100		
4.34	1	1.36
Rainfall data for year 100		
4.34	6	3.36
Rainfall data for year 100		

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4.34 24 6.02

++

******** Area-averaged max loss rate, Fm ********

SCS curve No.(AMCII)	SCS curve NO.(AMC 3)	Area (Ac.)	Area Fraction	Fp(Fig C6) (In/Hr)	Ap (dec.)	Fm (In/Hr)
86.0	97.2	4.34	1.000	0.055	0.108	0.006

Area-averaged adjusted loss rate Fm (In/Hr) = 0.006

********* Area-Averaged low loss rate fraction, Yb **********

Area (Ac.)	Area Fract	SCS CN (AMC2)	SCS CN (AMC3)	S	Pervious Yield Fr
0.47	0.108	86.0	97.2	0.29	0.945
3.87	0.892	98.0	98.0	0.20	0.960

Area-averaged catchment yield fraction, Y = 0.959
Area-averaged low loss fraction, Yb = 0.041
User entry of time of concentration = 0.090 (hours)

++

Watershed area = 4.34(Ac.)
Catchment Lag time = 0.072 hours
Unit interval = 5.000 minutes
Unit interval percentage of lag time = 115.8695
Hydrograph baseflow = 0.00(CFS)
Average maximum watershed loss rate(Fm) = 0.006(In/Hr)
Average low loss rate fraction (Yb) = 0.041 (decimal)
VALLEY DEVELOPED S-Graph Selected
Computed peak 5-minute rainfall = 0.503(In)
Computed peak 30-minute rainfall = 1.031(In)
Specified peak 1-hour rainfall = 1.360(In)
Computed peak 3-hour rainfall = 2.410(In)
Specified peak 6-hour rainfall = 3.360(In)
Specified peak 24-hour rainfall = 6.020(In)

Note: user specified rainfall values used.
Rainfall depth area reduction factors:
Using a total area of 4.34(Ac.) (Ref: fig. E-4)

5-minute factor = 1.000 Adjusted rainfall = 0.503(In)
30-minute factor = 1.000 Adjusted rainfall = 1.030(In)
1-hour factor = 1.000 Adjusted rainfall = 1.360(In)
3-hour factor = 1.000 Adjusted rainfall = 2.410(In)

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6-hour factor = 1.000 Adjusted rainfall = 3.360(In)
24-hour factor = 1.000 Adjusted rainfall = 6.020(In)

U n i t H y d r o g r a p h

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Interval Number	'S' Graph Mean values	Unit Hydrograph ((CFS))
	(K = 52.45 (CFS))	
1	22.589	11.848
2	87.148	33.861
3	99.001	6.217
4	100.000	0.524

Peak Unit Number	Adjusted mass rainfall (In)	Unit rainfall (In)
1	0.5032	0.5032
2	0.6640	0.1608
3	0.7810	0.1169
4	0.8762	0.0952
5	0.9580	0.0818
6	1.0305	0.0725
7	1.0960	0.0655
8	1.1561	0.0601
9	1.2119	0.0558
10	1.2641	0.0522
11	1.3132	0.0491
12	1.3597	0.0465
13	1.4176	0.0579
14	1.4734	0.0558
15	1.5273	0.0539
16	1.5796	0.0522
17	1.6302	0.0507
18	1.6795	0.0493
19	1.7275	0.0480
20	1.7743	0.0468
21	1.8200	0.0457
22	1.8646	0.0446
23	1.9083	0.0437
24	1.9511	0.0428
25	1.9930	0.0419
26	2.0341	0.0411
27	2.0745	0.0404
28	2.1142	0.0397
29	2.1532	0.0390
30	2.1916	0.0384

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31	2.2293	0.0378
32	2.2665	0.0372
33	2.3031	0.0366
34	2.3392	0.0361
35	2.3748	0.0356
36	2.4099	0.0351
37	2.4418	0.0319
38	2.4732	0.0314
39	2.5042	0.0310
40	2.5348	0.0306
41	2.5650	0.0302
42	2.5948	0.0298
43	2.6242	0.0294
44	2.6533	0.0291
45	2.6821	0.0287
46	2.7105	0.0284
47	2.7386	0.0281
48	2.7664	0.0278
49	2.7938	0.0275
50	2.8210	0.0272
51	2.8479	0.0269
52	2.8746	0.0266
53	2.9009	0.0264
54	2.9271	0.0261
55	2.9529	0.0259
56	2.9785	0.0256
57	3.0039	0.0254
58	3.0291	0.0252
59	3.0540	0.0249
60	3.0787	0.0247
61	3.1032	0.0245
62	3.1275	0.0243
63	3.1516	0.0241
64	3.1755	0.0239
65	3.1992	0.0237
66	3.2227	0.0235
67	3.2460	0.0233
68	3.2691	0.0231
69	3.2921	0.0230
70	3.3149	0.0228
71	3.3375	0.0226
72	3.3600	0.0225
73	3.3795	0.0196
74	3.3989	0.0194
75	3.4182	0.0192
76	3.4372	0.0191
77	3.4562	0.0190
78	3.4750	0.0188

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79	3.4937	0.0187
80	3.5122	0.0185
81	3.5306	0.0184
82	3.5489	0.0183
83	3.5670	0.0181
84	3.5850	0.0180
85	3.6029	0.0179
86	3.6207	0.0178
87	3.6384	0.0177
88	3.6559	0.0175
89	3.6733	0.0174
90	3.6906	0.0173
91	3.7078	0.0172
92	3.7249	0.0171
93	3.7419	0.0170
94	3.7588	0.0169
95	3.7755	0.0168
96	3.7922	0.0167
97	3.8088	0.0166
98	3.8252	0.0165
99	3.8416	0.0164
100	3.8579	0.0163
101	3.8741	0.0162
102	3.8901	0.0161
103	3.9061	0.0160
104	3.9220	0.0159
105	3.9379	0.0158
106	3.9536	0.0157
107	3.9692	0.0156
108	3.9848	0.0156
109	4.0003	0.0155
110	4.0157	0.0154
111	4.0310	0.0153
112	4.0462	0.0152
113	4.0614	0.0152
114	4.0765	0.0151
115	4.0915	0.0150
116	4.1064	0.0149
117	4.1213	0.0149
118	4.1360	0.0148
119	4.1508	0.0147
120	4.1654	0.0146
121	4.1800	0.0146
122	4.1945	0.0145
123	4.2089	0.0144
124	4.2232	0.0144
125	4.2375	0.0143
126	4.2518	0.0142

DA1PrSyn100yr24013

127	4.2659	0.0142
128	4.2800	0.0141
129	4.2941	0.0140
130	4.3080	0.0140
131	4.3219	0.0139
132	4.3358	0.0138
133	4.3496	0.0138
134	4.3633	0.0137
135	4.3770	0.0137
136	4.3906	0.0136
137	4.4041	0.0136
138	4.4176	0.0135
139	4.4311	0.0134
140	4.4444	0.0134
141	4.4578	0.0133
142	4.4710	0.0133
143	4.4843	0.0132
144	4.4974	0.0132
145	4.5105	0.0131
146	4.5236	0.0131
147	4.5366	0.0130
148	4.5496	0.0130
149	4.5625	0.0129
150	4.5753	0.0129
151	4.5881	0.0128
152	4.6009	0.0128
153	4.6136	0.0127
154	4.6263	0.0127
155	4.6389	0.0126
156	4.6514	0.0126
157	4.6640	0.0125
158	4.6764	0.0125
159	4.6889	0.0124
160	4.7012	0.0124
161	4.7136	0.0123
162	4.7259	0.0123
163	4.7381	0.0122
164	4.7503	0.0122
165	4.7625	0.0122
166	4.7746	0.0121
167	4.7867	0.0121
168	4.7987	0.0120
169	4.8107	0.0120
170	4.8227	0.0120
171	4.8346	0.0119
172	4.8465	0.0119
173	4.8583	0.0118
174	4.8701	0.0118

DA1PrSyn100yr24013

175	4.8818	0.0118
176	4.8936	0.0117
177	4.9052	0.0117
178	4.9169	0.0116
179	4.9285	0.0116
180	4.9400	0.0116
181	4.9516	0.0115
182	4.9630	0.0115
183	4.9745	0.0115
184	4.9859	0.0114
185	4.9973	0.0114
186	5.0086	0.0113
187	5.0200	0.0113
188	5.0312	0.0113
189	5.0425	0.0112
190	5.0537	0.0112
191	5.0648	0.0112
192	5.0760	0.0111
193	5.0871	0.0111
194	5.0982	0.0111
195	5.1092	0.0110
196	5.1202	0.0110
197	5.1312	0.0110
198	5.1421	0.0109
199	5.1530	0.0109
200	5.1639	0.0109
201	5.1747	0.0108
202	5.1856	0.0108
203	5.1963	0.0108
204	5.2071	0.0108
205	5.2178	0.0107
206	5.2285	0.0107
207	5.2392	0.0107
208	5.2498	0.0106
209	5.2604	0.0106
210	5.2710	0.0106
211	5.2815	0.0105
212	5.2920	0.0105
213	5.3025	0.0105
214	5.3130	0.0105
215	5.3234	0.0104
216	5.3338	0.0104
217	5.3442	0.0104
218	5.3545	0.0103
219	5.3649	0.0103
220	5.3751	0.0103
221	5.3854	0.0103
222	5.3956	0.0102

223	5.4059	0.0102
224	5.4160	0.0102
225	5.4262	0.0102
226	5.4363	0.0101
227	5.4464	0.0101
228	5.4565	0.0101
229	5.4666	0.0101
230	5.4766	0.0100
231	5.4866	0.0100
232	5.4966	0.0100
233	5.5065	0.0100
234	5.5165	0.0099
235	5.5264	0.0099
236	5.5362	0.0099
237	5.5461	0.0099
238	5.5559	0.0098
239	5.5657	0.0098
240	5.5755	0.0098
241	5.5853	0.0098
242	5.5950	0.0097
243	5.6047	0.0097
244	5.6144	0.0097
245	5.6241	0.0097
246	5.6337	0.0096
247	5.6434	0.0096
248	5.6530	0.0096
249	5.6625	0.0096
250	5.6721	0.0096
251	5.6816	0.0095
252	5.6911	0.0095
253	5.7006	0.0095
254	5.7101	0.0095
255	5.7195	0.0094
256	5.7290	0.0094
257	5.7384	0.0094
258	5.7478	0.0094
259	5.7571	0.0094
260	5.7665	0.0093
261	5.7758	0.0093
262	5.7851	0.0093
263	5.7944	0.0093
264	5.8036	0.0093
265	5.8128	0.0092
266	5.8221	0.0092
267	5.8313	0.0092
268	5.8404	0.0092
269	5.8496	0.0092
270	5.8587	0.0091

271	5.8679	0.0091
272	5.8769	0.0091
273	5.8860	0.0091
274	5.8951	0.0091
275	5.9041	0.0090
276	5.9132	0.0090
277	5.9222	0.0090
278	5.9311	0.0090
279	5.9401	0.0090
280	5.9491	0.0089
281	5.9580	0.0089
282	5.9669	0.0089
283	5.9758	0.0089
284	5.9847	0.0089
285	5.9935	0.0089
286	6.0023	0.0088
287	6.0112	0.0088
288	6.0200	0.0088

Unit Period (number)	Unit Rainfall (In)	Unit Soil-Loss (In)	Effective Rainfall (In)
1	0.0088	0.0004	0.0084
2	0.0088	0.0004	0.0085
3	0.0089	0.0004	0.0085
4	0.0089	0.0004	0.0085
5	0.0089	0.0004	0.0085
6	0.0089	0.0004	0.0086
7	0.0090	0.0004	0.0086
8	0.0090	0.0004	0.0086
9	0.0090	0.0004	0.0086
10	0.0090	0.0004	0.0087
11	0.0091	0.0004	0.0087
12	0.0091	0.0004	0.0087
13	0.0091	0.0004	0.0088
14	0.0092	0.0004	0.0088
15	0.0092	0.0004	0.0088
16	0.0092	0.0004	0.0088
17	0.0093	0.0004	0.0089
18	0.0093	0.0004	0.0089
19	0.0093	0.0004	0.0089
20	0.0093	0.0004	0.0090
21	0.0094	0.0004	0.0090
22	0.0094	0.0004	0.0090
23	0.0094	0.0004	0.0091
24	0.0095	0.0004	0.0091
25	0.0095	0.0004	0.0091

26	0.0095	0.0004	0.0091
27	0.0096	0.0004	0.0092
28	0.0096	0.0004	0.0092
29	0.0096	0.0004	0.0092
30	0.0097	0.0004	0.0093
31	0.0097	0.0004	0.0093
32	0.0097	0.0004	0.0093
33	0.0098	0.0004	0.0094
34	0.0098	0.0004	0.0094
35	0.0099	0.0004	0.0094
36	0.0099	0.0004	0.0095
37	0.0099	0.0004	0.0095
38	0.0100	0.0004	0.0095
39	0.0100	0.0004	0.0096
40	0.0100	0.0004	0.0096
41	0.0101	0.0004	0.0097
42	0.0101	0.0004	0.0097
43	0.0102	0.0004	0.0097
44	0.0102	0.0004	0.0098
45	0.0102	0.0004	0.0098
46	0.0103	0.0004	0.0098
47	0.0103	0.0004	0.0099
48	0.0103	0.0004	0.0099
49	0.0104	0.0004	0.0100
50	0.0104	0.0004	0.0100
51	0.0105	0.0004	0.0101
52	0.0105	0.0004	0.0101
53	0.0106	0.0004	0.0101
54	0.0106	0.0004	0.0102
55	0.0107	0.0004	0.0102
56	0.0107	0.0004	0.0103
57	0.0108	0.0004	0.0103
58	0.0108	0.0004	0.0103
59	0.0108	0.0004	0.0104
60	0.0109	0.0004	0.0104
61	0.0109	0.0005	0.0105
62	0.0110	0.0005	0.0105
63	0.0110	0.0005	0.0106
64	0.0111	0.0005	0.0106
65	0.0111	0.0005	0.0107
66	0.0112	0.0005	0.0107
67	0.0112	0.0005	0.0108
68	0.0113	0.0005	0.0108
69	0.0113	0.0005	0.0109
70	0.0114	0.0005	0.0109
71	0.0115	0.0005	0.0110
72	0.0115	0.0005	0.0110
73	0.0116	0.0005	0.0111

74	0.0116	0.0005	0.0111
75	0.0117	0.0005	0.0112
76	0.0117	0.0005	0.0112
77	0.0118	0.0005	0.0113
78	0.0118	0.0005	0.0113
79	0.0119	0.0005	0.0114
80	0.0120	0.0005	0.0115
81	0.0120	0.0005	0.0115
82	0.0121	0.0005	0.0116
83	0.0122	0.0005	0.0117
84	0.0122	0.0005	0.0117
85	0.0123	0.0005	0.0118
86	0.0123	0.0005	0.0118
87	0.0124	0.0005	0.0119
88	0.0125	0.0005	0.0120
89	0.0126	0.0005	0.0121
90	0.0126	0.0005	0.0121
91	0.0127	0.0005	0.0122
92	0.0128	0.0005	0.0123
93	0.0129	0.0005	0.0124
94	0.0129	0.0005	0.0124
95	0.0130	0.0005	0.0125
96	0.0131	0.0005	0.0126
97	0.0132	0.0005	0.0127
98	0.0132	0.0005	0.0127
99	0.0133	0.0005	0.0128
100	0.0134	0.0005	0.0129
101	0.0135	0.0005	0.0130
102	0.0136	0.0005	0.0131
103	0.0137	0.0005	0.0132
104	0.0137	0.0005	0.0132
105	0.0138	0.0005	0.0133
106	0.0139	0.0005	0.0134
107	0.0140	0.0005	0.0135
108	0.0141	0.0005	0.0136
109	0.0142	0.0005	0.0137
110	0.0143	0.0005	0.0138
111	0.0144	0.0005	0.0139
112	0.0145	0.0005	0.0140
113	0.0146	0.0005	0.0141
114	0.0147	0.0005	0.0142
115	0.0149	0.0005	0.0144
116	0.0149	0.0005	0.0144
117	0.0151	0.0005	0.0146
118	0.0152	0.0005	0.0147
119	0.0153	0.0005	0.0148
120	0.0154	0.0005	0.0149
121	0.0156	0.0005	0.0151

122	0.0156	0.0005	0.0151
123	0.0158	0.0005	0.0153
124	0.0159	0.0005	0.0154
125	0.0161	0.0005	0.0156
126	0.0162	0.0005	0.0157
127	0.0164	0.0005	0.0159
128	0.0165	0.0005	0.0160
129	0.0167	0.0005	0.0162
130	0.0168	0.0005	0.0163
131	0.0170	0.0005	0.0165
132	0.0171	0.0005	0.0166
133	0.0173	0.0005	0.0168
134	0.0174	0.0005	0.0169
135	0.0177	0.0005	0.0172
136	0.0178	0.0005	0.0173
137	0.0180	0.0005	0.0175
138	0.0181	0.0005	0.0176
139	0.0184	0.0005	0.0179
140	0.0185	0.0005	0.0180
141	0.0188	0.0005	0.0183
142	0.0190	0.0005	0.0185
143	0.0192	0.0005	0.0187
144	0.0194	0.0005	0.0189
145	0.0225	0.0005	0.0220
146	0.0226	0.0005	0.0221
147	0.0230	0.0005	0.0225
148	0.0231	0.0005	0.0226
149	0.0235	0.0005	0.0230
150	0.0237	0.0005	0.0232
151	0.0241	0.0005	0.0236
152	0.0243	0.0005	0.0238
153	0.0247	0.0005	0.0242
154	0.0249	0.0005	0.0244
155	0.0254	0.0005	0.0249
156	0.0256	0.0005	0.0251
157	0.0261	0.0005	0.0256
158	0.0264	0.0005	0.0259
159	0.0269	0.0005	0.0264
160	0.0272	0.0005	0.0267
161	0.0278	0.0005	0.0273
162	0.0281	0.0005	0.0276
163	0.0287	0.0005	0.0282
164	0.0291	0.0005	0.0286
165	0.0298	0.0005	0.0293
166	0.0302	0.0005	0.0297
167	0.0310	0.0005	0.0305
168	0.0314	0.0005	0.0309
169	0.0351	0.0005	0.0346

170	0.0356	0.0005	0.0351
171	0.0366	0.0005	0.0361
172	0.0372	0.0005	0.0367
173	0.0384	0.0005	0.0379
174	0.0390	0.0005	0.0385
175	0.0404	0.0005	0.0399
176	0.0411	0.0005	0.0406
177	0.0428	0.0005	0.0423
178	0.0437	0.0005	0.0432
179	0.0457	0.0005	0.0452
180	0.0468	0.0005	0.0463
181	0.0493	0.0005	0.0488
182	0.0507	0.0005	0.0502
183	0.0539	0.0005	0.0534
184	0.0558	0.0005	0.0553
185	0.0465	0.0005	0.0460
186	0.0491	0.0005	0.0486
187	0.0558	0.0005	0.0553
188	0.0601	0.0005	0.0596
189	0.0725	0.0005	0.0720
190	0.0818	0.0005	0.0813
191	0.1169	0.0005	0.1164
192	0.1608	0.0005	0.1603
193	0.5032	0.0005	0.5027
194	0.0952	0.0005	0.0947
195	0.0655	0.0005	0.0650
196	0.0522	0.0005	0.0517
197	0.0579	0.0005	0.0574
198	0.0522	0.0005	0.0517
199	0.0480	0.0005	0.0475
200	0.0446	0.0005	0.0441
201	0.0419	0.0005	0.0414
202	0.0397	0.0005	0.0392
203	0.0378	0.0005	0.0373
204	0.0361	0.0005	0.0356
205	0.0319	0.0005	0.0314
206	0.0306	0.0005	0.0301
207	0.0294	0.0005	0.0289
208	0.0284	0.0005	0.0279
209	0.0275	0.0005	0.0270
210	0.0266	0.0005	0.0261
211	0.0259	0.0005	0.0254
212	0.0252	0.0005	0.0247
213	0.0245	0.0005	0.0240
214	0.0239	0.0005	0.0234
215	0.0233	0.0005	0.0228
216	0.0228	0.0005	0.0223
217	0.0196	0.0005	0.0191

218	0.0191	0.0005	0.0186
219	0.0187	0.0005	0.0182
220	0.0183	0.0005	0.0178
221	0.0179	0.0005	0.0174
222	0.0175	0.0005	0.0170
223	0.0172	0.0005	0.0167
224	0.0169	0.0005	0.0164
225	0.0166	0.0005	0.0161
226	0.0163	0.0005	0.0158
227	0.0160	0.0005	0.0155
228	0.0157	0.0005	0.0152
229	0.0155	0.0005	0.0150
230	0.0152	0.0005	0.0147
231	0.0150	0.0005	0.0145
232	0.0148	0.0005	0.0143
233	0.0146	0.0005	0.0141
234	0.0144	0.0005	0.0139
235	0.0142	0.0005	0.0137
236	0.0140	0.0005	0.0135
237	0.0138	0.0005	0.0133
238	0.0136	0.0005	0.0131
239	0.0134	0.0005	0.0129
240	0.0133	0.0005	0.0128
241	0.0131	0.0005	0.0126
242	0.0130	0.0005	0.0125
243	0.0128	0.0005	0.0123
244	0.0127	0.0005	0.0122
245	0.0125	0.0005	0.0120
246	0.0124	0.0005	0.0119
247	0.0122	0.0005	0.0117
248	0.0121	0.0005	0.0116
249	0.0120	0.0005	0.0115
250	0.0119	0.0005	0.0114
251	0.0118	0.0005	0.0113
252	0.0116	0.0005	0.0112
253	0.0115	0.0005	0.0111
254	0.0114	0.0005	0.0109
255	0.0113	0.0005	0.0108
256	0.0112	0.0005	0.0107
257	0.0111	0.0005	0.0106
258	0.0110	0.0005	0.0106
259	0.0109	0.0005	0.0105
260	0.0108	0.0004	0.0104
261	0.0107	0.0004	0.0103
262	0.0106	0.0004	0.0102
263	0.0105	0.0004	0.0101
264	0.0105	0.0004	0.0100
265	0.0104	0.0004	0.0099

266	0.0103	0.0004	0.0099
267	0.0102	0.0004	0.0098
268	0.0101	0.0004	0.0097
269	0.0101	0.0004	0.0096
270	0.0100	0.0004	0.0096
271	0.0099	0.0004	0.0095
272	0.0098	0.0004	0.0094
273	0.0098	0.0004	0.0094
274	0.0097	0.0004	0.0093
275	0.0096	0.0004	0.0092
276	0.0096	0.0004	0.0092
277	0.0095	0.0004	0.0091
278	0.0094	0.0004	0.0090
279	0.0094	0.0004	0.0090
280	0.0093	0.0004	0.0089
281	0.0092	0.0004	0.0089
282	0.0092	0.0004	0.0088
283	0.0091	0.0004	0.0087
284	0.0091	0.0004	0.0087
285	0.0090	0.0004	0.0086
286	0.0089	0.0004	0.0086
287	0.0089	0.0004	0.0085
288	0.0088	0.0004	0.0085

Total soil rain loss = 0.13(In)
Total effective rainfall = 5.89(In)
Peak flow rate in flood hydrograph = 19.20(CFS)

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24 - H O U R S T O R M
R u n o f f H y d r o g r a p h

Hydrograph in 5 Minute intervals ((CFS))

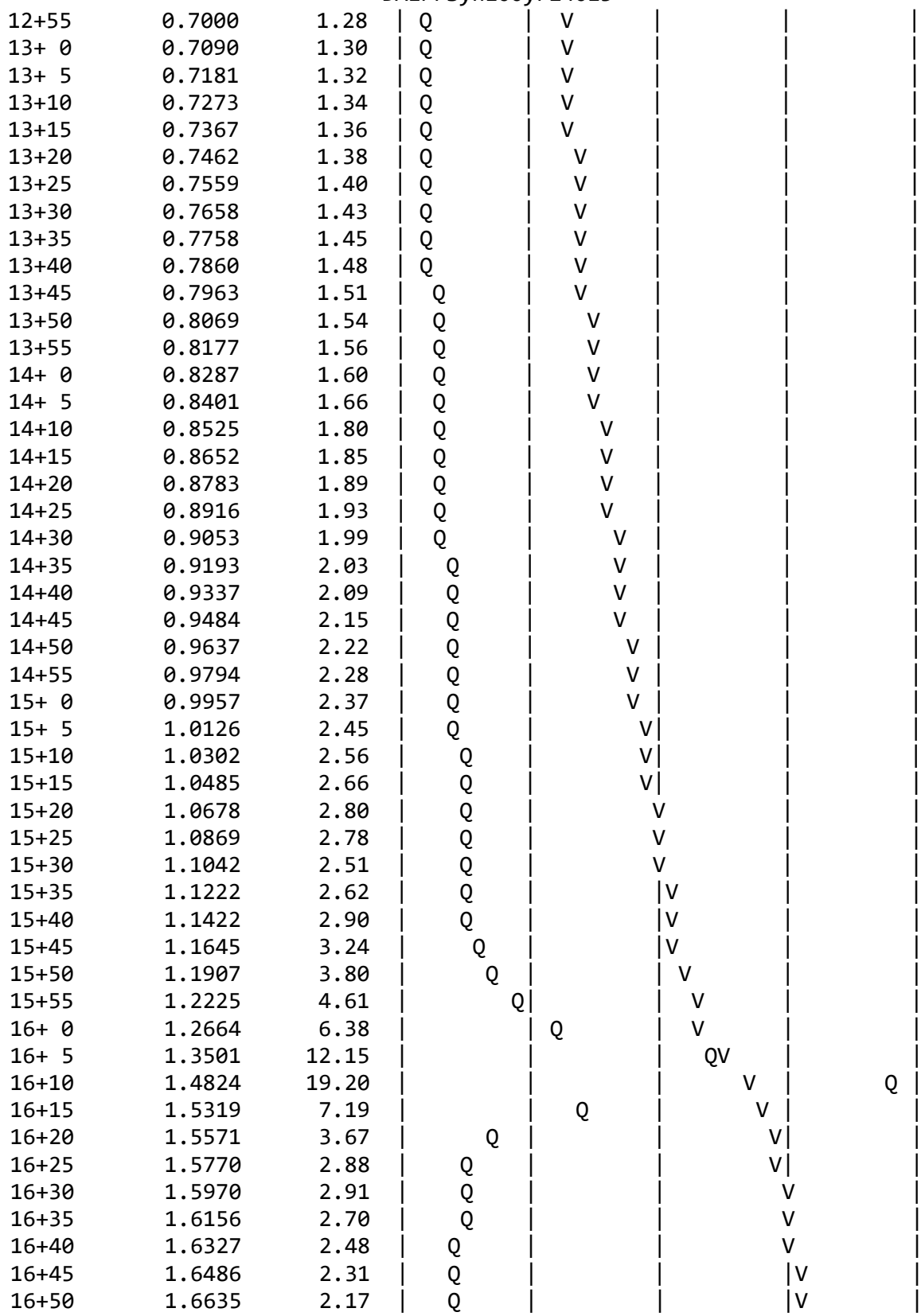
Time(h+m)	Volume Ac.Ft	Q(CFS)	0	5.0	10.0	15.0	20.0
0+ 5	0.0007	0.10	Q	|	|	|	|
0+10	0.0033	0.39	Q	|	|	|	|
0+15	0.0064	0.44	Q	|	|	|	|
0+20	0.0094	0.45	Q	|	|	|	|
0+25	0.0125	0.45	Q	|	|	|	|
0+30	0.0156	0.45	Q	|	|	|	|
0+35	0.0187	0.45	Q	|	|	|	|
0+40	0.0218	0.45	Q	|	|	|	|
0+45	0.0249	0.45	Q	|	|	|	|
0+50	0.0280	0.45	Q	|	|	|	|

0+55	0.0312	0.45	Q	|	|	|	|
1+ 0	0.0343	0.46	Q	|	|	|	|
1+ 5	0.0375	0.46	Q	|	|	|	|
1+10	0.0406	0.46	Q	|	|	|	|
1+15	0.0438	0.46	Q	|	|	|	|
1+20	0.0470	0.46	Q	|	|	|	|
1+25	0.0502	0.46	Q	|	|	|	|
1+30	0.0534	0.47	QV	|	|	|	|
1+35	0.0566	0.47	QV	|	|	|	|
1+40	0.0598	0.47	QV	|	|	|	|
1+45	0.0631	0.47	QV	|	|	|	|
1+50	0.0663	0.47	QV	|	|	|	|
1+55	0.0696	0.47	QV	|	|	|	|
2+ 0	0.0728	0.47	QV	|	|	|	|
2+ 5	0.0761	0.48	QV	|	|	|	|
2+10	0.0794	0.48	QV	|	|	|	|
2+15	0.0827	0.48	QV	|	|	|	|
2+20	0.0860	0.48	QV	|	|	|	|
2+25	0.0894	0.48	QV	|	|	|	|
2+30	0.0927	0.48	QV	|	|	|	|
2+35	0.0961	0.49	QV	|	|	|	|
2+40	0.0994	0.49	QV	|	|	|	|
2+45	0.1028	0.49	QV	|	|	|	|
2+50	0.1062	0.49	QV	|	|	|	|
2+55	0.1096	0.49	Q V	|	|	|	|
3+ 0	0.1130	0.50	Q V	|	|	|	|
3+ 5	0.1164	0.50	Q V	|	|	|	|
3+10	0.1199	0.50	Q V	|	|	|	|
3+15	0.1233	0.50	|QV	|	|	|	|
3+20	0.1268	0.50	|QV	|	|	|	|
3+25	0.1303	0.50	|QV	|	|	|	|
3+30	0.1337	0.51	|QV	|	|	|	|
3+35	0.1372	0.51	|QV	|	|	|	|
3+40	0.1408	0.51	|QV	|	|	|	|
3+45	0.1443	0.51	|QV	|	|	|	|
3+50	0.1478	0.51	|QV	|	|	|	|
3+55	0.1514	0.52	|QV	|	|	|	|
4+ 0	0.1550	0.52	|QV	|	|	|	|
4+ 5	0.1586	0.52	|QV	|	|	|	|
4+10	0.1622	0.52	|Q V	|	|	|	|
4+15	0.1658	0.52	|Q V	|	|	|	|
4+20	0.1694	0.53	|Q V	|	|	|	|
4+25	0.1730	0.53	|Q V	|	|	|	|
4+30	0.1767	0.53	|Q V	|	|	|	|
4+35	0.1804	0.53	|Q V	|	|	|	|
4+40	0.1841	0.54	|Q V	|	|	|	|
4+45	0.1878	0.54	|Q V	|	|	|	|
4+50	0.1915	0.54	|Q V	|	|	|	|

4+55	0.1952	0.54	|Q V	|	|	|	|
5+ 0	0.1990	0.55	|Q V	|	|	|	|
5+ 5	0.2028	0.55	|Q V	|	|	|	|
5+10	0.2066	0.55	|Q V	|	|	|	|
5+15	0.2104	0.55	|Q V	|	|	|	|
5+20	0.2142	0.56	|Q V	|	|	|	|
5+25	0.2180	0.56	|Q V	|	|	|	|
5+30	0.2219	0.56	|Q V	|	|	|	|
5+35	0.2258	0.56	|Q V	|	|	|	|
5+40	0.2296	0.57	|Q V	|	|	|	|
5+45	0.2336	0.57	|Q V	|	|	|	|
5+50	0.2375	0.57	|Q V	|	|	|	|
5+55	0.2414	0.57	|Q V	|	|	|	|
6+ 0	0.2454	0.58	|Q V	|	|	|	|
6+ 5	0.2494	0.58	|Q V	|	|	|	|
6+10	0.2534	0.58	|Q V	|	|	|	|
6+15	0.2574	0.58	|Q V	|	|	|	|
6+20	0.2614	0.59	|Q V	|	|	|	|
6+25	0.2655	0.59	|Q V	|	|	|	|
6+30	0.2696	0.59	|Q V	|	|	|	|
6+35	0.2737	0.60	|Q V	|	|	|	|
6+40	0.2778	0.60	|Q V	|	|	|	|
6+45	0.2820	0.60	|Q V	|	|	|	|
6+50	0.2861	0.61	|Q V	|	|	|	|
6+55	0.2903	0.61	|Q V	|	|	|	|
7+ 0	0.2945	0.61	|Q V	|	|	|	|
7+ 5	0.2988	0.61	|Q V	|	|	|	|
7+10	0.3030	0.62	|Q V	|	|	|	|
7+15	0.3073	0.62	|Q V	|	|	|	|
7+20	0.3116	0.63	|Q V	|	|	|	|
7+25	0.3159	0.63	|Q V	|	|	|	|
7+30	0.3203	0.63	|Q V	|	|	|	|
7+35	0.3247	0.64	|Q V	|	|	|	|
7+40	0.3291	0.64	|Q V	|	|	|	|
7+45	0.3335	0.64	|Q V	|	|	|	|
7+50	0.3380	0.65	|Q V	|	|	|	|
7+55	0.3425	0.65	|Q V	|	|	|	|
8+ 0	0.3470	0.66	|Q V	|	|	|	|
8+ 5	0.3515	0.66	|Q V	|	|	|	|
8+10	0.3561	0.66	|Q V	|	|	|	|
8+15	0.3607	0.67	|Q V	|	|	|	|
8+20	0.3653	0.67	|Q V	|	|	|	|
8+25	0.3700	0.68	|Q V	|	|	|	|
8+30	0.3747	0.68	|Q V	|	|	|	|
8+35	0.3794	0.69	|Q V	|	|	|	|
8+40	0.3842	0.69	|Q V	|	|	|	|
8+45	0.3890	0.69	|Q V	|	|	|	|
8+50	0.3938	0.70	|Q V	|	|	|	|

8+55	0.3986	0.70	|Q V |	|	|	|
9+ 0	0.4035	0.71	|Q V |	|	|	|
9+ 5	0.4084	0.71	|Q V |	|	|	|
9+10	0.4134	0.72	|Q V |	|	|	|
9+15	0.4184	0.72	|Q V |	|	|	|
9+20	0.4234	0.73	|Q V |	|	|	|
9+25	0.4285	0.74	|Q V |	|	|	|
9+30	0.4336	0.74	|Q V |	|	|	|
9+35	0.4387	0.75	|Q V |	|	|	|
9+40	0.4439	0.75	|Q V |	|	|	|
9+45	0.4491	0.76	|Q V |	|	|	|
9+50	0.4544	0.76	|Q V |	|	|	|
9+55	0.4597	0.77	|Q V |	|	|	|
10+ 0	0.4650	0.78	|Q V |	|	|	|
10+ 5	0.4704	0.78	|Q V |	|	|	|
10+10	0.4759	0.79	|Q V |	|	|	|
10+15	0.4814	0.80	|Q V|	|	|	|
10+20	0.4869	0.80	|Q V|	|	|	|
10+25	0.4925	0.81	|Q V|	|	|	|
10+30	0.4981	0.82	|Q V|	|	|	|
10+35	0.5038	0.82	|Q V|	|	|	|
10+40	0.5095	0.83	|Q V|	|	|	|
10+45	0.5153	0.84	|Q V|	|	|	|
10+50	0.5211	0.85	|Q V|	|	|	|
10+55	0.5270	0.85	|Q V|	|	|	|
11+ 0	0.5330	0.86	|Q V	|	|	|
11+ 5	0.5390	0.87	|Q V	|	|	|
11+10	0.5450	0.88	|Q V	|	|	|
11+15	0.5512	0.89	|Q V	|	|	|
11+20	0.5573	0.90	|Q V	|	|	|
11+25	0.5636	0.91	|Q V	|	|	|
11+30	0.5699	0.92	|Q V	|	|	|
11+35	0.5763	0.93	|Q V	|	|	|
11+40	0.5828	0.94	|Q V	|	|	|
11+45	0.5893	0.95	|Q |V	|	|	|
11+50	0.5959	0.96	|Q |V	|	|	|
11+55	0.6026	0.97	|Q |V	|	|	|
12+ 0	0.6094	0.98	|Q |V	|	|	|
12+ 5	0.6164	1.03	| Q |V	|	|	|
12+10	0.6242	1.13	| Q |V	|	|	|
12+15	0.6322	1.16	| Q |V	|	|	|
12+20	0.6404	1.18	| Q | V	|	|	|
12+25	0.6485	1.19	| Q | V	|	|	|
12+30	0.6569	1.21	| Q | V	|	|	|
12+35	0.6653	1.22	| Q | V	|	|	|
12+40	0.6738	1.24	| Q | V	|	|	|
12+45	0.6824	1.25	| Q | V	|	|	|
12+50	0.6911	1.27	| Q | V	|	|	|

DA1PrSyn100yr24013



12+55	0.7000	1.28	
13+ 0	0.7090	1.30	
13+ 5	0.7181	1.32	
13+10	0.7273	1.34	
13+15	0.7367	1.36	
13+20	0.7462	1.38	
13+25	0.7559	1.40	
13+30	0.7658	1.43	
13+35	0.7758	1.45	
13+40	0.7860	1.48	
13+45	0.7963	1.51	
13+50	0.8069	1.54	
13+55	0.8177	1.56	
14+ 0	0.8287	1.60	
14+ 5	0.8401	1.66	
14+10	0.8525	1.80	
14+15	0.8652	1.85	
14+20	0.8783	1.89	
14+25	0.8916	1.93	
14+30	0.9053	1.99	
14+35	0.9193	2.03	
14+40	0.9337	2.09	
14+45	0.9484	2.15	
14+50	0.9637	2.22	
14+55	0.9794	2.28	
15+ 0	0.9957	2.37	
15+ 5	1.0126	2.45	
15+10	1.0302	2.56	
15+15	1.0485	2.66	
15+20	1.0678	2.80	
15+25	1.0869	2.78	
15+30	1.1042	2.51	
15+35	1.1222	2.62	
15+40	1.1422	2.90	
15+45	1.1645	3.24	
15+50	1.1907	3.80	
15+55	1.2225	4.61	
16+ 0	1.2664	6.38	
16+ 5	1.3501	12.15	
16+10	1.4824	19.20	
16+15	1.5319	7.19	
16+20	1.5571	3.67	
16+25	1.5770	2.88	
16+30	1.5970	2.91	
16+35	1.6156	2.70	
16+40	1.6327	2.48	
16+45	1.6486	2.31	
16+50	1.6635	2.17	

16+55	1.6776	2.05	Q			V
17+ 0	1.6911	1.95	Q			V
17+ 5	1.7037	1.83	Q			V
17+10	1.7151	1.66	Q			V
17+15	1.7259	1.58	Q			V
17+20	1.7364	1.51	Q			V
17+25	1.7464	1.46	Q			V
17+30	1.7562	1.41	Q			V
17+35	1.7656	1.37	Q			V
17+40	1.7747	1.33	Q			V
17+45	1.7836	1.29	Q			V
17+50	1.7923	1.26	Q			V
17+55	1.8007	1.22	Q			V
18+ 0	1.8089	1.19	Q			V
18+ 5	1.8167	1.13	Q			V
18+10	1.8237	1.02	Q			V
18+15	1.8304	0.98	Q			V
18+20	1.8370	0.95	Q			V
18+25	1.8434	0.93	Q			V
18+30	1.8497	0.91	Q			V
18+35	1.8558	0.89	Q			V
18+40	1.8618	0.87	Q			V
18+45	1.8677	0.86	Q			V
18+50	1.8735	0.84	Q			V
18+55	1.8792	0.83	Q			V
19+ 0	1.8848	0.81	Q			V
19+ 5	1.8903	0.80	Q			V
19+10	1.8957	0.78	Q			V
19+15	1.9010	0.77	Q			V
19+20	1.9063	0.76	Q			V
19+25	1.9114	0.75	Q			V
19+30	1.9165	0.74	Q			V
19+35	1.9215	0.73	Q			V
19+40	1.9264	0.72	Q			V
19+45	1.9313	0.71	Q			V
19+50	1.9361	0.70	Q			V
19+55	1.9408	0.69	Q			V
20+ 0	1.9455	0.68	Q			V
20+ 5	1.9501	0.67	Q			V
20+10	1.9546	0.66	Q			V
20+15	1.9591	0.65	Q			V
20+20	1.9636	0.64	Q			V
20+25	1.9680	0.64	Q			V
20+30	1.9723	0.63	Q			V
20+35	1.9766	0.62	Q			V
20+40	1.9808	0.62	Q			V
20+45	1.9850	0.61	Q			V
20+50	1.9892	0.60	Q			V

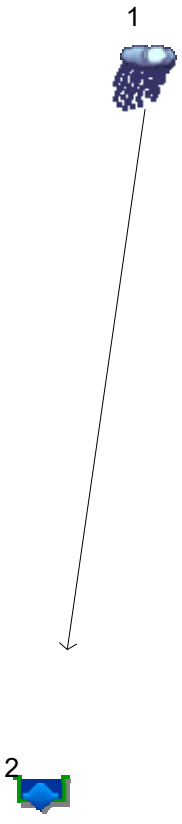
DA1PrSyn100yr24013

20+55	1.9933	0.60	|Q	|	|	|	V |
21+ 0	1.9974	0.59	|Q	|	|	|	V |
21+ 5	2.0014	0.58	|Q	|	|	|	V |
21+10	2.0054	0.58	|Q	|	|	|	V |
21+15	2.0093	0.57	|Q	|	|	|	V |
21+20	2.0132	0.57	|Q	|	|	|	V |
21+25	2.0171	0.56	|Q	|	|	|	V |
21+30	2.0210	0.56	|Q	|	|	|	V |
21+35	2.0248	0.55	|Q	|	|	|	V |
21+40	2.0285	0.55	|Q	|	|	|	V |
21+45	2.0323	0.54	|Q	|	|	|	V |
21+50	2.0360	0.54	|Q	|	|	|	V |
21+55	2.0397	0.53	|Q	|	|	|	V |
22+ 0	2.0433	0.53	|Q	|	|	|	V |
22+ 5	2.0469	0.53	|Q	|	|	|	V |
22+10	2.0505	0.52	|Q	|	|	|	V |
22+15	2.0541	0.52	|Q	|	|	|	V |
22+20	2.0576	0.51	|Q	|	|	|	V |
22+25	2.0611	0.51	|Q	|	|	|	V |
22+30	2.0646	0.51	|Q	|	|	|	V |
22+35	2.0681	0.50	|Q	|	|	|	V |
22+40	2.0715	0.50	Q	|	|	|	V |
22+45	2.0749	0.49	Q	|	|	|	V|
22+50	2.0783	0.49	Q	|	|	|	V|
22+55	2.0816	0.49	Q	|	|	|	V|
23+ 0	2.0850	0.48	Q	|	|	|	V|
23+ 5	2.0883	0.48	Q	|	|	|	V|
23+10	2.0916	0.48	Q	|	|	|	V|
23+15	2.0948	0.47	Q	|	|	|	V|
23+20	2.0981	0.47	Q	|	|	|	V|
23+25	2.1013	0.47	Q	|	|	|	V|
23+30	2.1045	0.46	Q	|	|	|	V|
23+35	2.1076	0.46	Q	|	|	|	V|
23+40	2.1108	0.46	Q	|	|	|	V|
23+45	2.1139	0.46	Q	|	|	|	V|
23+50	2.1171	0.45	Q	|	|	|	V|
23+55	2.1202	0.45	Q	|	|	|	V|
24+ 0	2.1232	0.45	Q	|	|	|	V|
24+ 5	2.1256	0.34	Q	|	|	|	V|
24+10	2.1260	0.06	Q	|	|	|	V|
24+15	2.1260	0.00	Q	|	|	|	V|

APPENDIX E

Hydraflow Hydrographs Report

Watershed Model Schematic



Legend

Hyd.	Origin	Description
1	Manual	Post-developed DA1
2	Reservoir	routing stormtech

Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2025

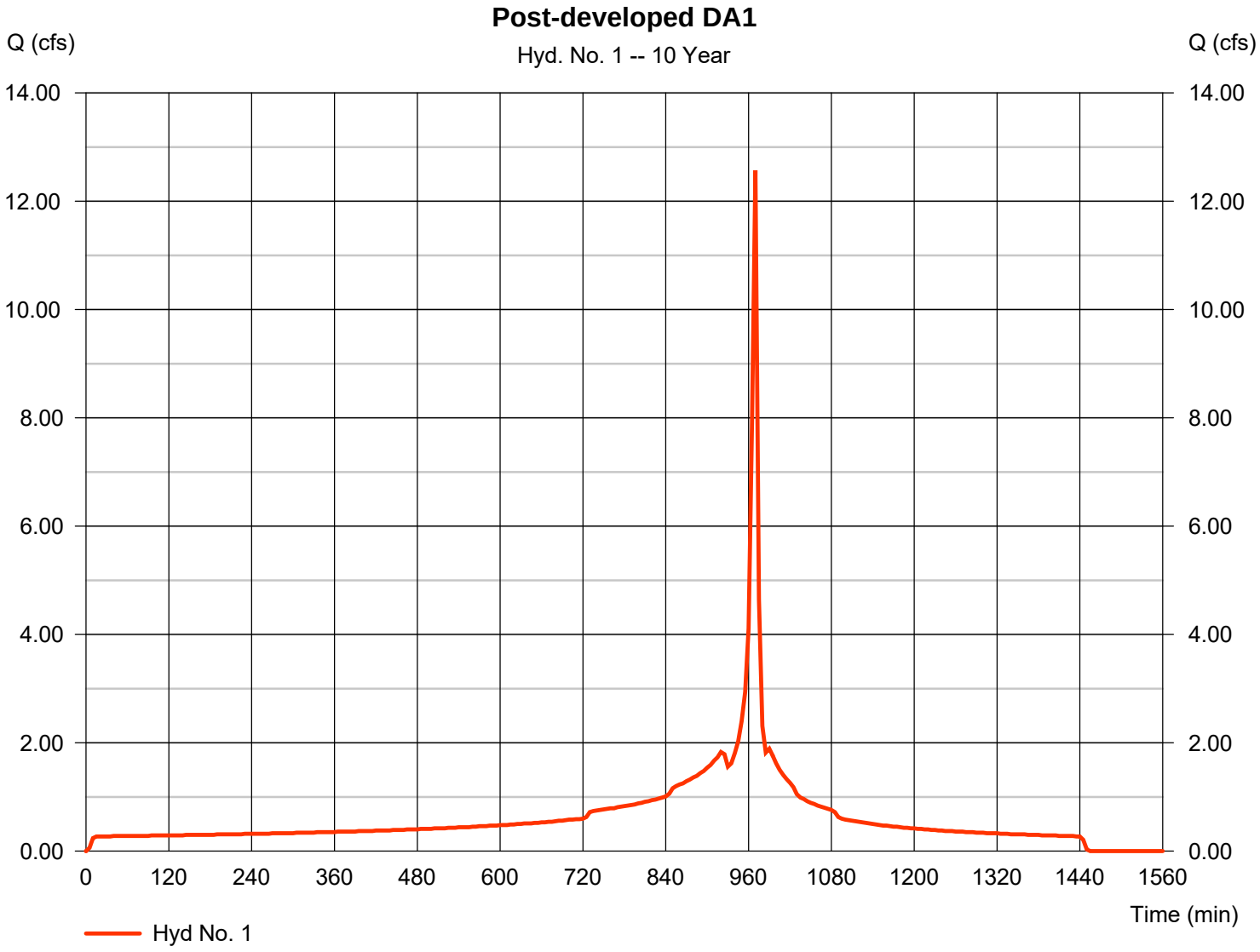
Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	Manual	12.57	5	970	58,332	------	------	------	Post-developed DA1
2	Reservoir	0.061	5	1200	681	1	773.10	35,953	routing stormtech

Hydrograph Report

Hyd. No. 1

Post-developed DA1

Hydrograph type	= Manual	Peak discharge	= 12.57 cfs
Storm frequency	= 10 yrs	Time to peak	= 970 min
Time interval	= 5 min	Hyd. volume	= 58,332 cuft



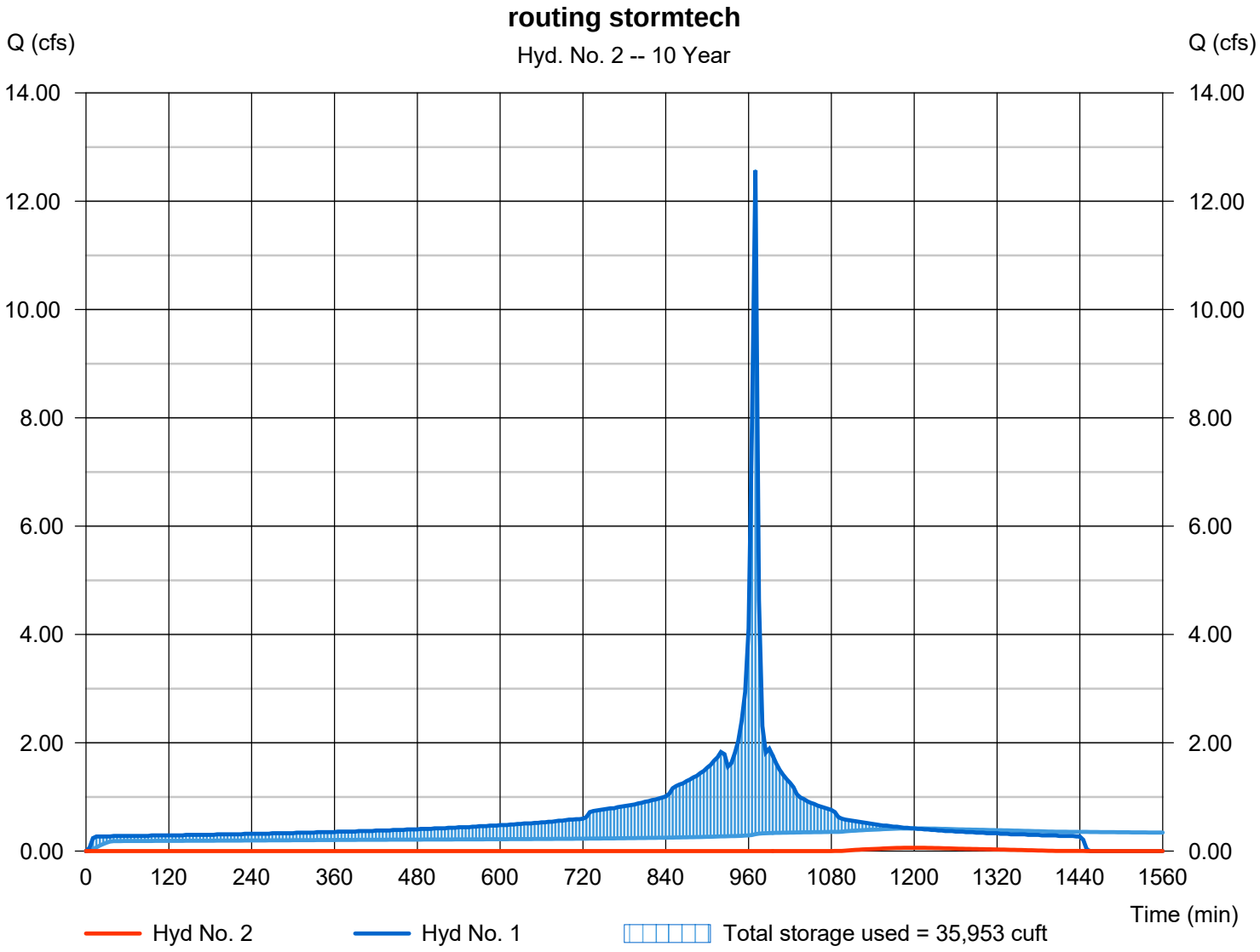
Hydrograph Report

Hyd. No. 2

routing stormtech

Hydrograph type	=	Reservoir	Peak discharge	=	0.061 cfs
Storm frequency	=	10 yrs	Time to peak	=	1200 min
Time interval	=	5 min	Hyd. volume	=	681 cuft
Inflow hyd. No.	=	1 - Post-developed DA1	Max. Elevation	=	773.10 ft
Reservoir name	=	MC-4500 Stormtech	Max. Storage	=	35,953 cuft

Storage Indication method used. Exfiltration extracted from Outflow.



Pond Report

Pond No. 1 - MC-4500 Stormtech

Pond Data

UG Chambers -Invert elev. = 769.45 ft, Rise x Span = 4.65 x 7.24 ft, Barrel Len = 150.00 ft, No. Barrels = 8, Slope = 0.00%, Headers = No
Encasement -Invert elev. = 768.70 ft, Width = 9.08 ft, Height = 6.75 ft, Voids = 40.00%

Stage / Storage Table

Stage (ft)	Elevation (ft)	Contour area (sqft)	Incr. Storage (cuft)	Total storage (cuft)
0.00	768.70	n/a	0	0
0.68	769.38	n/a	2,943	2,943
1.35	770.05	n/a	6,062	9,004
2.03	770.72	n/a	6,387	15,391
2.70	771.40	n/a	6,240	21,631
3.38	772.08	n/a	6,002	27,633
4.05	772.75	n/a	5,648	33,281
4.72	773.42	n/a	5,122	38,403
5.40	774.10	n/a	4,179	42,582
6.08	774.78	n/a	2,943	45,524
6.75	775.45	n/a	2,943	48,467

Culvert / Orifice Structures

	[A]	[B]	[C]	[PrfRsr]
Rise (in)	= 18.00	0.00	0.00	0.00
Span (in)	= 18.00	0.00	0.00	0.00
No. Barrels	= 1	0	0	0
Invert El. (ft)	= 773.00	0.00	0.00	0.00
Length (ft)	= 48.00	0.00	0.00	0.00
Slope (%)	= 2.10	0.00	0.00	n/a
N-Value	= .013	.013	.013	n/a
Orifice Coeff.	= 0.60	0.60	0.60	0.60
Multi-Stage	= n/a	No	No	No

Weir Structures

	[A]	[B]	[C]	[D]
Crest Len (ft)	= 0.00	0.00	0.00	0.00
Crest El. (ft)	= 0.00	0.00	0.00	0.00
Weir Coeff.	= 3.33	3.33	3.33	3.33
Weir Type	= ---	---	---	---
Multi-Stage	= No	No	No	No

Exfil.(in/hr) = 0.720 (by Wet area)
TW Elev. (ft) = 0.00

Note: Culvert/Orifice outflows are analyzed under inlet (ic) and outlet (oc) control. Weir risers checked for orifice conditions (ic) and submergence (s).

Stage / Storage / Discharge Table

Stage ft	Storage cuft	Elevation ft	Clv A cfs	Clv B cfs	Clv C cfs	PrfRsr cfs	Wr A cfs	Wr B cfs	Wr C cfs	Wr D cfs	Exfil cfs	User cfs	Total cfs
0.00	0	768.70	0.00	---	---	---	---	---	---	---	0.000	---	0.000
0.68	2,943	769.38	0.00	---	---	---	---	---	---	---	0.209	---	0.209
1.35	9,004	770.05	0.00	---	---	---	---	---	---	---	0.236	---	0.236
2.03	15,391	770.72	0.00	---	---	---	---	---	---	---	0.263	---	0.263
2.70	21,631	771.40	0.00	---	---	---	---	---	---	---	0.290	---	0.290
3.38	27,633	772.08	0.00	---	---	---	---	---	---	---	0.317	---	0.317
4.05	33,281	772.75	0.00	---	---	---	---	---	---	---	0.344	---	0.344
4.72	38,403	773.42	0.92 ic	---	---	---	---	---	---	---	0.371	---	1.286
5.40	42,582	774.10	4.96 ic	---	---	---	---	---	---	---	0.398	---	5.361
6.08	45,524	774.78	8.61 ic	---	---	---	---	---	---	---	0.425	---	9.038
6.75	48,467	775.45	11.09 ic	---	---	---	---	---	---	---	0.452	---	11.54

Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2025

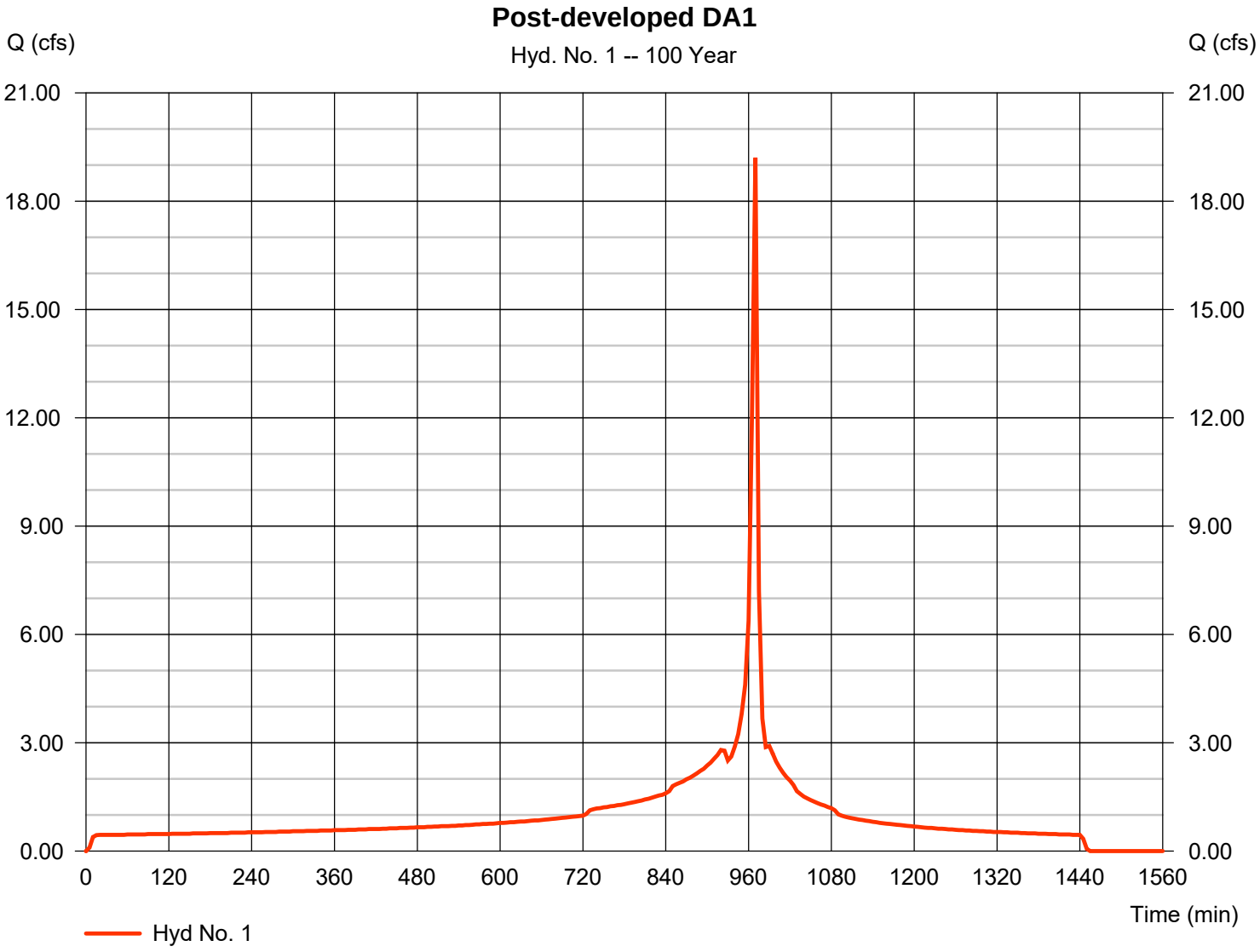
Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	Manual	19.20	5	970	92,610	------	------	------	Post-developed DA1
2	Reservoir	8.788	5	975	31,614	1	774.82	45,708	routing stormtech

Hydrograph Report

Hyd. No. 1

Post-developed DA1

Hydrograph type	= Manual	Peak discharge	= 19.20 cfs
Storm frequency	= 100 yrs	Time to peak	= 970 min
Time interval	= 5 min	Hyd. volume	= 92,610 cuft



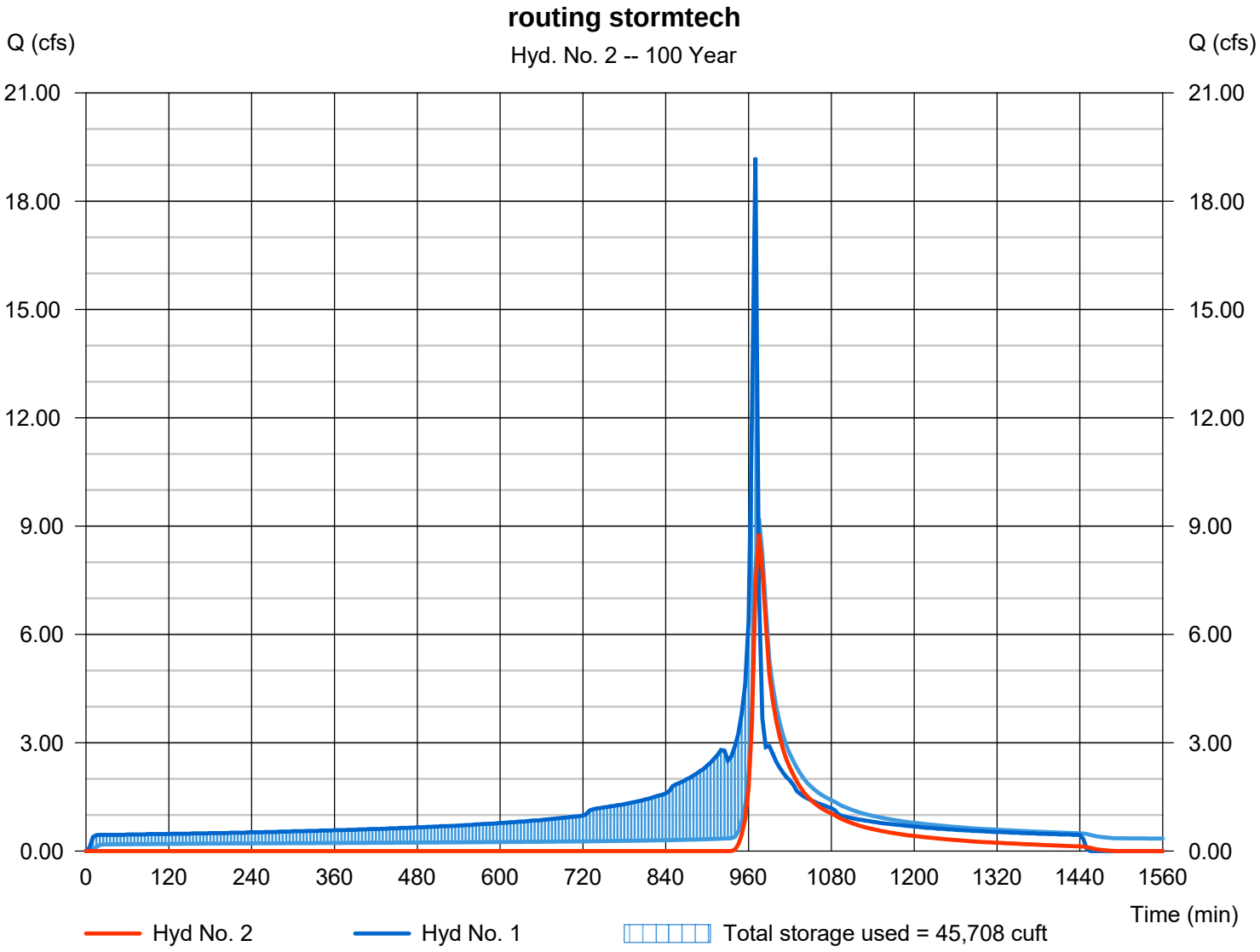
Hydrograph Report

Hyd. No. 2

routing stormtech

Hydrograph type	=	Reservoir	Peak discharge	=	8.788 cfs
Storm frequency	=	100 yrs	Time to peak	=	975 min
Time interval	=	5 min	Hyd. volume	=	31,614 cuft
Inflow hyd. No.	=	1 - Post-developed DA1	Max. Elevation	=	774.82 ft
Reservoir name	=	MC-4500 Stormtech	Max. Storage	=	45,708 cuft

Storage Indication method used. Exfiltration extracted from Outflow.



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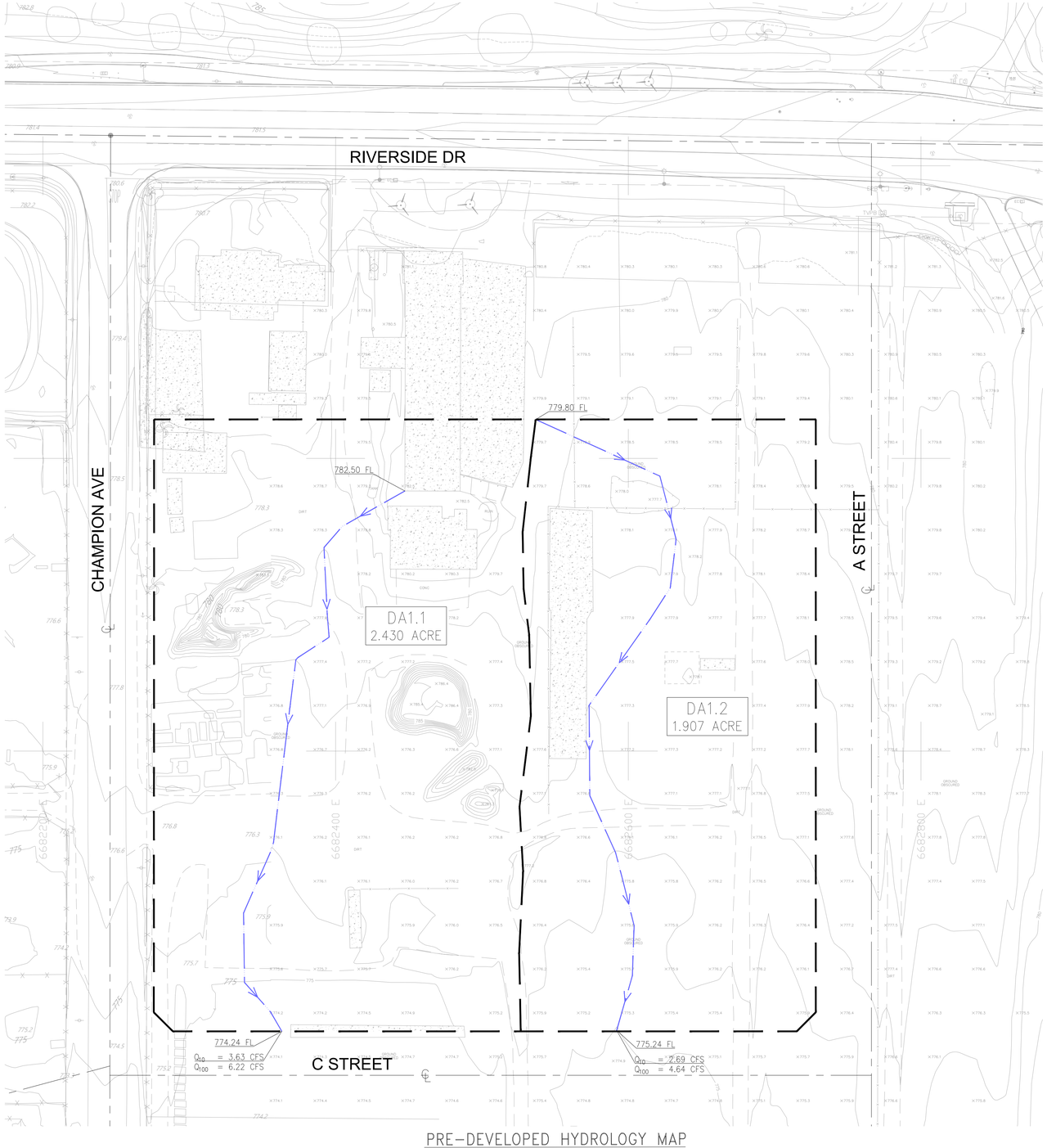
APPENDIX F

Existing Hydrology Map – Synthetic Unit Hydrograph Method
Post-developed Hydrology Map – Synthetic Unit Hydrograph Method
Post-developed Hydrology Map – Rational Method



ABBREVIATIONS:

FL – FLOWLINE
FG – FINISHED GROUND

LEGEND:

Q_2=X.XX CFS – 2-YEAR FLOW RATE
Q_{10}=X.XX CFS – 10-YEAR FLOW RATE
Q_{100}=X.XX CFS – 100-YEAR FLOW RATE

DRAINAGE SUBAREA BOUNDARY

DRAINAGE FLOW PATH

DAX
X.XXX ACRE
DRAINGE AREA SUB-BASIN NUMBER
SUB-BASIN AREA IN ACRES

SUMMARY						
DRAINAGE AREA NO	TOTAL (ACRE)	IMPERVIOUS (ACRE)	PERMEABLE (ACRE)	IMPERVIOUS (%)	FLOW PATH (FT)	SLOPE (%)
DA1.1	2.430	0.200	2.230	8.23	425	1.9
DA1.2	1.907	0.109	1.798	5.71	498	0.9

Underground Service Alert of
811
TWO WORKING DAYS BEFORE YOU DIG

PRE-DEVELOPED HYDROLOGY MAP
SYNTHETIC UNIT HYDROGRAPH METHOD
SCALE 1" = 40'

N

40' 0' 40' 80' 120'
GRAPHIC SCALE: 1"=40'

REVISIONS			
MARK	DATE	BY	DESCRIPTION

DESIGNED BY: DA
DATE: 06/10/2025
DRAWN BY: PS
DATE: 06/10/2025
CHECKED BY:
DATE:

CITY OF ONTARIO

RECOMMENDED BY: BRYAN LIRLEY P.E., ASSISTANT CITY ENGINEER DATE
APPROVED BY: KHOI DO P.E., CITY ENGINEER DATE

BENCH MARK: ELEV. 781.27 FEET
LOCATION:
BENCHMARK=HELD FOUND MONUMENTS FROM CAD FILE PROVIDED BY HARIYA (CL INTERSECTION OF RIVERSIDE & ONTARIO) EL=781.27
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COMBO 0.9999737169 / 1.0000262849 SCALED AROUND INTERSECTION OF RIVERSIDE & ONTARIO AVE

REGISTERED PROFESSIONAL ENGINEER MANOJ BABULAL HARIYA NO. 74429 CIVIL STATE OF CALIFORNIA

HARIYA INC
26121 Wallack Place, Loma Linda, CA 92354
(909)499-8270

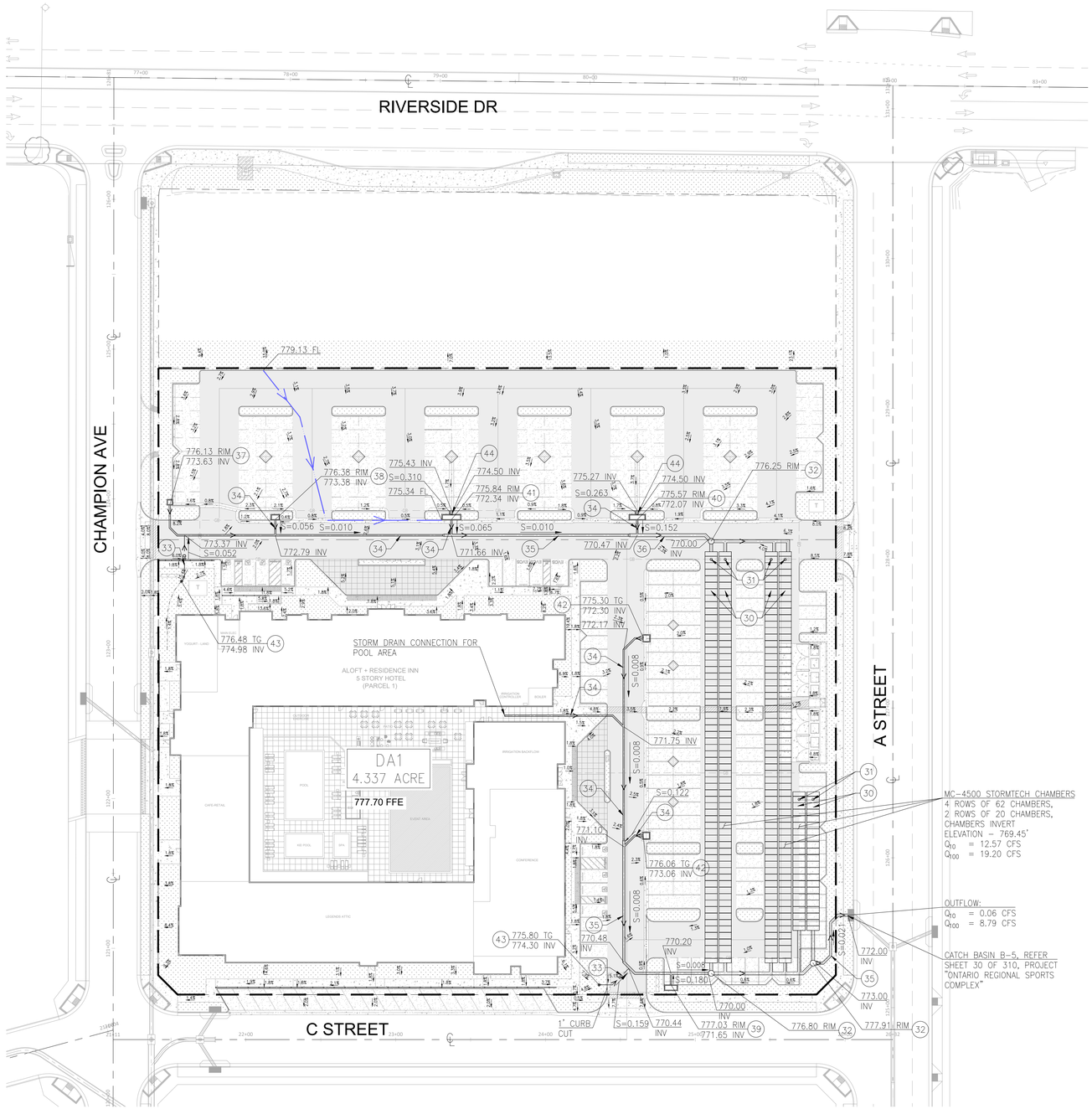
MANOJ HARIYA R.C.E. 74429 DATE

ALOFT-RESIDENCE INN HOTEL

PRE-DEVELOPED HYDROLOGY MAP
SYNTHETIC UNIT HYDROGRAPH METHOD

SHEET 01 OF 03
CONTRACT
ACCOUNT
DWG. NO.

E:\PROJECTS\24-013 Marriott Hotel (near Stadium) Ontario CA\PG



STORM DRAIN CONSTRUCTION NOTES

30. INSTALL STORMTECH MC-4500 UNDERGROUND CHAMBER.
31. INSTALL STORMTECH MC-4500 INSPECTION PORT.
32. INSTALL 48" STORM DRAIN MANHOLE
33. INSTALL 6" HDPE STORM DRAIN LINE
34. INSTALL 12" HDPE STORM DRAIN LINE.
35. INSTALL 18" HDPE STORM DRAIN LINE.
36. INSTALL 24" HDPE STORM DRAIN LINE.
37. INSTALL 3' WIDE FLOGARD CURB INLET.
38. INSTALL 5' WIDE FLOGARD CURB INLET.
39. INSTALL 8' WIDE FLOGARD CURB INLET.
40. INSTALL 10' WIDE FLOGARD CURB INLET.
41. INSTALL 12' WIDE FLOGARD CURB INLET.
42. INSTALL 48" X 48" STANDARD DEPTH FLOGARD FLAT GRATED INLET
43. INSTALL 6" ATRIUM GRATE INLET.
44. INSTALL 3.5" X 12" RECTANGULAR DRAIN PIPE PER FOUNDRY SERVICE AND SUPPLIES, INC. STD.

SUMMARY						
DRAINAGE AREA NO	TOTAL (ACRE)	IMPERVIOUS (ACRE)	PERMEABLE (ACRE)	IMPERVIOUS (%)	FLOW PATH (FT)	SLOPE (%)
DA1	4.337	3.867	0.470	89.16	188	2.0

ABBREVIATIONS:

FL – FLOWLINE
FG – FINISHED GROUND

LEGEND:

XXXX.XX FL – FLOW LINE
Q_{10}=XX.XX CFS – 10-YEAR FLOW RATE
Q_{100}=XX.XX CFS – 100-YEAR FLOW RATE

DRAINAGE SUBAREA BOUNDARY

DRAINAGE FLOW PATH

DAX
X.XXX ACRE – DRAINAGE AREA SUB-BASIN NUMBER
– SUB-BASIN AREA IN ACRES

Underground Service Alert of

811

TWO WORKING DAYS BEFORE YOU DIG

POST-DEVELOPED HYDROLOGY MAP
SYNTHETIC UNIT HYDROGRAPH METHOD
SCALE 1" =40'

N

40' 0' 40' 80' 120'
GRAPHIC SCALE: 1"=40'

REVISIONS			
MARK	DATE	BY	DESCRIPTION

DESIGNED BY: DA
DATE: 06/10/2025
DRAWN BY: PS
DATE: 06/10/2025
CHECKED BY:
DATE:

CITY OF ONTARIO

RECOMMENDED BY: BRYAN LIRLEY P.E., ASSISTANT CITY ENGINEER DATE
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POST-DEVELOPED HYDROLOGY MAP
SYNTHETIC UNIT HYDROGRAPH METHOD

SHEET 02 OF 03
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ACCOUNT
DWG. NO.

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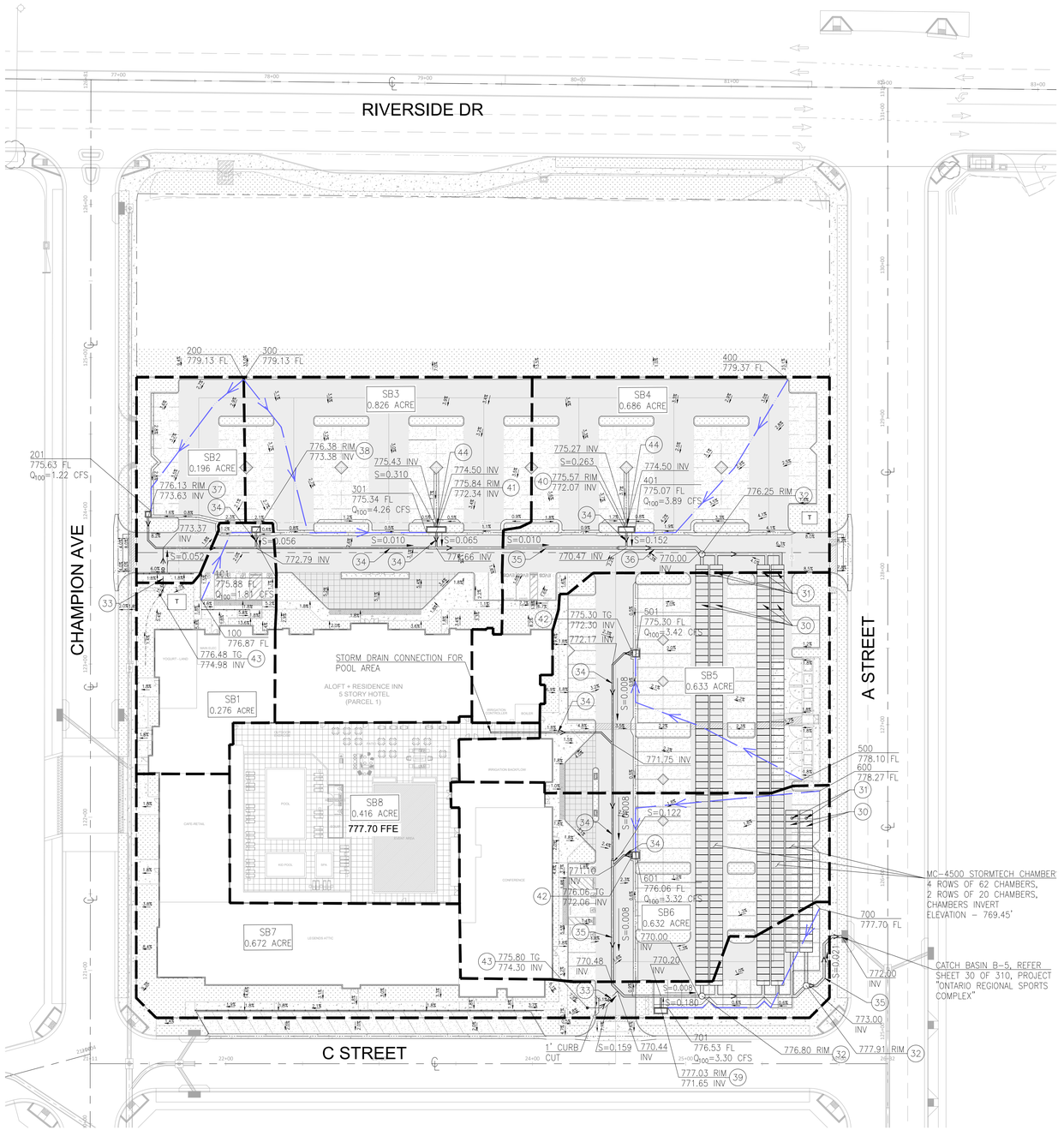

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43. INSTALL 6" ATRIUM GRATE INLET,
44. INSTALL 3.5" X 12" RECTANGULAR DRAIN PIPE PER FOUNDRY SERVICE AND SUPPLIES, INC. STD,

SUMMARY OF INLET CAPACITY CALCULATION

DRAINAGE AREA NO	TOTAL (ACRE)	FLOW PATH (FT)	SLOPE (%)	IMPERVIOUS (%)	Q100 (CFS)	INLET TYPE	CAPACITY OF INLET (CFS)	REMARK
SB1	0.276	62	1.6	74.11	1.81	5' WIDE STD DEPTH FLOGARD CURB INLET	2.00	IT'S OK AS THE CAPACITY IS MORE THAN TO Q_{100}
SB2	0.196	109	3.2	84.03	1.22	3' WIDE STD DEPTH FLOGARD CURB INLET	1.25	IT'S OK AS THE CAPACITY IS MORE THAN TO Q_{100}
SB3	0.826	188	2.0	92.56	4.26	12' WIDE STD DEPTH FLOGARD CURB INLET	5.02	IT'S OK AS THE CAPACITY IS MORE THAN TO Q_{100}
SB4	0.686	151	2.8	89.68	3.89	10' WIDE STD DEPTH FLOGARD CURB INLET	4.01	IT'S OK AS THE CAPACITY IS MORE THAN TO Q_{100}
SB5	0.633	150	1.9	90.42	3.42	48" x 48" FLOGARD FLAT GRATED INLET	3.90	IT'S OK AS THE CAPACITY IS MORE THAN TO Q_{100}
SB6	0.632	149	1.5	93.43	3.32	48" x 48" FLOGARD FLAT GRATED INLET	3.90	IT'S OK AS THE CAPACITY IS MORE THAN TO Q_{100}
SB7	0.672	146	0.8	77.60	3.30	8' WIDE STD DEPTH FLOGARD CURB INLET	3.51	IT'S OK AS THE CAPACITY IS MORE THAN TO Q_{100}

ABBREVIATIONS:

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FG – FINISHED GROUND

LEGEND:

XXXX.XX FL – FLOW LINE
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Q_{100}=XX.XX CFS – 100-YEAR FLOW RATE

DRAINAGE SUBAREA BOUNDARY

DRAINAGE FLOW PATH

SBX / X.XXX ACRE – DRAINAGE AREA SUB-BASIN NUMBER / SUB-BASIN AREA IN ACRES

40' 0' 40' 80' 120'
GRAPHIC SCALE: 1"=40'

Underground Service Alert of
811
TWO WORKING DAYS BEFORE YOU DIG

POST-DEVELOPED HYDROLOGY MAP
RATIONAL METHOD
SCALE 1" = 40'

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REVISIONS			
MARK	DATE	BY	DESCRIPTION

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ALOFT-RESIDENCE INN HOTEL
POST-DEVELOPED HYDROLOGY MAP
RATIONAL METHOD

SHEET 03 OF 03
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StormTech®
Detention • Retention • Recharge
Subsurface Stormwater Management℠

MC-4500 Site Calculator

Project Information:

Project Name: Marriott Hotel
Location: Hellman Avenue, Ontario CA
Date: 06-10-2025
Engineer: Deepak
StormTech RPM:

System Requirements

Units		Imperial	
Required Storage Volume		48500	CF
Stone Porosity (Industry Standard = 40%)		40	%
Stone Above Chambers	(12 inch min.)	12	inches
Stone Foundation Depth	(9 inch min.)	9	inches
Average Cover over Chambers	(24 inch min.)	24	inches
Bed size controlled by WIDTH or LENGTH?		WIDTH	
Limiting WIDTH or LENGTH dimension		75	feet
Storage Volume per Chamber		162.6	CF
Storage Volume per End Cap		108.6	CF

System Sizing

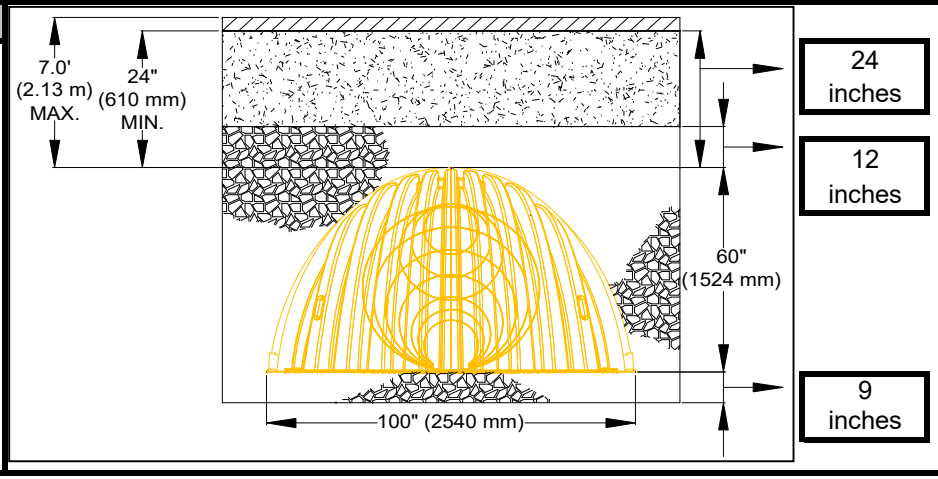
Number of Chambers Required	288	each
Number of End Caps Required	16	each
Bed Size (including perimeter stone)	11,236	square feet
Stone Required (including perimeter stone)	2342	tons
Volume of Excavation	3225	cubic yards
Non-woven Filter Fabric Required (20% Safety Factor)	3403	square yards
Length of Isolator Row	152.0	feet
Woven Isolator Row Fabric (20% Safety Factor)	418	square yards
Installed Storage Volume	48,566	cubic feet

Controlled by Width (Rows)

Maximum Width = 75 feet

8 rows of 36 chambers

Maximum Length = 152.0 feet
Maximum Width = 73.9 feet



PLACEWORKS

TECHNICAL MEMORANDUM

DATE	November 17, 2025
TO	Tracy Chu, Project Manager T&B Planning
ADDRESS	3200 El Camino Real, Suite 100 Irvine, CA 92602
FROM	Nicole Vermilion, Principal Lance Park, Senior Associate II Chris Shields, Senior Associate II Lexie Zimny, Associate I
SUBJECT	Noise & Vibration Technical Memorandum for Hotel Ontario Aloft + Residence Inn Project
PROJECT NUMBER	T&B-02

PlaceWorks' technical staff has prepared a noise and vibration memorandum to support the environmental documentation required under the California Environmental Quality Act (CEQA) for the proposed amendments to the Ontario Regional Sports Complex and Hotel Ontario Aloft + Residence Inn Project (together referred to as the "Proposed Project") compared to the previously approved Ontario Regional Sport Complex (ORSC).

Project Background and Prior Environmental Analysis

This memorandum was prepared to support an Addendum to the previously approved ORSC Environmental Impact Report (Certified EIR) (State Clearinghouse [SCH] No. 2023110328) for the Proposed Project. The memorandum has been prepared in accordance with the provisions of Section 21166 of the CEQA statute and Sections 15162 and 15164 of the CEQA Guidelines.

The land use plan for the ORSC (Approved Project) designates land uses within seven planning areas (PA)—Baseball Stadium (PA 1), Commercial Retail (PA 2), Baseball Stadium Retail-Hospitality (PA 3), Baseball Stadium Retail-Hospitality South (PA 4), City Park–Active Fields (PA 5), City Park–Indoor Athletic Facility (PA 6), and Community Recreation Center (PA 7). The Approved Project allows for up to 540,750 square feet of commercial building space, 450,000 square feet of stadium space (110,000 square feet of conditioned space and 340,000 square feet of unconditioned space), and 272,000 square feet of parking structures on the 199-gross-acre site. The EIR for the ORSC was certified in August 2024.

CERTIFIED EIR MITIGATION MEASURES

The Certified EIR determined that the following noise mitigation measures would be applicable to future individual projects under the Approved Project on PA 2, 3, and 4.

N-1 The construction contractor shall implement the following measures during construction activities on the ORSC site and Offsite Improvement Area. These measures shall be identified on demolition, grading, and/or building permits.

- Prior to construction activities that warrant nighttime construction (e.g., infrastructure work, concrete pours, etc.), the construction contractor shall install noise pathway controls, including noise barriers and enclosures free from gaps and holes, which shall be placed as close as possible to construction areas. The temporary noise barrier shall be a sufficient height to block the direct line-of-sight between the on-site construction areas and off-site noise sensitive receptors and shall be a minimum of 6 feet tall and shall be constructed out of wood or other materials with a minimum surface weight of approximately 2.5 pounds per square foot.
- Construction equipment operating on a site shall be equipped with the appropriate manufacturer's noise reduction devices, including but not limited to a manufacturer's muffler (or equivalently rated material) that is free of rust, holes, and exhaust leaks.
- Noise from construction devices with internal combustion engines shall be mitigated by ensuring that the engine's housing doors are kept closed, and by using noise-insulating material mounted on the engine housing that does not interfere with the manufacturer's guidelines for engine operation or exhaust.
- Portable compressors, generators, pumps, and other such devices shall be covered with noise-insulating fabric to the maximum extent possible that does not interfere with the manufacturer's guidelines for engine operation or exhaust, and shall further reduce noise by operating the device at lower engine speeds during the work to the maximum extent possible.
- Idling on-site of heavy-duty diesel vehicles with Gross Vehicle Weight Rating of 10,000 pounds shall be limited to no longer than five minutes while parking, standing, or stopping, as per 13 California Code of Regulations Section 2485, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.
- Quieter back-up alarms on construction equipment shall be used whenever feasible.
- Construction vehicles shall be strategically positioned to minimize operation near receptors and avoiding tailgate slamming to the extent possible.

N-2 HVAC Equipment, Planning Area 6 Indoor Athletic Facility Building. An acoustics study shall be provided to the City of Ontario prior to building permit issuance for the indoor athletic facility in Planning Area 6 that documents compliance with the overnight noise levels in the City's municipal code (45 dBA at single-family residences from 10:00 pm to 7:00 am). HVAC equipment for the indoor athletic facility shall be designed and/or placed to yield a sound level less than 58 dBA at 50 feet. Noise associated with operation of heating and cooling equipment shall be minimized by the design and strategic placement of equipment.

N-3 HVAC Equipment, Planning Areas 2, 3, 4, and 7 Buildings. An acoustics study shall be provided to the City of Ontario prior to building permit issuance for new structures with HVAC systems in Planning Areas 2, 3, 4, and 7 that documents compliance with the overnight noise levels in the City's municipal code (45 dBA at single-family residences from 10:00 pm to 7:00 am). HVAC equipment for the indoor athletic facility shall be designed and/or placed to yield a sound level less than 65 dBA at 50 feet to ensure compliance would result in a noise level of approximately 44 dBA at residential land uses to the east along Plymouth Avenue. Noise associated with operation of heating and cooling equipment shall be minimized by the design and strategic placement of equipment.

Project Location

The ORSC is in the southern portion of Ontario, which is known as the Ontario Ranch. The ORSC site is bounded to the north by Riverside Drive, to the south by Chino Avenue, to the west by the unimproved right-of-way (ROW) for Vineyard Avenue, and to the east by the Cucamonga Creek Flood Control Channel. The Proposed Project, which covers PAs 2 through 4 of the ORSC, is largely concentrated in the northeastern portion of the ORSC. PA 2 and PA 3 border Riverside Drive; PA 2 borders the Cucamonga Creek Flood Control Channel; and PA 4 is bordered by PAs 2, 3, and 5.

The proposed hotel and retail building (Aloft & Residence Inn) is in a 3.41-acre portion of PA 2 of the ORSC. This site encompasses three assessor's parcel numbers (APNs): 0218-111-12-0-000, 0218-111-49-0-000, and 0218-111-50-0-000. This site has a General Plan designation of Hospitability (HOS) and a zoning designation of Convention Center Support Commercial (CCS). The site is bounded by Riverside Drive to the north, Hellman Avenue and the baseball stadium of PA 1 to the west, A Street and the Cucamonga Flood Control Channel to the east, and C Street to the south.

Project Description

The Proposed Project encompasses the amendments to the ORSC to relocate and reconfigure the hotel and retail building space across PAs 2 through 4 as well as construction and operation of the proposed Aloft & Residence Inn Hotel in PA 2. As shown in Table 1, *Approved Project and Proposed Project Comparison*, across all three PAs, the hotel space would increase from 70,000 square feet with 100 rooms to up to 170,000 square feet with 249 rooms, and the retail building space would diminish from 180,000 square feet to 72,144 square feet, resulting in a net decrease of building space—from 250,000 square feet to 242,144 square feet—across all retail and hotel uses in those three PAs.

The proposed Aloft & Residence Inn is a five-story hotel complex consisting of 249 rooms across the second through fifth floors and a retail/conference area on the first floor. The retail/conference area would include conference rooms, a "hall of fame" area, a Yogurtland, and a café. A courtyard on the first floor of the hotel would consist of a patio, three pool areas, and an event area with artificial turf. The total proposed Aloft & Residence Inn building is anticipated to consist of up to 195,700 square feet. The proposed Aloft & Residence Inn would also have two parking areas with a total of 197 parking stalls and an off-site sidewalk improvement.

Table 1 Approved Project and Proposed Project Comparison

Land Use	Approved Project	Proposed Project	Difference
PA 2 Commercial Retail			
Retail/Commercial, East	45,000 Sq Ft	25,631 Sq Ft	-19,369 Sq Ft
Hotel	0 Sq Ft	170,000 Sq Ft 249 Rooms	170,000 Sq Ft 249 Rooms
PA 3 Baseball Stadium Retail Stadium Retail and Hospitality			
Retail/Commercial	21,000 Sq Ft	10,000 Sq Ft	-11,000 Sq Ft
Hotel	70,000 Sq Ft 100 Rooms	0 Sq Ft 0 Rooms	-70,000 Sq Ft -100 Rooms
PA 4 Baseball Stadium Retail and Hospitality South			
Retail/Commercial	114,000 Sq Ft	36,513 Sq Ft	-77,487 Sq Ft

Table 1 Approved Project and Proposed Project Comparison

Land Use	Approved Project	Proposed Project	Difference
TOTAL Retail Space	**180,000 Sq Ft**	**72,144 Sq Ft**	**-107,856 Sq Ft**
TOTAL Hotel Space	**70,000 Sq Ft** **100 Rooms**	**170,000 Sq Ft** **249 Rooms**	**100,000 Sq Ft** **149 Rooms**
TOTAL Building Space PAs 2 to 4	**250,000 Sq Ft** **100 Rooms**	**242,144 Sq Ft** 249 Rooms	**-7,856 Sq Ft** **149 Rooms**

Environmental Setting

NOISE FUNDAMENTALS

Noise is defined as unwanted sound and, when overexposed, is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, state and city governments have established criteria to protect public health and safety and to prevent the disruption of certain human activities, such as classroom instruction, communication, or sleep.

Noise Terminology

» Sound. A disturbance created by a vibrating object, which, when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism, such as the human ear or a microphone.

» Noise. Sound that is loud, unpleasant, unexpected, or otherwise undesirable.

» Decibel (dB). A unitless measure of sound on a logarithmic scale.

» A-Weighted Decibel (dBA). An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.

» Equivalent Continuous Noise Level (Leq); also called the Energy-Equivalent Noise Level. The value of an equivalent, steady sound level which, in a stated time period (often over an hour) and at a stated location, has the same A-weighted sound energy as the time-varying sound. Thus, the Leq metric is a single numerical value that represents the equivalent amount of variable sound energy received by a receptor over the specified duration.

» Statistical Sound Level (Ln). The sound level that is exceeded "n" percent of time during a given sample period. For example, the L50 level is the statistical indicator of the time-varying noise signal that is exceeded 50 percent of the time (during each sampling period); that is, half of the sampling time, the changing noise levels are above this value and half of the time they are below it. This is called the "median sound level." The L10 level, likewise, is the value that is exceeded 10 percent of the time (i.e., near the maximum) and this is often known as the "intrusive sound level." The L90 is the sound level exceeded 90 percent of the time and is often considered the "effective background level" or "residual noise level."

» **Day-Night Sound Level (DNL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the sound levels occurring during the period from 10:00 pm to 7:00 am.

» **Community Noise Equivalent Level (CNEL).** The energy average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added from 7:00 pm to 10:00 pm and 10 dB from 10:00 pm to 7:00 am. For general community/environmental noise, CNEL and DNL values rarely differ by more than 1 dB (with the CNEL being only slightly more restrictive, that is, higher than the Ldn value). As a matter of practice, DNL and CNEL values are interchangeable and are treated as equivalent in this assessment.

» **Sensitive Receptor.** Noise- and vibration-sensitive receptors include land uses where quiet environments are necessary for enjoyment and public health and safety. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, and nursing homes are examples.

» **Peak Particle Velocity (PPV).** The peak rate of speed at which soil particles move (e.g., inches per second) due to ground vibration.

» **Vibration Decibel (VdB).** A unitless measure of vibration, expressed on a logarithmic scale and with respect to a defined reference vibration velocity. In the U.S., the standard reference velocity is 1 micro-inch per second (1x10-6 in/sec).

EXISTING NOISE ENVIRONMENT

The Proposed Project involves PAs 2 through 4 of the ORSC. The primary noise source for this portion of the ORSC is traffic noise on Riverside Drive, located north of these PAs. Noise measurements conducted in October 2023 for the Certified EIR measured noise levels at the Cucamonga Creek Channel adjacent to PA 2 and at South Whispering Lakes Lane approximately 1,400 feet northwest of PA 3. The 24-hour noise level measured at the Cucamonga Creek Channel was 59 dBA CNEL, and the average hourly Leq during the daytime was 52 dBA Leq. The 24-hour noise level at South Whispering Lakes Lane was 58 dBA CNEL, and the average hourly Leq during the daytime was 53 dBA Leq.

Existing traffic noise modeled for the Certified EIR estimated that traffic noise at the Whispering Lake Golf Course north of the ORSC was between 47 and 73 dBA CNEL, and traffic noise along the Cucamonga Creek Channel was between 36 and 67 dBA CNEL.

SENSITIVE RECEPTORS

Certain land uses are particularly sensitive to noise and vibration. These uses include residences, schools, hospital facilities, houses of worship, and open space/recreation areas where quiet environments are necessary for the enjoyment, public health, and safety of the community. The nearest receptors to the ORSC PAs involved in the Proposed Project are the residences east of the ORSC on Plymouth Avenue, approximately 140 feet east of PA 2. The backyards of these residences have an approximately 6-foot concrete sound wall that runs along the western boundary of the residences. These receptors were referred to within the noise analysis of the Certified EIR as Receptor Group 5. Figure 5.13-2, *Noise-Sensitive Receptor Groups*, in the Certified EIR (see Attachment A) shows the location and boundaries of all receptor groups analyzed in the Certified EIR.

Applicable Standards

STATE NOISE REGULATIONS

California Building Code

The California Building Code (CBC) (California Code of Regulations Title 24, Part 2), Volume 1, Chapter 12, Section 1207.11.2, Allowable Interior Noise Levels, requires interior noise levels attributable to exterior sources to not exceed 45 dBA in any habitable room. The noise metric is evaluated as either the day-night average sound level (Ldn) or the community noise equivalent level (CNEL), whichever is consistent with the noise element of the local general plan.

The California Green Building Standards Code (CALGreen) has requirements for insulation that affects exterior-interior noise transmission for nonresidential structures. Pursuant to CALGreen Section 5.507.4, Acoustical Control, an architectural acoustics study may be required when a project site is within a 65 dBA CNEL or L_{dn} noise contour of an airport, freeway or expressway, railroad, industrial source, or fixed-guideway source. Where noise contours are not readily available, if buildings are exposed to a noise level of 65 dBA L_{eq} during any hour of operation, specific wall and ceiling assembly and sound-rated windows may be necessary to reduce interior noise to acceptable levels.

LOCAL NOISE REGULATIONS

The Ontario Plan

The Ontario Plan 2050 safety element is designed to limit excessive community noise exposure through effective and guided land use compatibility planning. Table 2, *Ontario Noise Level Exposure and Land Use Compatibility Guidelines*, summarizes the City of Ontario's standards to facilitate land use compatibility regarding existing and future noise levels.

Table 2 Ontario Noise Level Exposure and Land Use Compatibility Guidelines

Categories	Uses	CNEL (dBA)			
		Clearly Acceptable[1]	Normally Acceptable[2]	Normally Unacceptable[3]	Clearly Unacceptable[4]
Residential/Lodging	Single Family/Duplex	<60	60-65	65-70	70-85
	Multifamily	<60	60-65	65-75	75-85
	Mobile Homes	<60	60-65	-	65-85
	Hotel/Motel	<65	65-70	70-80	80-85
Public/Institutional	Schools/Hospitals	<60	60-65	65-70	70-85
	Churches/Libraries	<60	60-65	65-70	70-85
	Auditoriums/Concert Halls	<55	55-60	60-70	70-85
Commercial	Offices	<65	65-75	75-80	80-85
	Retail	<70	70-75	75-80	80-85
Industrial	Manufacturing	<70	70-75	75-85	-

Table 2 Ontario Noise Level Exposure and Land Use Compatibility Guidelines

Categories	Uses	CNEL (dBA)			
		Clearly Acceptable[1]	Normally Acceptable[2]	Normally Unacceptable[3]	Clearly Unacceptable[4]
	Warehousing	<70	70-80	80-85	-
Recreational/Open Space	Parks/Playgrounds	<65	65-70	70-75	75-85
	Golf Course/Riding Stables	<65	65-70	70-75	75-85
	Outdoor Spectator Sports	<60	60-65	65-70	
	Outdoor Music Shells/Amphitheaters	-	<60	60-65	65-85
	Livestock/Wildlife Preserves	<70	-	70-75	75-85
	Crop Agriculture	<55-85	-	-	-

Source: Ontario 2022a.

[1] No special noise insulation required, assuming buildings of normal conventional construction.

[2] Acoustical reports will be required for major new residential construction. Conventional construction with closed windows and fresh air supply systems of air conditioning will normally suffice.

[3] New construction should be discouraged. Noise/aviation easements required for all new construction. If new construction does proceed, a detailed analysis of noise reduction requirements must be made, and necessary noise insulation features included.

[4] No new construction should be permitted.

Ontario Municipal Code

The City of Ontario Municipal Code establishes both exterior and interior noise standards for various land use types grouped into "noise zones." Maximum permissible noise level limits are established for each noise zone from 7:00 am to 10:00 pm and 10:00 pm to 7:00 am, based on the Leq metric and a duration of 15 minutes. Pursuant to Section 5-29.04, Exterior Noise Standards, the ambient noise level shall be the standard if it exceeds the established permissible limit at any time in any zone. The code also establishes a maximum instantaneous (Lmax) permissible noise level, which is the established noise standard for the applicable zone plus 20 dBA during any period, measured in A-weighting on slow response.

The limits established for Noise Zone I, single-family residential, also apply to the exterior of schools, daycare centers, hospitals or similar healthcare institutions, churches, libraries, or museums during hours of use. Table 3, *Ontario Municipal Code Exterior Noise Standards*, summarizes the allowable exterior noise level limits of Section 5-29.04(a).

Table 3 Ontario Municipal Code Exterior Noise Standards

Noise Zone	Land Use	Allowable Equivalent Noise Level, Leq (dBA)	
		7:00 am–10:00 pm	10:00 pm–7:00 am
I	Single-Family Residential	65	45
II	Multi-Family Residential, Mobile Home Parks	65	50
III	Commercial Property	65	60
IV	Residential Portion of Mixed Use	70	70
V	Manufacturing and Industrial, Other Uses	70	70

Source: Ontario Municipal Code Section 5-29.04.

[1] If the ambient level exceeds the standard, the ambient noise level shall be the standard.

[2] Compliance is determined on the affected property.

[3] Noise standards are based on a 15-min Leq.

[4] Maximum instantaneous noise levels (Lmax) equal to the noise standard limit plus 20 dBA shall not be exceeded at any time, measured using A-weighted with the meter set to slow response. However, if ambient exceeds the standard, the standard shall be increased to reflect the maximum ambient noise level.

[5] Noise Zone I noise standards also apply to the exterior of schools, daycare centers, hospitals or other similar healthcare institutions, churches, libraries, or museums during hours of use.

[6] Noise Zone IV applies to the portion of the residential property within 100 feet of a commercial property or use, if the noise originates from the commercial property or use.

[7] If the compliance location is on the boundary of two different noise zones, the lower noise level standard shall apply.

EXEMPTIONS

Section 5-29.06 of the City's noise code exempts various sources of noise, some of which are applicable to the Proposed Project.

» Activities on public or private property conducted by any public entity or its authorized representatives, including sporting and recreational activities that are sponsored, co-sponsored, permitted, or allowed by the City. This also includes sporting and entertainment events conducted pursuant to an approval, authorization, contract, lease, permit, or sublease by the appropriate public entity, specifically the planning commission or city council.

» Noise sources associated with construction, repair, remodeling, demolition, or grading of any real property, because construction activities are instead subject to the provisions of Section 5-29.09.

» Noise sources associated with the maintenance of real property. Such activities shall instead be subject to the provisions of Section 5-29.08.

» Activities regulated by state or federal law.

Property Maintenance

Pursuant to Section 5-29.08 of the City's noise code, noise from maintenance of property shall not produce a disturbance to those who work or reside in the vicinity of the source, except between the hours of 8:00 am and 6:00

pm. In addition, landscaping and maintenance activities are generally restricted to specific times during weekdays and on weekends. These provisions do not apply to any maintenance that meets the noise limits established in Section 5-29.04. In addition, the maintenance, repair, or improvement of any public work or facility by public employees is exempt as long as the city manager determines maintenance and repair is immediately necessary, cannot be feasibly conducted during normal business hours, or the city council has an approved project specification or an environmental document authorizing maintenance during hours otherwise prohibited by Section 5-29.08.

Thresholds of Significance

CONSTRUCTION NOISE

Because the City does not have construction noise level limits, construction noise was assessed using criteria from the *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018). The Certified EIR also utilized the City of Los Angeles' CEQA guidance to assess construction noise impacts for nighttime construction activities, as discussed in Section 5.13, *Noise*, of the Certified EIR.

Table 4, *General Assessment Construction Noise Criteria*, shows the Federal Transit Administration's (FTA) detailed analysis construction noise criteria based on the composite noise levels of the two noisiest pieces of equipment per construction phase. This provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction when the noise criteria are exceeded.

Table 4 General Assessment Construction Noise Criteria

Land Use	Daytime 8-Hour Leq (dBA)	Nighttime 8-Hour Leq (dBA)	30-Day Average Ldn (dBA)
Residential	80	70	75[1]
Commercial	85	85	80[2]
Industrial	90	90	85[2]

Source: FTA 2018.
Notes: "Daytime" is defined as 7 am to 10 pm, and "Nighttime" is defined as 10 pm to 7 am.
dBA = A-weighted decibels
Leq = equivalent continuous sound level
Ldn = day night average sound level
[1] In urban areas with very high ambient noise levels (Ldn greater than 65 dB), Ldn from construction operations should not exceed existing ambient + 10 dB.
[2] 24-hour Leq, not Ldn.

In order to assess construction noise impacts that would occur during nighttime hours, the Certified EIR used the City of Los Angeles's nighttime construction noise threshold:

» Nighttime Construction. For construction activities between 7 pm and 7 am Monday through Friday, between 6 pm and 8 am on Saturdays, and anytime on Sundays or national holidays, noise levels at sensitive uses would not exceed 5 dBA above the ambient noise level at the receptor. Concrete mat pour activities (and other types of concrete pour that require an extended continuous pour beyond the allowable construction hours) that are required to occur during nighttime hours for less than five days are exempt from this provision.

TRAFFIC NOISE

A project will normally have a significant effect on the environment related to traffic noise if it substantially increases the ambient noise levels for adjoining areas. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions, and changes of 1 to 3 dBA under quiet, controlled conditions. Changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernible to most people in an outdoor environment. Noise levels above 65 dBA CNEL are normally unacceptable at sensitive receptor locations such as residences, and noise environments in these areas would be considered degraded. Based on this, a significant impact would occur if the following traffic noise increases occur relative to the existing noise environment:

» 1.5 dBA in ambient noise environments of 65 dBA CNEL and higher
» 3 dBA in ambient noise environments of 60 to 64 dBA CNEL
» 5 dBA in ambient noise environments of less than 60 dBA CNEL

Based on existing traffic noise modeling, a significant traffic noise impact occurs when the thresholds above are exceeded under cumulative conditions (with project) and the contribution of the proposed project to future traffic is calculated to be greater than 3 dBA CNEL for Riverside Drive.

OPERATIONAL NOISE

The standards in the Ontario Municipal Code provide the thresholds for analyzing stationary noise impacts of the Proposed Project. Pursuant to Section 5-29.11 of the Ontario Municipal Code, the maximum allowable daytime exterior noise level for single-family residential uses is 65 dBA Leq and the nighttime level is 45 dBA Leq (see Table 3).

VIBRATION

The City of Ontario does not have a quantified threshold for temporary construction vibration. Therefore, to determine impact significance, FTA criteria are used. A vibration impact would occur if vibration levels exceed 0.20 inches/second (in/sec) peak particle velocity (PPV) at the façade of a non-engineered structure (e.g., wood-frame residential). Additionally, the FTA's threshold of 78 vibration velocity (VdB) at residential uses during daytime hours will be used to assess vibration annoyance at the nearby sensitive receptors.

Environmental Impact

SUMMARY OF IMPACTS IDENTIFIED IN THE CERTIFIED EIR

The following summarizes the approved project's environmental impacts related to noise identified in the Certified EIR.

» Construction Noise. The Certified EIR analyzed noise impacts from construction activities anticipated during the daytime and nighttime with respect to five receptor groups in the vicinity of the ORSC site. Daytime noise levels at all receptor group locations were found to not exceed the FTA's Leq 8-hour noise level limit of 80 dBA. However, the Certified EIR concluded that the nighttime construction activities would exceed the City of Los Angeles' nighttime construction noise threshold of 5 dBA above ambient levels at two receptor group locations. The Approved Project anticipated that nighttime construction would be limited to construction of the baseball stadium in PA 1 and the two parking structures in PA 5. Implementation of Mitigation Measure N-1, requiring a

variety of noise reduction measures for nighttime construction activities, would reduce construction noise impacts to less than significant.

» Transportation Noise. The Certified EIR determined that the Approved Project would increase traffic-noise levels above the allowable increases in ambient noise levels for Receptor Groups 1 and 3. The Certified EIR considered several mitigation measures to reduce noise levels associated with traffic increases from the ORSC, but no mitigation measures were considered feasible. The Approved Project was determined to have significant and unavoidable impacts with respect to transportation noise.

» Stationary Source Noise. The Certified EIR included analyses of noise levels associated with several noise sources of the ORSC, including the baseball stadium, athletic fields, HVAC (heating ventilation, and air conditioning) equipment, loading docks, emergency generators, maintenance equipment, and the pickle ball restaurant. Both average and peak noise levels associated with baseball games and concerts at the stadium were determined to not exceed the maximum exterior noise standards in the Ontario Municipal Code at receptor group locations. Similarly, noise levels associated with the athletic fields under weekday, weekend, and weekend with tournaments scenarios would not exceed the City's exterior noise standards at receptor group locations. All other miscellaneous noise sources were determined to have less than significant impacts on noise-sensitive receptors; however, due to the distance of receptors to project buildings, HVAC equipment noise was determined to have a potentially significant impact. The Certified EIR incorporated Mitigation Measures N-2 and N-3, which require design and placement of HVAC equipment that ensures noise levels would not exceed the City's maximum allowable exterior noise standards. These mitigation measures reduced HVAC noise impacts to less than significant.

» Vibration. The Certified EIR concluded that the highest level of vibration from construction equipment at the nearest off-site building would be limited to 0.1601 inches per second peak particle velocity (PPV). Because this level is below the FTA damage impact criteria for vibration, vibration damage impacts were considered less than significant under the Approved Project. Additionally, due to the distance of receptors to project construction activities, vibration annoyance impacts were considered less than significant.

» Airport Noise. The Certified EIR noted that while the ORSC is within the Influence Areas of the Ontario International Airport and the Chino Airport, the site is outside of the noise contours and safety zones of both airports. Impacts with respect to exposure to airport-related noise were considered less than significant.

IMPACTS ASSOCIATED WITH THE PROPOSED PROJECT

Would the project result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The Certified EIR determined that noise associated with nighttime construction of the Approved Project would be less significant with incorporation of Mitigation Measure N-1. Additionally, while noise associated with HVAC equipment under the Approved Project was considered potentially significant, implementation of Mitigation Measures N-1 and N-2 would reduce impacts to less than significant.

CONSTRUCTION NOISE

The Proposed Project would redistribute the commercial/retail and hotel space within PAs 2 through 4 of the ORSC, resulting in an overall reduction in building square footage across these PAs of the ORSC. Due to the overall

decrease in building space under the Proposed Project when compared to the Approved Project and corresponding decrease in construction activity, construction noise impacts are also anticipated to decrease under the Proposed Project.

The Certified EIR concluded that the maximum daytime construction noise levels at the nearest receptor group to PAs 2 through 4, Receptor Group 5 (residences east of the Cucamonga Creek Channel), would be 72 dBA, as shown in Table 5.13-14, *Ontario Regional Sports Complex Daytime Cumulative Construction Noise*, of the Certified EIR. These maximum noise levels were anticipated to occur during Phase 1A of the ORSC, which included mass grading of the ORSC site. Construction of the retail and hospitality uses of PA 2 through 4 was anticipated in Phases 1B and 2, when noise levels would reach a maximum of 68 dBA at Receptor Group 5. As shown in Table 5.13-10, *Source Noise Levels for Construction Equipment*, of the Certified EIR, the average Lmax of the loudest piece of equipment used for construction of the ORSC is 92 dBA at 50 feet. The nearest sensitive receptor to the Proposed Project in Receptor Group 5 is approximately 140 feet east of the boundary of PA 2. Noise levels from the loudest pieces of equipment would attenuate to 78 dBA at the outdoor activity areas of these residences, accounting for a 3 dBA reduction from the existing sound wall.

Therefore, conservatively assuming that the loudest pieces of equipment would be used at the boundary of the project site, the maximum noise level of this activity would not exceed the FTA threshold of 80 dBA Leq for residential areas. Daytime construction impacts under the Proposed Project would remain less than significant. Though construction of the retail and hospitality uses in PAs 2 through 4 was not anticipated to occur at night, the provisions of Mitigation Measure N-1 would apply to all construction under the ORSC, including the portion under the Proposed Project. Compliance with this measure would result in a further reduction of construction noise. Therefore, nighttime construction impacts would also be less than significant. The Proposed Project would not result in new or increase the severity of construction-related noise impacts compared to the Certified EIR.

OPERATIONAL NOISE

Traffic Noise

A project will normally have a significant effect on the environment related to traffic noise if it substantially increases the ambient noise levels for adjoining areas. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions, and changes of 1 to 3 dBA under quiet, controlled conditions. Changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernible to most people in an outdoor environment. Based on this, a significant impact would occur if traffic noise increases by 3 dBA.

Table 5, *Average Daily Trip Generation Comparison for the Approved Project and Proposed Project*, shows that trips to the ORSC would decrease on the typical weekday with a stadium event scenario and would increase on Saturdays under both the “one tournament, no baseball stadium event” and “baseball stadium event with no tournament” scenarios. A doubling in daily traffic trips due to the Proposed Project would result in a 3 dBA increase. The increase of 114 trips on Saturdays under the Proposed Project represents a 1.4 percent increase in Saturday average daily traffic tips. This increase would result in a traffic noise level increase of less than 1 dBA due to the Proposed Project. Therefore, traffic noise impacts under the Proposed Project are expected to remain similar to those under the Approved Project. Though impacts would continue to remain significant and unavoidable, the Proposed Project would not result in new or increase the severity of traffic-related noise impacts compared to the Certified EIR.

Table 5 Average Daily Trip Generation Comparison for the Approved Project and Proposed Project

	Weekday with Stadium Event	Saturday with Tournament (No Baseball Stadium Event)	Saturday with Baseball Stadium Event (No Tournaments)
Approved Project	8,060	8,035	8,035
Proposed Project	7,638	8,149	8,149
Difference	-422	114	114

Source: City of Ontario 2025 (see Attachment A).

Stationary Source Noise

The Proposed Project would result in a reduction of building square footage across PAs 3 and 4, which would also reduce the amount of noise-producing stationary sources in these PAs, including HVAC equipment, loading cocks, emergency generators, and maintenance equipment. The proposed Aloft & Residence Inn in PA 2 would result in an increase in hotel square footage in this PA when compared to the Approved Project. According to project site plans, the distance from the footprint of the hotel complex to the nearest sensitive receptor (residences east of the ORSC in Receptor Group 5) is approximately 370 feet.

To ensure that noise levels associated with the proposed Aloft & Residence Inn meet the City's municipal code standards for noise from HVAC equipment at sensitive receptor locations, in addition to other development within PAs 2 through 4, the Proposed Project would be required to implement Mitigation Measure N-3. As noted in the Certified EIR, noise associated with loading docks at hotel uses in PAs 2 through 4 would not result in noise levels that exceed the City's noise standards at sensitive receptor locations. The loudest potential noise source from loading dock activities would be movement alarms on trucks that result in noise levels of 74 dBA at 50 feet. However, this activity would only occur in the daytime hours, and noise levels would attenuate to 59 dBA at the nearest sensitive receptors. At 370 feet, the distance of the proposed Aloft & Residence Inn building to the nearest sensitive receptor, noise levels associated with loading dock activities would attenuate to 57 dBA. Similar to the Approved Project, potential stationary noise under the Proposed Project would not exceed the maximum allowable noise standards from Section 5-29.04 of the City's Municipal Code, shown in Table 3.

With implementation of Mitigation Measure N-3, impacts would continue to remain less than significant, and the Proposed Project would not result in new or increase the severity of stationary source-related noise impacts compared to the Certified EIR.

b) Generation of excessive groundborne vibration or groundborne noise levels?

The Certified EIR determined that vibration impacts associated with construction and operation of the Approved Project would be less than significant due to the distance of off-site buildings and receptors to vibration-producing activities. The closest off-site building to the ORSC noted in the Certified EIR is 32 feet north of the ORSC site. The closest buildings to PAs 2 through 4 are the residences east of the ORSC site along Plymouth Avenue, approximately 140 feet away. Since the Proposed Project's use of construction equipment would remain largely the same as that under the Approved Project, vibration impacts under the Proposed Project would remain the same as under the Approved Project. Therefore, the Proposed Project would not result in any new or more severe impacts related to vibration impacts when compared to those analyzed in the Certified EIR.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The Certified EIR determined that impacts with respect to airport noise under the Approved Project would be less than significant since the ORSC site is not within the noise contours or safety zones of Ontario International Airport or Chino Airport. As part of the ORSC within the ORSC site, the Proposed Project would have the same impacts with respect to airport-related noise as the Approved Project. Impacts would continue to be less than significant, and the Proposed Project would also not result in any new or more severe impacts when compared to those analyzed in the Certified EIR.

Adopted Mitigation Measures Applicable to the Proposed Project

The following applicable mitigation measures were taken directly from the Certified EIR and would be incorporated as part of the Proposed Project. Any modifications to these mitigation measures are shown in ~~strikethrough~~ for deleted text and underline for new, inserted text.

Mitigation Measure N-2 references impacts related to the indoor athletic facility building in PA 6 and would therefore not apply to the Proposed Project.

N-1 The construction contractor shall implement the following measures during construction activities on the ORSC site and Offsite Improvement Area. These measures shall be identified on demolition, grading, and/or building permits.

- Prior to construction activities that warrant nighttime construction (e.g., infrastructure work, concrete pours, etc.), the construction contractor shall install noise pathway controls, including noise barriers and enclosures free from gaps and holes, which shall be placed as close as possible to construction areas. The temporary noise barrier shall be a sufficient height to block the direct line-of-sight between the on-site construction areas and off-site noise sensitive receptors and shall be a minimum of 6 feet tall and shall be constructed out of wood or other materials with a minimum surface weight of approximately 2.5 pounds per square foot.
- Construction equipment operating on a site shall be equipped with the appropriate manufacturer's noise reduction devices, including but not limited to a manufacturer's muffler (or equivalently rated material) that is free of rust, holes, and exhaust leaks.
- Noise from construction devices with internal combustion engines shall be mitigated by ensuring that the engine's housing doors are kept closed, and by using noise-insulating material mounted on the engine housing that does not interfere with the manufacturer's guidelines for engine operation or exhaust.
- Portable compressors, generators, pumps, and other such devices shall be covered with noise-insulating fabric to the maximum extent possible that does not interfere with the manufacturer's guidelines for engine operation or exhaust, and shall further reduce noise by operating the device at lower engine speeds during the work to the maximum extent possible.
- Idling on-site of heavy-duty diesel vehicles with Gross Vehicle Weight Rating of 10,000 pounds shall be limited to no longer than five minutes while parking, standing, or stopping, as per 13 California Code of Regulations Section 2485, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.
- Quieter back-up alarms on construction equipment shall be used whenever feasible.

- Construction vehicles shall be strategically positioned to minimize operation near receptors and avoiding tailgate slamming to the extent possible.

~~N-2~~ ~~**HVAC Equipment, Planning Area 6 Indoor Athletic Facility Building.** An acoustics study shall be provided to the City of Ontario prior to building permit issuance for the indoor athletic facility in Planning Area 6 that documents compliance with the overnight noise levels in the City's municipal code (45 dBA at single-family residences from 10:00 pm to 7:00 am). HVAC equipment for the indoor athletic facility shall be designed and/or placed to yield a sound level less than 58 dBA at 50 feet. Noise associated with operation of heating and cooling equipment shall be minimized by the design and strategic placement of equipment.~~

N-3 **HVAC Equipment, Planning Areas 2, 3, 4, and 7 Buildings.** An acoustics study shall be provided to the City of Ontario prior to building permit issuance for new structures with HVAC systems in Planning Areas 2, 3, 4, and 7 that documents compliance with the overnight noise levels in the City's municipal code (45 dBA at single-family residences from 10:00 pm to 7:00 am). HVAC equipment for the indoor athletic facility shall be designed and/or placed to yield a sound level less than 65 dBA at 50 feet to ensure compliance would result in a noise level of approximately 44 dBA at residential land uses to the east along Plymouth Avenue. Noise associated with operation of heating and cooling equipment shall be minimized by the design and strategic placement of equipment.

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———. 2025, September. Approved Project and Proposed Project Trip Generation. (Attachment A).

Attachment A: Approved Project and Proposed Project Trip Generation

					Trip Generation Rates (11th Edition)							Estimated Trip Generation (11th Edition)						
					Daily Rate	AM Peak			PM Peak			Daily Trips	AM Peak			PM Peak		
	ORSC EIR	Data Source	Quantity	Unit		Rate	%In	%Out	Rate	%In	%Out		In	Out	Total	In	Out	Total
PA 2																		
Retail	45,000 sq ft	ITE Code 821-Shopping Plaza	22.5	KSF	67.52	1.73	62%	38%	5.19	49%	51%	1519	24	15	39	58	59	117
		ITE Code 930-Fast Casual Restaurant	22.5	KSF	97.14	1.43	50%	50%	12.55	55%	45%	2186	16	17	33	155	127	282
Hotel	0																	
PA 3																		
Retail	21,000 sq ft	ITE Code 821-Shopping Plaza	10.5	KSF	67.52	1.73	62%	38%	5.19	49%	51%	709	11	7	18	27	28	55
		ITE Code 930-Fast Casual Restaurant	10.5	KSF	97.14	1.43	50%	50%	12.55	55%	45%	1020	8	8	16	72	59	131
Hotel	70,000 sq ft/100 rooms	ITE Code 310-Hotel	100	Keys	7.99	0.46	56%	44%	0.59	51%	49%	799	26	20	46	30	29	59
PA 4																		
Retail	114,000 sq ft	ITE Code 821-Shopping Plaza	7	KSF	67.52	1.73	62%	38%	5.19	49%	51%	473	8	5	13	18	19	37
		ITE Code 930-Fast Casual Restaurant	7	KSF	97.14	1.43	50%	50%	12.55	55%	45%	680	5	5	10	48	40	88
		Chicken 'n Pickle San Antonio Data	12	Courts	124.4	4.6	93%	7%	11.7	68%	32%	1493	51	4	55	95	45	140
											Lodging and Retail Total	8879	149	81	230	503	406	909
											Hotel Internalization Reduction (20% of Hotel Trips)	-160	-5	-4	-9	-6	-6	-12
											Retail Internalization Reduction (10% of Retail Trips)	-659	-7	-6	-13	-38	-33	-71
											Lodging and Retail Total Subtotal	**8060**	**137**	**71**	**208**	**459**	**367**	**826**

					Trip Generation Rates (11th Edition)							Estimated Trip Generation (11th Edition)						
					Daily Trips	AM Peak			PM Peak			Daily Trips	AM Peak			PM Peak		
	Revised	Data Source	Quantity	Unit		Rate	%In	%Out	Rate	%In	%Out		In	Out	Total	In	Out	Total
PA 2																		
Retail	35,055.44 sq ft	ITE Code 821-Shopping Plaza	17.53	KSF	67.52	1.73	62%	38%	5.19	49%	51%	1184	19	12	31	45	46	91
		ITE Code 930-Fast Casual Restaurant	17.53	KSF	97.14	1.43	50%	50%	12.55	55%	45%	1703	13	13	26	121	99	220
Hotel	249 Rooms	ITE Code 310-Hotel	249	Keys	7.99	0.46	56%	44%	0.59	51%	49%	1990	64	50	114	75	72	147
PA 3																		
Retail	10,000 sq ft	ITE Code 821-Shopping Plaza	5	KSF	67.52	1.73	62%	38%	5.19	49%	51%	338	5	4	9	13	13	26
		ITE Code 930-Fast Casual Restaurant	5	KSF	97.14	1.43	50%	50%	12.55	55%	45%	486	4	4	8	35	28	63
Hotel	0																	
PA 4																		
Retail	36,512.54 sq ft	ITE Code 821-Shopping Plaza	18.26	KSF	67.52	1.73	62%	38%	5.19	49%	51%	1233	20	13	33	46	48	94
		ITE Code 930-Fast Casual Restaurant	18.26	KSF	97.14	1.43	50%	50%	12.55	55%	45%	1774	13	14	27	126	103	229
											Lodging and Retail Total	8708	138	110	248	461	409	870
											Hotel Internalization Reduction (20% of Hotel Trips)	-398	-13	-10	-23	-15	-14	-29
											Retail Internalization Reduction (10% of Retail Trips)	-672	-7	-6	-13	-39	-34	-72
											Lodging and Retail Total Subtotal	**7638**	**118**	**94**	**212**	**407**	**361**	**769**
											PROPOSED - APPROVED (TYPICAL WEEKDAY WITH STADIUM EVENT)	***-422***	***-19***	***23***	***4***	***-52***	***-6***	***-57***

					Trip Generation Rates (11th Edition)				Estimated Trip Generation (11th Edition)			
					Daily Rate	Midday Peak Hour			Daily Trips	Midday Peak Hour		
	ORSC EIR	Data Source	Quantity	Unit		Rate	%In	%Out		In	Out	Total
PA 2												
Retail	45,000 sq ft	ITE Code 821-Shopping Plaza	22.5	KSF	81.07	6.22	52%	48%	1824	73	67	140
		ITE Code 930-Fast Casual Restaurant	22.5	KSF	97.14	32.64	55%	45%	2186	404	330	734
Hotel	0											
PA 3												
Retail	21,000 sq ft	ITE Code 821-Shopping Plaza	10.5	KSF	81.07	6.22	52%	48%	851	34	31	65
		ITE Code 930-Fast Casual Restaurant	10.5	KSF	97.14	32.64	55%	45%	1020	188	154	342
Hotel	70,000 sq ft/100 rooms	ITE Code 310-Hotel	100	Keys	8.07	0.72	56%	44%	807	40	32	72
PA 4												
Retail	114,000 sq ft	ITE Code 821-Shopping Plaza	7	KSF	81.07	6.22	52%	48%	567	23	21	44
		ITE Code 930-Fast Casual Restaurant	7	KSF	97.14	32.64	55%	45%	680	126	103	229
		Chicken 'n Pickle San Antonio Data	12	Courts	238	11.2	59%	41%	2856	79	55	134
								Lodging and Retail Total	10791	967	793	1760
								Hotel Internalization Reduction (50% of Hotel Trips)	-404	-20	-16	-36
								Retail Internalization Reduction (33% of Retail Trips)	-2352	-280	-233	-513
								Lodging and Retail Total Subtotal	**8035**	**667**	**544**	**1211**

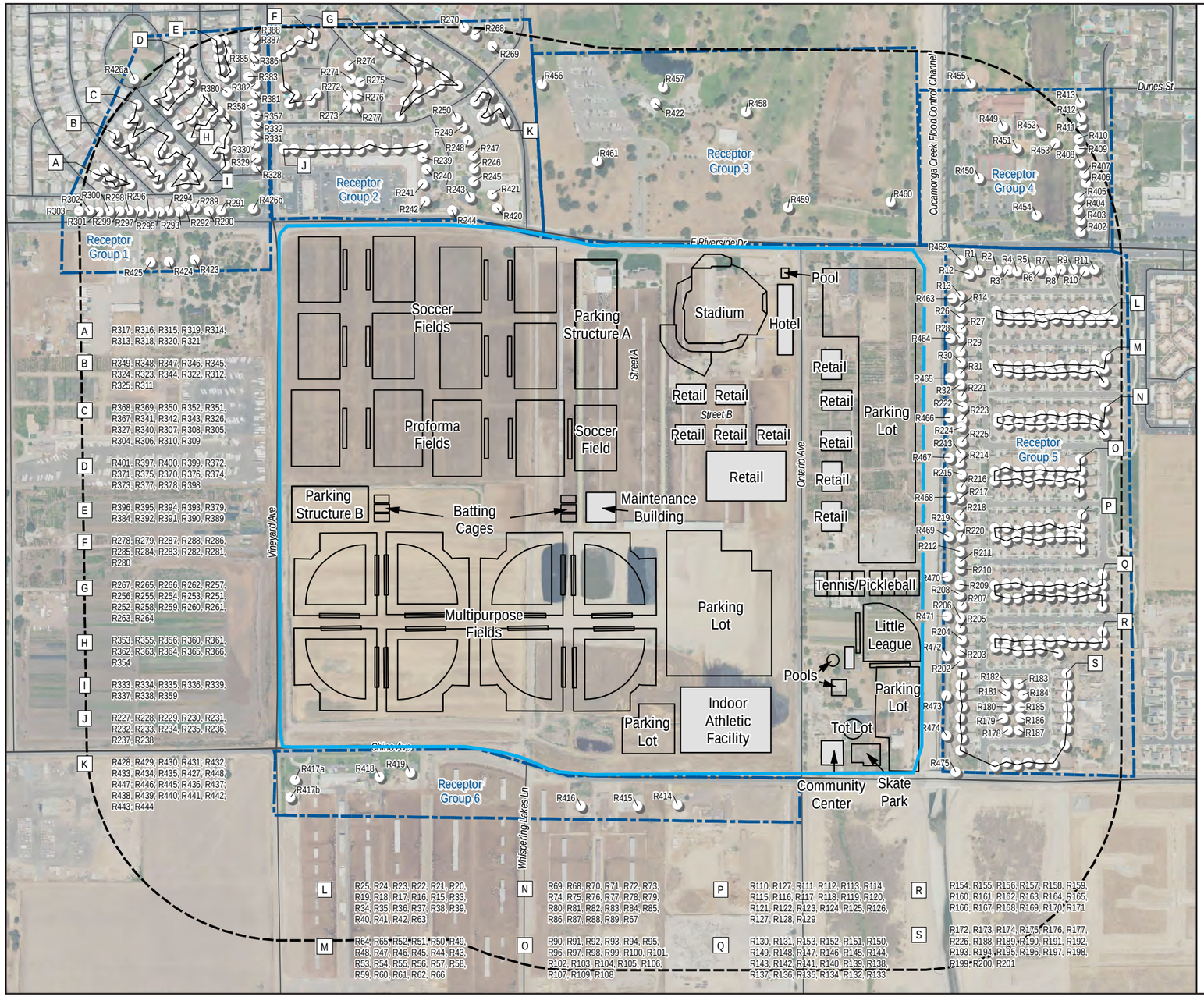
					Trip Generation Rates (11th Edition)				Estimated Trip Generation (11th Edition)			
					Daily Trips	Midday Peak Hour			Daily Trips	Midday Peak Hour		
	Revised	Data Source	Quantity	Unit		Rate	%In	%Out		In	Out	Total
PA 2												
Retail	35,055.44 sq ft	ITE Code 821-Shopping Plaza	17.53	KSF	81.07	6.22	52%	48%	1421	57	52	109
		ITE Code 930-Fast Casual Restaurant	17.53	KSF	97.14	32.64	55%	45%	1703	315	257	572
Hotel	249 Rooms	ITE Code 310-Hotel	249	Keys	8.07	0.72	56%	44%	2009	100	79	179
PA 3												
Retail	10,000 sq ft	ITE Code 821-Shopping Plaza	5	KSF	81.07	6.22	52%	48%	405	16	15	31
		ITE Code 930-Fast Casual Restaurant	5	KSF	97.14	32.64	55%	45%	486	90	73	163
Hotel	0											
PA 4												
Retail	36,512.54 sq ft	ITE Code 821-Shopping Plaza	18.26	KSF	81.07	6.22	52%	48%	1480	59	55	114
		ITE Code 930-Fast Casual Restaurant	18.26	KSF	97.14	32.64	55%	45%	1774	328	268	596
								Lodging and Retail Total	9278	965	799	1764
								Hotel Internalization Reduction (50% of Hotel Trips)	-402	-20	-16	-36
								Retail Internalization Reduction (33% of Retail Trips)	-727	-87	-72	-159
								Lodging and Retail Total Subtotal	**8149**	**858**	**711**	**1569**
								PROPOSED - APPROVED (SATURDAY WITH ONE TOURNAMENT - NO BASEBALL STADIUM USE)	***114***	***191***	***167***	***358***

					Trip Generation Rates (11th Edition)				Estimated Trip Generation (11th Edition)			
					Daily Rate	Peak Hour of Arrival (5-6PM)			Daily Trips	Peak Hour of Arrival (5-6PM)		
	ORSC EIR	Data Source	Quantity	Unit		Rate	%In	%Out		In	Out	Total
PA 2												
Retail	45,000 sq ft	ITE Code 821-Shopping Plaza	22.5	KSF	81.07	6.22	52%	48%	1824	73	67	140
		ITE Code 930-Fast Casual Restaurant	22.5	KSF	97.14	32.64	55%	45%	2186	404	330	734
Hotel	0											
PA 3												
Retail	21,000 sq ft	ITE Code 821-Shopping Plaza	10.5	KSF	81.07	6.22	52%	48%	851	34	31	65
		ITE Code 930-Fast Casual Restaurant	10.5	KSF	97.14	32.64	55%	45%	1020	188	154	342
Hotel	70,000 sq ft/100 rooms	ITE Code 310-Hotel	100	Keys	8.07	0.72	56%	44%	807	40	32	72
PA 4												
Retail	114,000 sq ft	ITE Code 821-Shopping Plaza	7	KSF	81.07	6.22	52%	48%	567	23	21	44
		ITE Code 930-Fast Casual Restaurant	7	KSF	97.14	32.64	55%	45%	680	126	103	229
		Chicken 'n Pickle San Antonio Data	12	Courts	238	17.8	58%	42%	2856	124	90	214
								Lodging and Retail Total	10791	1012	828	1840
								Hotel Internalization Reduction (50% of Hotel Trips)	-404	-20	-16	-36
								Retail Internalization Reduction (33% of Retail Trips)	-2352	-280	-233	-513
								Lodging and Retail Total Subtotal	**8035**	**712**	**579**	**1291**

					Trip Generation Rates (11th Edition)				Estimated Trip Generation (11th Edition)			
					Daily Trips	Peak Hour of Arrival (5-6PM)			Daily Trips	Peak Hour of Arrival (5-6PM)		
	Revised	Data Source	Quantity	Unit		Rate	%In	%Out		In	Out	Total
PA 2												
Retail	35,055.44 sq ft	ITE Code 821-Shopping Plaza	17.53	KSF	81.07	6.22	52%	48%	1421	57	52	109
		ITE Code 930-Fast Casual Restaurant	17.53	KSF	97.14	32.64	55%	45%	1703	315	257	572
Hotel	249 Rooms	ITE Code 310-Hotel	249	Keys	8.07	0.72	56%	44%	2009	100	79	179
PA 3												
Retail	10,000 sq ft	ITE Code 821-Shopping Plaza	5	KSF	81.07	6.22	52%	48%	405	16	15	31
		ITE Code 930-Fast Casual Restaurant	5	KSF	97.14	32.64	55%	45%	486	90	73	163
Hotel	0											
PA 4												
Retail	36,512.54 sq ft	ITE Code 821-Shopping Plaza	18.26	KSF	81.07	6.22	52%	48%	1480	59	55	114
		ITE Code 930-Fast Casual Restaurant	18.26	KSF	97.14	32.64	55%	45%	1774	328	268	596
								Lodging and Retail Total	9278	965	799	1764
								Hotel Internalization Reduction (50% of Hotel Trips)	-402	-20	-16	-36
								Retail Internalization Reduction (33% of Retail Trips)	-727	-87	-72	-159
								Lodging and Retail Total Subtotal	**8149**	**858**	**711**	**1569**
								PROPOSED - APPROVED (SATURDAY WITH STADIUM EVENT - NO FIELD TOURNAMENTS)	**114**	**146**	**132**	**278**

Attachment B: Certified EIR Noise-Sensitive Receptors Figure

Figure 5.13-2 - Noise-Sensitive Receptor Groups



Source: HMMH 2023.

Ontario Residence Inn and Aloft Hotel/File Nos.: PDEV25-007
Mitigation Monitoring and Reporting Program
SCH: 2023110328

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
Air Quality				
AQ-1 The City of Ontario shall require the construction contractor to incorporate the following to reduce air pollutant emissions during construction activities: • Use construction equipment rated by the United States Environmental Protection Agency as having Tier 4 (model year 2015 or newer) Final or stricter emission limits for all off-road construction equipment. If Tier 4 Final equipment is not commercially available for a specific piece of equipment, the applicant shall provide documentation (e.g., rental inventory requests), to the City's satisfaction, or otherwise demonstrate its unavailability to the City of Ontario prior to the issuance of any construction permits and replacement equipment used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by the California Air Resources Board regulations. • If Tier 4 Final equipment is not available, the construction contractor(s) and subcontractor(s) affected shall use Tier 4 Interim equipment. • If Tier 4 Interim equipment is not available, the construction contractor(s) and subcontractor(s) affected shall use then Tier 3 equipment outfitted with a level 3 diesel particulate filter. • For purposes of this mitigation measure, "commercially available" shall mean the availability of Tier 4 engines similar to the availability for other large-scale construction projects in the City occurring at the same time and taking into consideration factors	City of Ontario Planning Department and Construction Contractor	Prior to the start of construction and during construction	City of Ontario Planning/Building Department	

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)

such as (i) potential significant delays to critical-path timing of construction and (ii) geographic proximity to the project site of Tier 4 equipment.
 	
• During construction, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by the City of Ontario. The construction equipment list shall state the makes, models, Equipment Identification Numbers, Engine Family Numbers, and number of construction equipment onsite.
 	
• Use paints with a VOC content that meets the South Coast Air Quality Management District Super Compliant architectural coatings standard of 10 grams per liter (g/L) or less (i.e.,) for coating architectural surfaces.
 	
• Comply with South Coast Air Quality Management District Rule 403, including the following measures:
 	
  • Provide National Institute for Occupational Safety and Health (NIOSH)-approved respirators for workers with a prior history of Valley Fever.
  • Half-face respirators equipped with a minimum N-95 protection factor for use during worker collocation with surface disturbance activities. Half-face respirators equipped with N-100 or P-100 filters should be used during digging activities. Employees should wear respirators when working near earth-moving machinery.
  • Post warnings onsite and consider limiting access to visitors, especially those without adequate training and respiratory protection.				

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to and verified by the City.				
AQ-2	All landscaping equipment (e.g., leaf blower) used for property management shall be electric powered only. The property manager/facility owner shall provide documentation (e.g., purchase, rental, and/or services agreement) to the City of Ontario Planning Department to verify to the City's satisfaction that all landscaping equipment utilized will be electric powered.	City of Ontario Planning and Property Manager/Facility Owner	During project operation	City of Ontario Planning/Building Department	
See Mitigation Measures GHG-1, GHG-2, TRAF-1a, below.					
Biological Resources					
BIO-1	**Worker Environmental Awareness Program and Biological Monitor:** Prior to the start of construction of the ORSC site or sewer line within the Offsite Improvement Area, a Worker Environmental Awareness Program (WEAP) shall be developed by the City or the City's consultant. A qualified biologist with experience with the sensitive biological resources in the region shall present the WEAP to all personnel working in the ORSC site and Offsite Improvement Area (either temporarily or permanently) prior to the start of project activities. The WEAP may be videotaped and used to train newly hired workers or those not present for the initial WEAP. The WEAP could include but shall not be limited to discussions of the sensitive biological resources associated with the ORSC, project-specific measures to avoid or eliminate impacts to these resources, consequences for not complying with project permits and agreements, and contact information for the lead biologist. Logs of personnel who have taken the training shall be kept on the site at the construction or project office. In addition to a WEAP, a qualified biologist (biological monitor) with experience monitoring for and identifying	City of Ontario and Qualified Biologist	Prior to the start of construction at the ORSC site or Offsite Improvement Area	City of Ontario Planning Department	

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
sensitive biological resources known to occur in the area shall be present during initial ground-disturbing activities related to the ORSC and Offsite Improvement Area (including fence installation and vegetation removal activities). As required by project permits, the qualifications of a biological monitor may need to be submitted to appropriate wildlife agencies for approval based on the resources the biologist will be monitoring. Biological monitoring duties shall include, but are not limited to, conducting worker education training, verifying compliance with project permits, and ensuring construction activities stay within designated work areas. The biological monitor shall have the right to halt all activities in an affected area if a special- status species is identified in a work area and is in danger of injury or mortality. If work is halted by the biological monitor, work shall proceed only after the hazards to the individual is removed and there is no longer a risk to the individual, or the individual has been moved from harm's way in accordance with the project's permits and/or management/translocation plans. The biological monitor shall take representative photographs of the daily activities and shall also maintain a daily log that documents general project activities and compliance with the project's permit conditions. Non-compliance shall also be documented in the daily log, including any measures that were implemented to rectify the issue.				

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
BIO-2	**Rare Plant Survey:** A rare plant survey shall be conducted within suitable habitat during the appropriate blooming period for the lucky morning-glory (March through September) and smooth tarplant (April through September). The survey shall be conducted by a botanist or qualified biologist in accordance with the USFWS Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed, and Candidate Plants; the CDFW Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities; and the CNPS Botanical Survey Guidelines of the CNPS. One survey shall be conducted during a time of the year that overlaps with all blooming periods (April through September). If these species are observed during the rare plant survey, individual plants or populations shall be marked with GPS for mapping purposes. If any of these special-status plant species are detected in the ORSC site and Offsite Improvement Area and impacts to these species are unavoidable and impacts would result in deleterious effects to the regional population of the species, the City shall consult with CDFW to develop a mitigation plan or additional avoidance and minimization measures to ensure impacts to these plant species are minimized to the maximum extent practicable. Examples of measures that may be implemented after consultation with CDFW include establishing a no-disturbance buffer around locations of individuals or a population, or additional monitoring requirements during construction of the ORSC and Offsite Improvement Area.	City of Ontario Planning Department and Qualified Biologist/Botanist	Prior to the start of ground-disturbing activities from March through September	City of Ontario Planning Department	

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
BIO-3	**Burrowing Owl Management Plan:** A live burrowing owl was documented in the ORSC site and Offsite Improvement Area during a biological survey conducted in September 2023, at which time the individual could have been migrating, arriving for the winter, or late in leaving its summer breeding grounds. Additionally, suitable burrowing owl habitat is present throughout the ORSC site and Offsite Improvement Area. In order to offset potential project-related impacts to burrowing owl and its habitat a Burrowing Owl Management Plan (BOMP) shall be developed by a qualified Project biologist who has at least three (3) years of experience working with and/or managing burrowing owls on project sites. The BOMP shall outline project-specific protection measures that are in accordance with CDFW's Staff Report on Burrowing Owl Mitigation (Staff Report; CDFG 2012). The BOMP shall also identify protection measures to be implemented should the species be found on the ORSC site or Offsite Improvement Areas at any time of the year (i.e., migration periods, breeding/summer, and wintering). The BOMP shall outline specific pre-construction survey methods and timing in accordance with the Staff Report and shall include instruction on survey requirements should there be a lapse in construction or project activities. The BOMP shall include project activities before which pre-construction survey requirements shall be required (such as grading, vegetation removal, and fence installation). Mitigation methods outlined in the BOMP shall include, but not be limited to, establishment of no-disturbance buffers around potential or occupied burrowing owl burrows, additional biological monitoring requirements during project activities, and passive relocation during the burrowing owl non-breeding season (September 1 through January 31, annually). Regular reporting timeframes and requirements for communication with CDFW shall also be clearly outlined in	City of Ontario Planning Department and Qualified Biologist with at least 3 years of experience working with and/or managing burrowing owls on project site.	Prior to the start of ground-disturbing activities	City of Ontario Planning Department	

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	the BOMP. The BOMP shall be submitted to CDFW for review and subject to CDFW approval prior to the start of Project ground-disturbing activities. Additionally, the City of Ontario shall continue to carry out the requirements of its Memorandum of Agreement (MOA) with IERCD (dated November 21, 2023) to mitigate the loss of suitable burrowing owl habitat resulting from the Project. The MOA outlines the collection of Habitat Mitigation Fees by the City of Ontario that will be managed by a Land Trust for the acquisition, restoration, rehabilitation, and maintenance of lands selected by the Land Trust to have long-term conservation value for burrowing owl.				
BIO-4	**Preconstruction Surveys for Crotch Bumble Bee:** If the Crotch bumble bee is no longer a Candidate or formally listed species under the California ESA at the time ground-disturbing activities occur, then no additional protection measures are proposed for the species. If the Crotch bumble bee is legally protected under the California ESA as a Candidate or Listed species at the time ground-disturbing activities are scheduled to begin, preconstruction surveys shall be conducted in accordance with CDFW's Survey Considerations for California ESA Candidate Bumble Bee the season immediately prior to project-related ground disturbing activities (including but not limited to vegetation clearing, fence installation, and grading). A minimum of three Crotch bumble bee preconstruction surveys shall be conducted at two- to four-week intervals during the colony active period (April through August) when Crotch bumble bees are most likely to be detected. Nonlethal, photo voucher surveys shall be completed by a biologist who holds a Memorandum of Understanding to capture and handle Crotch bumble bee	City of Ontario and Qualified Biologist	Prior to the start of ground-disturbing activities if the Crotch bumble bee is legally protected under the California ESA as a Candidate or Listed species at the time ground-disturbing activities are scheduled to begin	City of Ontario Planning Department	

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
(if nesting and chilling protocol is to be utilized) or by a CDFW-approved biologist experienced in identifying native bumble bee species (if surveys are restricted to visual surveys that will provide high-resolution photo documentation for species verification). The surveyor shall walk through all areas of suitable habitat focusing on areas with floral resources. Surveys shall be completed at a minimum of one person-hour of searching per three acres of suitable habitat during suitable weather conditions (sustained winds less than 8 mph, mostly sunny to full sun, temperatures between 65 and 90ºF) at an appropriate time of day for detection (at least an hour after sunrise and at least two hours before sunset, though ideally between 9:00 a.m. and 1:00 p.m.) If Crotch bumble bees are detected, CDFW shall be notified by the designated biologist as further coordination may be required to avoid or mitigate certain impacts. At a minimum, two nesting surveys shall be conducted with focus on detecting active nesting colonies within one week and 24 hours immediately prior to ground disturbing activities that are scheduled to occur during the flight season (February through October). If an active Crotch bumble bee nest is detected, an appropriate no disturbance buffer zone (including foraging resources and flight corridors essential for supporting the colony) shall be established around the nest to reduce the risk of disturbance or accidental take and the designated biologist shall coordinate with CDFW to determine if an Incidental Take Permit under Section 2081 of the California ESA will be required. Nest avoidance buffers may be removed at the completion of the flight season and/or once the qualified biologist deems the nesting colony is no longer active and CDFW has provided concurrence of that determination. If no nests are found but the species is present, a full-time				

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	qualified biological monitor shall be present during vegetation or ground-disturbing activities that are scheduled to occur during the queen flight period (February through March), colony active period (March through September), and/or gyne flight period (September through October). Because bumble bees move nest sites each year, two preconstruction nesting surveys shall be required during each subsequent year of construction, regardless of the previous year's findings, whenever vegetation and ground-disturbing activities are scheduled to occur during the flight season if nesting and foraging habitat is still present or has re-established.				
BIO-5	**Bat Management Plan:** A Bat Management Plan shall be prepared by a qualified bat biologist no less than one year prior to the commencement of project-related activities (including, but not limited to, structure removal or demolition, tree removal, grading, and vegetation removal) that shall include specific avoidance and minimization measures to reduce impacts to roosting bats. The project-specific Bat Management Plan may include any of the following as necessary and appropriate: additional habitat assessments of inaccessible areas that would be directly or indirectly impacted during Project activities, emergence and/or acoustic surveys for bats during the maternity season (April 1 through August 31) to assess the potential for bat maternity roosts in the ORSC site and Offsite Improvement Area, and preconstruction surveys for roosting bats including acoustic monitoring. The Bat Management Plan shall also include recommendations to minimize impacts to roosting bats, including the implementation of no-disturbance buffers, tree- and cliff-swallow nest removal protocols, passive exclusion of bats outside of the maternity and hibernation seasons (if	City of Ontario and Qualified Bat Biologist	No less than one year prior to the start of ground-disturbing activities	City of Ontario Planning Department	

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	impacts are unavoidable), and/or species-specific replacement alternative roosting habitat.				
BIO-6	**Tree Avoidance and Removal Process.** If trees are scheduled to be removed (e.g., relocating/modified (i.e., trimming) that were determined to be suitable for bat roosting, these activities shall be scheduled during one of the seasonal periods of bat activity listed below, and when evening temperatures are not below 45ºF and rain is not over 0.5 inch in 24 hours: • September 1 to October 31 (preferred): This is after the maternity season but prior to winter torpor. • February 15 to March 31: After winter torpor but prior to the start of the maternity season. 1. If trees with suitable bat roosting habitat are scheduled for removal or relocation outside of the maternity season, tree removal during the time periods and weather parameters described above using the two-step method shall be conducted: a. Prior to the two-step method, as much as feasible, vegetation and trees within the area that are not suitable for roosting bats shall be removed first to provide a disturbance that might reduce the likelihood of bats using the habitat. b. Two-step tree removal shall occur over two consecutive days under the supervision of a qualified bat biologist. On Day 1, small branches and small limbs containing no cavity, crevice or exfoliating bark habitat on habitat trees (or outer fronds in the case of palm trees), as identified by a qualified bat biologist are removed first, using chainsaws only (i.e., no	City of Ontario, Qualified Bat Biologist, and Construction Contractor	Prior to ground-disturbing-activities between September 1 and October 31 or February 15 and March 31, if trees are scheduled to be removed	City of Ontario Planning Department	

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	dozers, backhoes). The following day (Day 2), the remainder of the tree is to be felled/removed. (The intention of this method is to disturb the tree with noise and vibration and branch removal on Day 1. This should cause any potentially present day-roosting bats to abandon the roost tree after they emerge for nighttime foraging. Removing the tree quickly the next consecutive day should avoid reoccupation of the tree by bats). 2. If tree removal/modification must occur during the maternity season (April 1 to August 31), a qualified bat biologist shall conduct a focused emergence survey(s) of the tree(s) within 48 hours of scheduled work. If a maternity roost is located, whether solitary or colonial, that roost shall remain undisturbed until after the maternity season or until a qualified biological monitor has determined the roost is no longer active.				
BIO-7	**Delhi Sands Flower-Loving Fly Habitat Suitability Assessment:** Prior to the start of ground-disturbing activities (including vegetation removal and fence installation activities), a habitat assessment shall be performed within the ORSC site and Offsite Improvement Area and adjacent areas by a USFWS-permitted biologist with a 10(a)(1)(A) permit to conduct surveys for Delhi sands flower-loving fly and with extensive knowledge of the species. The purpose of the habitat assessment will be to determine the presence of suitable habitat for the species in the ORSC site and Offsite Improvement Area and adjacent areas as well as ascertain the potential for the species to occur on or adjacent to the ORSC site and Offsite Improvement Area. The habitat assessment shall include a site walkover, a check of adjacent empty lots for comparison of habitat quality to the ORSC site and Offsite Improvement Area, photographs to document the site	City of Ontario and USFWS-Permitted Biologist with a 10(a)(1)(A) permit to conduct surveys for Delhi sands flower-loving fly	Prior to ground-disturbing activities	City of Ontario Planning Department	

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	conditions, and characterizing the type and quality of the habitats within the ORSC site and Offsite Improvement Area with respect to Delhi sands flower-loving fly. At the conclusion of the habitat assessment, a brief report of findings as well as recommendations on whether focused surveys must be conducted shall be prepared by the USFWS-permitted biologist. The report shall also include any additional project-specific avoidance, minimization, and mitigation measure recommendations for the species. The City shall follow the recommendations identified in the report of findings. If Delhi sands flower-loving fly is present in the ORSC site and Offsite Improvement Area and impacts to the species are unavoidable, then the City must initiate consultation with USFWS under either Section 7 or 10 of the federal ESA. If suitable habitat is identified in the ORSC site and Offsite Improvement Area, then the City of Ontario will continue to carry out the requirements of its MOA with IERCD to mitigate for loss of Delhi Sands flower-loving fly habitat. This MOA outlines the collection of Habitat Mitigation Fees by the City of Ontario that will be managed by a Land Trust for the acquisition, restoration, rehabilitation, and maintenance of lands selected by the Land Trust to have long-term conservation value for species such as Delhi Sands flower-loving fly. Up to 25-percent of the total Mitigation Fee collected may be used for the recovery of the Delhi Sands flower-loving fly.				
BIO-8	**Preconstruction Survey for Nesting Birds:** If construction or other project activities are scheduled to occur during the nesting bird and raptor season (generally February 1 through August 31), a preconstruction nesting bird and raptor survey shall be conducted by a qualified avian	City of Ontario and Qualified Avian Biologist	No more than three days prior to ground-disturbing activities	City of Ontario Planning Department	

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	biologist to ensure that active bird nests will not be disturbed or destroyed. The survey shall be completed no more than three days prior to initial ground disturbance. The nesting bird survey shall include the ORSC site and Offsite Improvement Area and adjacent areas where Project activities have the potential to affect active nests, either directly or indirectly, due to construction activity, noise, human activity, or ground disturbance. If an active nest is identified, a qualified avian biologist shall establish an appropriately sized nondisturbance buffer around the nest using flagging or staking. Construction activities shall not occur within any non-disturbance buffer zones until the nest is deemed inactive by the qualified avian biologist. If initial ground-disturbing activities are scheduled during the nesting bird season, then a biological monitor shall be present during all vegetation removal activities to ensure no impacts to nesting birds occur.				
BIO-9	**Biological Resources Best Management Practices:** The construction contractor(s) shall implement the following construction best management practices during ground disturbing activities: • To prevent encroachment into areas immediately adjacent to the Cucamonga Creek Flood Control Channel, temporary fencing should be installed along the eastern perimeter of the ORSC site. • Confine all work activities to a predetermined work area. • To prevent inadvertent entrapment of wildlife during the construction phase of the ORSC, all excavated, steep-walled holes or trenches more than two feet deep shall be covered at the close of each working day by plywood or similar materials. If the trenches cannot be closed, one	City of Ontario and Construction Contractor	During ground-disturbing activities	City of Ontario Planning Department	

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
or more escape ramps constructed of earthen fill or wooden planks shall be installed. Before such holes or trenches are filled, they should be thoroughly inspected for trapped animals. • Wildlife are often attracted to burrow- or den-like structures such as pipes and may enter stored pipes and become trapped or injured. To prevent wildlife use of these structures, construction pipes, culverts, or similar structures with a diameter of four inches or greater shall be capped while stored onsite. • Food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of in securely closed containers and removed at least once a week from the construction site. • Use of rodenticides and herbicides on the ORSC site shall be implemented in a manner that reduces the potential for primary or secondary poisoning of non-target species. This is necessary to prevent poisoning of non-target species, including special-status species, and the depletion of prey populations on which they depend. Use of such compounds shall observe label and other restrictions mandated by the USEPA, California Department of Food and Agriculture, and other state and federal legislation. If rodent control must be conducted, zinc phosphide shall be used because it has a proven lower risk to predatory wildlife.				
Cultural Resources				
CUL-1 Prior to the start of construction, the Project Proponent shall retain a qualified professional archaeologist to monitor all ground-disturbing activities associated with construction of the ORSC site and Offsite Improvement Area. Monitoring is not required for placement of	City of Ontario and Qualified Professional Archaeologist	Prior to start of construction	City of Ontario Planning/Building Department	

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
equipment or fill inside excavations that were monitored, above-ground construction activities, or redistribution of soils that were previously monitored (such as the return of stockpiles to use in backfilling). The Monitoring Archaeologist shall meet or work under the direct supervision of someone meeting the Secretary of the Interior's professional qualifications standards for prehistoric and historic archaeology. The archaeologist shall be present at a pre-grading meeting(s), establish procedures for archeological resource monitoring during grading and construction, and establish, in conjunction with the City, procedures to temporarily halt or redirect all work to allow the sampling, identification, and evaluation of all resources as that are encountered by the archaeologist. If archeological features are discovered, the archeologist shall report such findings to the Ontario Planning Director. If the archeological resources are found to be significant, the archeologist shall determine the appropriate actions, in conjunction with the City, that shall be taken for exploration and/or salvage in compliance with CEQA standards.				
Geology and Soils				
GS-1 Prior to grading, a Paleontological Resources Mitigation and Monitoring Plan (PRMMP) shall be prepared by a Qualified Paleontologist meeting the standards of Society of Vertebrate Paleontology (2010). The PRMMP shall discuss the laws and regulations for the protection of paleontological resources, the significance of fossils, and protocol to follow in case a discovery is made. The PRMMP shall also outline the duties of paleontological monitoring onsite, including the salvaging and preparation of fossils and the final submission of all paleontological resources to an accredited museum or facility for curation.	City of Ontario and Qualified Paleontologist	Prior to the start of grading	City of Ontario Planning/Building Department	

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
GS-2	During excavations exceeding depth of approximately 5 to 10 feet below ground surface, a qualified paleontological monitor shall be present during construction activities to spot check the sediments and depths of excavations to determine the geologic units encountered. If paleontological resources are discovered, full-time monitoring shall be required during grading, as identified in the Paleontological Resources Monitoring and Mitigation Plan.	City of Ontario and Qualified Paleontologist Monitor	During construction and grading activities	City of Ontario Planning/Building Department	
GS-3	In the event of any fossil discovery, regardless of depth or geologic formation, construction work shall halt within a 50-foot radius of the find until its significance can be determined by a qualified paleontologist. Significant fossils shall be recovered, prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility in accordance with the standards of the Society of Vertebrate Paleontology (2010). A regional repository shall be identified by the City Council and a curatorial arrangement shall be signed prior to collection of the fossils.	City of Ontario and Qualified Paleontologist	During construction	City of Ontario Planning/Building Department	
Greenhouse Gas Emissions					
GHG-1	The City of Ontario shall require proposed buildings within the ORSC site to be all electric, with electricity to be the only permanent source of energy for all nonemergency building energy needs, including but not limited to water heating; mechanical equipment; and heating, ventilation, and air conditioning (HVAC) (i.e., space-heating and space cooling). All major appliances (e.g., dishwashers, refrigerators, and water heaters) provided/installed shall be electric-powered EnergyStar certified or an equivalent energy efficiency where applicable. The only exception to this measure shall be limited to commercial cooking uses. Prior to issuance of building permits for development projects, applicants shall provide plans that show the aforementioned requirements	City of Ontario and Future Project Applicants	Prior to issuance of the certificate of occupancy for project buildings	City of Ontario Planning/Building Department	

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	to the City of Ontario Planning Department. Prior to issuance of the certificate of occupancy, the City of Ontario Building Department shall verify installation of the electric-powered EnergyStar or equivalent appliances.				
GHG-2	The City of Ontario shall require proposed buildings and parking areas within the ORSC site to include on-site renewable energy generation systems. Proposed buildings shall include photovoltaic (PV) and battery energy storage systems compliant with the Prescriptive Requirements of the California Building Standards Code, Part 6, California Energy Code. Proposed buildings may substitute alternative renewable energy generation technology (e.g., wind) for PV systems; however, that alternative generation technology system shall be sized to provide annual electricity equal to what would be provided by a PV system for that building compliant with the Prescriptive Requirements of the California Building Standards Code, Part 6, California Energy Code. Proposed parking areas shall include a PV system or alternative renewable energy generation system (e.g., wind) to help offset electricity demand generated by electric vehicle charging. Prior to issuance of building permits for development projects, applicants shall provide plans that show the aforementioned requirements to the City of Ontario Planning Department. Prior to issuance of the certificate of occupancy, the City of Ontario Building Department shall verify installation of the PV and battery energy storage systems or alternative renewable energy generation systems.	City of Ontario and Future Project Applicants	Prior to issuance of the certificate of occupancy for project buildings	City of Ontario Building/ Planning Department	
GHG-3	The City of Ontario shall require that the parking lots and parking structure install electric vehicle spaces in compliance with the voluntary Tier 2 standards under Section A5.106.5.3.2 of the Non-residential Voluntary Measures in the 2022 California Green Building Standards Code. All site plans submitted to the City of Ontario Planning	City of Ontario and Future Project Applicants	Prior to issuance of the certificate of occupancy for project buildings	City of Ontario Planning/Building Department	

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
Department shall illustrate compliance with Section A5.106.5.3.2.				
GHG-4 The City of Ontario shall require applicants to design and construct buildings in Planning Areas 2, 3, and 4 to achieve a 100-point score with the 2022 Community Climate Action Plan (CCAP), Table 6, "Screening Table for Implementing GHG Performance Standards for Commercial, Office, Medical, Hotel, Industrial, and Retail Development, 2030."	City of Ontario and Future Project Applicants	Prior to issuance of the certificate of occupancy for project buildings	City of Ontario Planning Department	
Hazards and Hazardous Materials				
See Mitigation Measures TRAF-3, below.				
Noise				
N-1 The construction contractor shall implement the following measures during construction activities on the ORSC site and Offsite Improvement Area. These measures shall be identified on demolition, grading, and/or building permits. • Prior to construction activities that warrant nighttime construction (e.g., infrastructure work, concrete pours, etc.), the construction contractor shall install noise pathway controls, including noise barriers and enclosures free from gaps and holes, which shall be placed as close as possible to construction areas. The temporary noise barrier shall be a sufficient height to block the direct line-of-sight between the on-site construction areas and off-site noise sensitive receptors and shall be a minimum of 6 feet tall and shall be constructed out of wood or other materials with a minimum surface weight of approximately 2.5 pounds per square foot. • Construction equipment operating on a site shall be equipped with the appropriate manufacturer's noise reduction devices, including but not limited to a manufacturer's muffler (or equivalently rated material) that is free of rust, holes, and exhaust leaks.	City of Ontario's Construction Contractor	During construction activities	City of Ontario Planning/Building Department	

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	• Noise from construction devices with internal combustion engines shall be mitigated by ensuring that the engine's housing doors are kept closed, and by using noise-insulating material mounted on the engine housing that does not interfere with the manufacturer's guidelines for engine operation or exhaust. • Portable compressors, generators, pumps, and other such devices shall be covered with noise-insulating fabric to the maximum extent possible that does not interfere with the manufacturer's guidelines for engine operation or exhaust, and shall further reduce noise by operating the device at lower engine speeds during the work to the maximum extent possible. • Idling on-site of heavy-duty diesel vehicles with Gross Vehicle Weight Rating of 10,000 pounds shall be limited to no longer than five minutes while parking, standing, or stopping, as per 13 California Code of Regulations Section 2485, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling. • Quieter back-up alarms on construction equipment shall be used whenever feasible. • Construction vehicles shall be strategically positioned to minimize operation near receptors and avoiding tailgate slamming to the extent possible.				
NOI-3	**HVAC Equipment, Planning Areas 2, 3, 4, and 7 Buildings**. An acoustics study shall be provided to the City of Ontario prior to building permit issuance for new structures with HVAC systems in Planning Areas 2, 3, 4, and 7 that documents compliance with the overnight noise levels in the City's municipal code (45 dBA at single-family residences from 10:00 pm to 7:00 am). HVAC equipment for the indoor	City of Ontario and Future Project Applicants	Prior to building permit issuance for new structures with HVAC systems in Planning Areas 2, 3, 4, and	City of Ontario and Future Project Applicants	

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	athletic facility shall be designed and/or placed to yield a sound level less than 65 dBA at 50 feet to ensure compliance would result in a noise level of approximately 44 dBA at residential land uses to the east along Plymouth Avenue. Noise associated with operation of heating and cooling equipment shall be minimized by the design and strategic placement of equipment.				
Transportation					
TRAF-1a	**Commercial/Hospitality TDM Measures.** Applicants for commercial and hotel development in Planning Areas 2, 3, and 4 shall prepare Transportation Demand Management (TDM) measures analyzed under a VMT-reduction methodology consistent with the California Air Pollution Control Officers Association's (CAPCOA) Final Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2021) and approved by the City of Ontario. Measures shall include but are not limited to: • Implement a voluntary commute trip reduction program for employees. • Implement an employee parking cash-out program for employees. • Collaborate with the City to support transit service expansion. • Comply with requirements detailed in the Parking Management Plan, including providing parking validation for retail and hospitality visitors.	City of Ontario and Future Project Applicants	Prior to issuance of building permits	City of Ontario Planning Department	
TRAF-3	Prior to issuance of grading permits, the construction contractor shall prepare and submit a construction management plan. The construction management plan shall be approved by the City of Ontario Public Works	City of Ontario's Construction Contractor and Public Works	Prior to issuance of grading permits	City of Ontario Planning Department and Public Works	

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	Department. The construction management plan shall identify construction hours, truck routes, travel patterns for haul routes, staging and parking areas, staggered worker arrival times, and safety procedures for pedestrians and cyclists. The construction management plan shall prohibit the use of heavy construction vehicles during peak hours. The plan shall also require the construction contractor to implement the following measures during construction activities, which shall be discussed at the pre-grading conference/meeting: • Minimize obstruction of through-traffic lanes and provide temporary traffic controls, such as a flag person, during all roadway improvement activities to maintain adequate access for emergency vehicles and personnel. • Develop a traffic plan to minimize interference for emergency vehicles and personnel from demolition and construction activities (e.g., advanced public notice of demolition and construction activities).				
Tribal Cultural Resources					
TCR-1	**Tribal Cultural Resources Monitoring.** The project archaeologist, in consultation with interested tribes and the City of Ontario, shall develop an archaeological monitoring plan (AMP) to address the details, timing, and responsibility of archaeological and cultural activities that will occur on the ORSC site and Offsite Improvement Area. Details in the AMP shall include: 1. Project-related ground disturbance (including, but not limited to, brush clearing, grading, trenching, etc.) and development scheduling; 2. The development of a rotating or simultaneous schedule in coordination with the developer and the project archeologist for designated Native American	City of Ontario Planning Department in coordination with Project Archeologist and Interested Tribes	Prior to and during construction	City of Ontario Planning Department	

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	Tribal Monitors from the consulting tribes during grading, excavation, and ground-disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists. Tribes shall coordinate as to Tribal Monitoring concurrent with development; 3. The protocols and stipulations that the City, Tribes, and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation. At least 30 days prior to application for a grading permit and before any brush clearance, grading, excavation, and/or ground-disturbing activities on the site, the developer shall retain a tribal cultural monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Pursuant to the AMP, a tribal monitor from the consulting tribes shall be present during the initial grading activities. If tribal resources are found during grubbing activities, the tribal monitoring shall be present during site grading activities.				
TCR-2	**Treatment and Disposition of Cultural Resources.** In the event that Native American cultural resources are inadvertently discovered during the course of any ground-disturbing activities, including but not limited to brush clearance, grading, trenching, etc., at the ORSC site or Offsite Improvement Area, the following procedures will be carried out for treatment and disposition of the discoveries:	Ontario's Construction Contractor in coordination with Project Archeologist and Interested Tribes	During construction	City of Ontario Planning Department/Building Department	

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on-site or at the offices of the project archaeologist. The removal of any artifacts from the ORSC site and Offsite Improvement Area will need to be thoroughly inventoried with tribal monitor oversight of the process; 2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and nonhuman remains as part of the required mitigation for impacts to cultural resources. The City shall relinquish the artifacts through one or more of the following methods: a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloging, basic analysis, other analyses as recommended by the project archaeologist and approved by consulting tribes, and basic recordation have been completed; all documentation should be at a level of standard professional practice to allow the writing of a report of professional quality; b. A curation agreement with an appropriate qualified repository in San Bernardino County that meets federal standards per 36 CFR Part 79, and therefore the resource would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated				

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	records shall be transferred, including title, to an appropriate curation facility in San Bernardino County, to be accompanied by payment of the fees necessary for permanent curation; c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, materials shall be curated at the San Bernardino County Museum by default; d. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pregrade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City, County Museum, and consulting tribes.				
TCR-3	**Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects.** Native American human remains are defined in Public Resources Code Section 5097.98(d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal	City of Ontario's Construction Contractor in coordination with Interested Tribes	During construction	City of Ontario Planning Department	

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. a) If Native American human remains and/or grave goods are discovered or recognized on the ORSC site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed. b) Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). c) Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. d) Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.				

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING, PURSUANT TO A PREVIOUSLY ADOPTED ADDENDUM TO THE ONTARIO REGIONAL SPORTS COMPLEX ENVIRONMENTAL IMPACT REPORT (STATE CLEARINGHOUSE NO. 2023110328), CERTIFIED BY THE CITY COUNCIL ON JULY 16, 2024, FILE NO. PDEV25-007, A 226 ROOM HOTEL TOTALING 183,609 SQUARE FEET (INCLUDING A 158,272 SQUARE FOOT HOTEL AND 25,337 SQUARE FEET OF COMMERCIAL USES) ON 3.41 ACRES OF LAND LOCATED SOUTH OF RIVERSIDE DRIVE AND EAST OF HELLMAN AVENUE WITHIN THE CCS (CONVENTION CENTER SERVICES COMMERCIAL) ZONING DISTRICT, AND MAKING FINDINGS IN SUPPORT THEREOF—APN: (APNS: 218-111-67, 218-111-68, AND 218-111-69).

WHEREAS, ONTARIO RANCH HOTEL, LLC (hereinafter referred to as Applicant) has filed an Application for the approval of a Development Plan, File No. PDEV25-007, as described in the title of this Resolution (hereinafter referred to as Application or Project); and

WHEREAS, the Application applies to 3.41 acres of land generally located south of Riverside Drive and east of Hellman Avenue, within the Ontario Sports Empire in the CCS (Convention Center Services Commercial) zoning district, and is presently vacant; and

WHEREAS, the property to the north, east, and south of the Project site is within the CCS (Convention Center Services Commercial) zoning district and is vacant. The property to the west is within the CCS (Convention Center Services Commercial) zoning district, and is developed with baseball stadium; and

WHEREAS, the proposed Project will construct a 226-room hotel totaling 183,609 square feet (including a 158,272 square foot hotel and 25,337 square feet of commercial use) and will provide destination dining, retail, fitness center, public gathering spaces and additional guest amenities; and

WHEREAS, the Ontario Regional Sports Complex Environmental Impact Report (State Clearinghouse No. 2023110328) was certified on July 16, 2024 (hereinafter referred to as Certified EIR), in which development and use of the Project site was discussed; and

WHEREAS, on November 17, 2025, the Development Advisory Board of the City of Ontario conducted a hearing to consider an addendum and the proposed Hotel Project, and concluded said hearing on that date, voting to issue Decision Nos. DAB25-034 and

DAB5-035, respectively, recommending that the Planning Commission approve the Development Plan for File No. PDEV25-007; and

WHEREAS, on November 25, 2025, the Planning Commission issued a Resolution adopting an addendum to the Certified EIR and approving for the Development Plan for File No. PDEV25-007; and

WHEREAS, on December 5, 2025, UNITE HERE Local 11, filed an appeal of the Planning Commission decision approving the Development Plan for File No. PDEV25-007; and

WHEREAS, on January 20, 2026, the City Council set aside the Planning Commissions adoption of the addendum to the Certified EIR and approval of the Development Plan for File No. PDEV25-007 and confirmed that consideration and approval of the Sports Complex Hotel Development Plan (File No. PDEV25-007) could proceed only if the City Council has approved, pursuant to the adoption of an addendum to the Sports Complex EIR, the Amended and Restated Disposition and Development Agreement; and

WHEREAS, on January 20, 2026, the City Council adopted an addendum to the Certified EIR (hereinafter referred to as EIR Addendum) and approved an Amended and Restated Disposition and Development Agreement between the City and Ontario Ranch Hotel, LLC; and

WHEREAS, the environmental impacts of this Proposed Hotel Project were thoroughly analyzed in the EIR Addendum adopted on January 20, 2026, which concluded that implementation of the Project could result in a number of significant effects on the environment that were previously analyzed in the Certified EIR, and that the Certified EIR identified mitigation measures that would reduce each of those significant effects to a less-than-significant level; and

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

WHEREAS, the Proposed Hotel Project has been reviewed for consistency with the Housing Element of the Policy Plan component of The Ontario Plan 2050, as State Housing Element law (as prescribed in Government Code Sections 65580 through 65589.8) requires that development projects must be consistent with the Housing Element, if upon consideration of all its aspects, it is found to further the purposes, principals, goals, and policies of the Housing Element; and

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

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

WHEREAS, on March 24, 2026, the Planning Commission of the City of Ontario opened a hearing to consider the Project, and continued said hearing to April 28, 2026; and

WHEREAS, on April 28, 2026, the Planning Commission issued a Resolution adopting finding that, pursuant to the previously adopted Addendum to the Certified EIR, the Proposed Hotel Project introduces no new significant environmental impacts and applying all previously adopted mitigation measures to the Project, which were incorporated by reference; and

WHEREAS, on April 28, 2026, 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: ***Environmental Determination and Findings.*** As the decision - making body for the Proposed Hotel Project, the Planning Commission has reviewed and considered the information contained in the Addendum, the initial study, and the administrative record for the Project, including all written and oral evidence provided during the comment period. Based upon the facts and information contained in the Addendum, the initial study, and the administrative record, including all written and oral evidence presented to the Planning Commission, the Planning Commission finds as follows:

(1) The environmental impacts of the Project were reviewed in conjunction with an adopted Addendum to Ontario Regional Sports Complex Environmental Impact Report

(State Clearinghouse No. 2023110328), certified by the Ontario City Council on July 16, 2024; and

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

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

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

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

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

SECTION 2: ***Subsequent or Supplemental Environmental Review Not Required.*** Based on the previously adopted EIR Addendum, all related 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 Certified EIR is not required for the Proposed Hotel Project, as the Project:

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

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

(3) Does not contain new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the

time the Certified EIR and adopted addendum was certified, that shows any of the following:

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

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

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

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

SECTION 3: ***Minor Adjustment/Alteration.*** The Project proposes a Minor Adjustment/Alteration consistent with Development Code Section 4.02.020.C.2.d, which may allow a 50 percent reduction in minimum building setback and separation requirements, and the encroachment of balconies into a required street-facing property line setback up to a maximum of 66 percent of the required setback, not to exceed 10 feet. The CCS zoning district requires a 15-foot setback between the property line and building. The Project proposes a 7-foot building projection within the 15-foot required setback on the west side of the building, and also proposes a 10-foot balcony projection into the 15-foot setback for the fifth-floor balcony on the west side of the building. The application shall be denied if one or more of the below-listed findings cannot be established.

(1) **The strict or literal interpretation and enforcement of the specified regulation would result in practical difficulty or unnecessary physical hardship inconsistent with the objectives of the development regulations contained in this Development Code.** The Policy Plan promotes a diversity of development types to accommodate evolving demographics and reinforce the long-term economic sustainability of Ontario. In alignment with this objective, the Development Code authorizes the Planning Director to approve a Minor Adjustment/Alteration to permit a reduced building setback and balcony projection within the CCS (Convention Center Services) zoning district. A strict or literal interpretation of the Development Code would unduly restrict the ability to construct a hotel on the subject site, and could necessitate a design of inferior quality that compromises the project's overall viability.

(2) **There are exceptional or extraordinary circumstances or conditions applicable to the property involved, or to the intended use of the property, that do**

not apply generally to other properties in the vicinity and in the same zoning district. The project site is proposed for development as a dual-brand hotel designed to complement and integrate with the Ontario Sports Empire, specifically ONT Field. Situated at the northeast corner of South Champions Avenue and East Stadium Way, the project site occupies a corner lot with frontage along 2 streets within the Ontario Sports Empire, which inherently constrains the overall buildable area. Further limiting the building footprint are several compounding factors, including design elements intended to enhance the pedestrian experience within the Ontario Sports Empire and establish an activated, pedestrian-friendly street frontage adjacent to ONT Field, as well as the applicable building setback requirements, parking standards, and landscaping obligations. Collectively, these constraints significantly reduce the developable area of the site and present meaningful challenges to its buildability.

(3) **The strict or literal interpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by the owners of other properties in the same zoning district.** The requested relief to reduce the landscape setback along the west property line from 15 feet to 8 feet would afford greater design flexibility while serving to equalize development rights between the Applicant and other property owners within the same land use district. The proposed Minor Adjustment/Alteration would enable the Applicant to preserve the intent and purpose of the applicable landscape requirements while maintaining full compliance with all remaining Development Code regulations governing the CCS (Convention Center Services) zoning district.

(4) **The granting of the Minor Adjustment/Alteration will not be detrimental to the public health, safety or welfare, or be materially injurious to properties or improvements in the vicinity.** The proposed project involves the development of a hotel within the Ontario Sports Empire, situated directly east of ONT Field. ONT Field is currently developed, while properties to the north, east, and south remain vacant. The proposed project has been designed to reflect a scale, massing, and architectural character compatible with ONT Field, and future development on the surrounding vacant parcels will be subject to design standards that further ensure architectural cohesion throughout the Ontario Sports Empire.

The proposed project will incorporate substantial landscape improvements across the site and along the west and south perimeters, including within the reduced setback area along the west property line. In addition, the project will be required to construct the necessary frontage improvements along the entire project frontage, including the installation of trees and landscaping designed to complement the pedestrian-oriented atmosphere of the area surrounding ONT Field and the broader Ontario Sports Empire.

The proposed balcony projection, located on the fifth floor of the building, extends up to 10 feet — representing approximately 66 percent of the building setback — and has been

designed to avoid any adverse impact on the street setback or improvements within the street right-of-way. The frontage improvements proposed along the west side of the project will provide a meaningful public benefit to surrounding properties and the broader area, while the landscape improvements throughout the remainder of the site will serve to enhance the overall project design. Collectively, these improvements demonstrate that the requested Minor Adjustment/Alteration will not prove detrimental or injurious to the public or to other properties in the vicinity.

(5) **The proposed Minor Adjustment/Alteration 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 the purposes of any applicable specific plan or planned unit development, and the purposes of this Development Code.** The proposed Project is located within the Hospitality land use designation of the Policy Plan Land Use Map, and the CCS (Convention Center Services Commercial) zoning district. The development standards and conditions governing the construction and ongoing maintenance of the proposed project are consistent with the goals, policies, plans, and exhibits set forth in the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.

SECTION 4: ***Housing Element Compliance.*** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the decision-making body for the Project, the Planning Commission finds that based upon the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the Project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan 2050, as the Project site is not one of the properties in the Housing Element Sites Inventory contained in Tables B-1 and B-2 of the Housing Element Technical Report.

SECTION 5: ***Airport Land Use Compatibility Plan (ALUCP) Compliance.*** The California State Aeronautics Act (Public Utilities Code Section 21670, et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan.

On April 19, 2011, the City Council of the City of Ontario approved and adopted the Ontario International Airport Land use Compatibility Plan, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the decision-making body for the Project, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting documentation against

the ONT ALUCP compatibility factors, including [1] Safety Criteria (ONT ALUCP Table 2-2) and Safety Zones (ONT ALUCP Map 2-2), [2] Noise Criteria (ONT ALUCP Table 2-3) and Noise Impact Zones (ONT ALUCP Map 2-3), [3] Airspace protection Zones (ONT ALUCP Map 2-4), and [4] Overflight Notification Zones (ONT ALUCP Map 2-5). As a result, the Planning Commission therefore finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ONT ALUCP.

SECTION 6: ***Concluding Facts and Reasons.*** Based upon the substantial evidence presented to the Planning Commission during the above-referenced hearing, and upon the specific findings set forth in the Sections above, the Planning Commission hereby concludes as follows:

(1) ***The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan 2050.*** The proposed Project is located within the Hospitality land use district of the Policy Plan Land Use Map, and the CCS (Convention Center Services Commercial) zoning district. The development standards and conditions under which the proposed Project will be constructed and maintained, is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan 2050.

(2) ***The proposed development is compatible with those on adjoining sites in relation to location of buildings, with particular attention to privacy, views, any physical constraint identified on the site and the characteristics of the area in which the site is located.*** The Project has been designed consistent with the requirements of the City of Ontario Development Code and the CCS (Convention Center Services Commercial) zoning district, including standards relative to the particular land use proposed hotel, 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.

(3) ***The proposed development will complement and/or improve upon the quality of existing development in the vicinity of the Project and the minimum safeguards necessary to protect the public health, safety and general welfare have been required of the proposed Project.*** The Planning Commission has required certain safeguards, and impose certain conditions of approval, which have been established to ensure that: [i] the purposes of the Development Code are maintained; [ii] the Project will not endanger the public health, safety or general welfare; [iii] the Project will not result in any significant environmental impacts; [iv] the Project will be in harmony with the area in which it is located; and [v] the Project will be in full conformity with the Vision, City Council Priorities and Policy Plan components of The Ontario Plan 2050.

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

SECTION 7: ***Planning Commission Action.*** Based upon the findings and conclusions set forth in the Sections above, the Planning Commission hereby APPROVES the herein described Application, subject to each and every condition set forth in the Department reports attached hereto as "Attachment A," and incorporated herein by this reference.

SECTION 8: ***Indemnification.*** The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void, or annul this approval. The City of Ontario shall promptly notify the Applicant of any such claim, action, or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 9: ***Custodian of Records.*** The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East B Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

SECTION 10: ***Notice of Determination.*** The Planning Commission hereby directs City staff to file and post, pursuant to the CEQA Findings above, a Notice of Determination with the County Clerk and the State Clearinghouse.

SECTION 11: ***Certification to Adoption.*** 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 28th day of April 2026, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Nancy DeDiemar
Planning Commission Chairperson

ATTEST:

Henry K. Noh
Planning Director and
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. ____ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on April 28, 2026, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

File No. PDEV25-007
Departmental Conditions of Approval

(Departmental conditions of approval to follow this page)

LAND DEVELOPMENT DIVISION CONDITIONS OF APPROVAL

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

Date Prepared: 4/28/2026

File No: PDEV25-007

Project Description: A Development Plan to construct a 226 room hotel totaling 183,903 square feet (including a 158,272 square foot hotel and 25,631 square feet of commercial uses) on 3.41 acres of land located south of Riverside Drive and east of Hellman Avenue within the CCS (Convention Center Services Commercial) zoning district; (APN: 218-111-67, 218-111-68, and 218-111-69); **submitted by Ontario Ranch Hotel.**

Prepared By: Thomas Grahn, Principal Planer
Phone: 909.395.2413 (direct)
Email: tgrahn@ontarioca.gov

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

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

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

2.1 Time Limits.

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

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

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

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

(c) The herein-listed conditions of approval from all City departments shall be included in the construction plan set for 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 Division.

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

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

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

2.5 Parking, Circulation and Access.

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

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

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

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

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

(f) The applicant/developer shall either: (a) acquire the adjacent parcels necessary to accommodate the required parking, or (b) enter into a recorded reciprocal parking and access agreement ensuring ongoing shared parking and access rights for hotel operations.

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 lit 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.

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

2.10 Environmental Requirements.

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

(b) If any archeological or paleontological resources are found during project grading/excavation/construction, the area shall not be disturbed until the significance of the resource is determined. If determined to be significant, the resource shall be recovered by a

qualified archeologist or paleontologist consistent with current standards and guidelines, or other appropriate measures implemented.

2.11 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 will result in the extension of the statute of limitations for the filing of a CEQA lawsuit from 30 days to 180 days.

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

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

2.14 Additional Requirements.

(a) To accommodate all required vehicle and pedestrian access and all required parking, the applicant/developer shall either: (a) acquire the adjacent parcels necessary to accommodate all proposed improvements, or (b) enter into a recorded reciprocal parking and access agreement ensuring ongoing shared parking and access rights for hotel operations.

(b) The final size and locations of the proposed Digital Advertising Signs integrated into the design of the building shall require separate approval. An approved Master Sign Program and user agreement shall be required in accordance with the Ontario Development Code to establish development standards for design, approved content, sign area, location, and use.

(c) The final design of all perimeter landscaping both within the Public right-of-way and the project site shall be subject to Planning Director review and approval prior to issuance of building permits.

(d) All windows shall be recessed or provided with surrounds to provide shadow and depth to the elevations. The window final design shall be subject to Planning Director review and approval prior to the issuance of building permits.

(e) All mitigation measures included in the Addendum to the Ontario Regional Sports Complex Environmental Impact Report and the Addendum's Mitigation Monitoring and Reporting Program shall be applicable to the Project.

CITY OF ONTARIO

ENGINEERING DEPARTMENT CONDITIONS OF APPROVAL

(Land Development Division, Environmental Section, Traffic & Transportation Division, Ontario Municipal Utilities Company, Broadband Department, and Financial Services Agency Conditions incorporated)

☒ **DEVELOPMENT PLAN** ☐ OTHER	☐ PARCEL MAP ☐ TRACT MAP ☐ FOR CONDOMINIUM PURPOSES
PROJECT FILE NO. PDEV25-007 **RELATED FILE NO(S). _____**	
☒ **ORIGINAL** ☐ REVISED: __/__/__	

CITY PROJECT ENGINEER & PHONE NO: Henry Pham (909) 395-2141

CITY PROJECT PLANNER & PHONE NO: Thomas Grahn (909) 395-2413

DAB MEETING DATE: November 17th, 2025

PROJECT NAME / DESCRIPTION: A 231-unit hotel totaling 161,445 square feet on 3.41 acres of land

LOCATION: Southeast corner of Riverside Drive and Hellman Avenue

APPLICANT: Ontario Ranch Hotel LLC
Gakhal Group

REVIEWED BY:

Raymond Lee, P.E.
Assistant City Engineer — Date: 11/5/25

APPROVED BY:

Khoi Do, P.E.
City Engineer — Date: 11-5-25

Last Revised: 11/5/2025

THIS PROJECT SHALL COMPLY WITH THE REQUIREMENTS SET FORTH IN THE GENERAL STANDARD CONDITIONS OF APPROVAL ADOPTED BY THE CITY COUNCIL (RESOLUTION NO. 2017-027) AND THE PROJECT SPECIFIC CONDITIONS OF APPROVAL SPECIFIED HEREIN. ONLY APPLICABLE CONDITIONS OF APPROVAL ARE CHECKED. THE APPLICANT SHALL BE RESPONSIBLE FOR THE COMPLETION OF ALL APPLICABLE CONDITIONS OF APPROVAL PRIOR TO FINAL MAP 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 to achieve: _____ 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): A. All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company.	☐
☐	1.05	Submit a copy of a recorded private reciprocal use agreement or easement. The agreement or easement shall ensure, at a minimum, common ingress and egress and joint maintenance of all common access areas and drive aisles.	☐
☐	1.06	Provide (original document) Covenants, Conditions and Restrictions (CC&Rs) as applicable to the project and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&Rs shall provide for, but not be limited to, common ingress and egress, joint maintenance responsibility for all common access improvements, common facilities, parking areas, utilities, median and landscaping improvements and drive approaches, in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project. The CC&Rs shall also address the maintenance and repair responsibility for public improvements/utilities (sewer, water, storm drain, recycled water, etc.) located within open space/easements. In the event of any maintenance or repair of these facilities, the City shall only restore disturbed areas to current City Standards.	☐
☐	1.07	For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at http://tceplumecleanup.com/), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658.	☐
☐	1.08	File an application for Reapportionment of Assessment, together with payment of a reapportionment processing fee, for each existing assessment district listed below. Contact the Financial Services Department at (909) 395-2124 regarding this requirement. (1) _____ (2) _____	☐
☐	1.09	Prepare a fully executed Subdivision Agreement (on City approved format and forms) with accompanying security as required, or complete all public improvements.	☐

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

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

☐ 1.12 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Financial Services Agency at (909) 395-2015 or email CFD@ontarioca.gov to initiate the CFD application process. ☐

☐ 1.13 Ontario Ranch Developments: ☐

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

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

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

☐ 1.14 Other conditions: _____ ☐

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

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

☐ 2.01 Record 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 PDF of the recorded map to the City Engineer's office. ☐

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

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

☐ 2.05 Apply for a: ☐

☐ Certificate of Compliance with a Record of Survey;

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

☐ Make a Dedication of Easement.

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

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

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

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

- ☐ State of California Department of Transportation (Caltrans)
- ☐ 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: Omnitrans for Bus Turnout on Riverside Dr.**

☐ 2.10 Dedicate to the City of Ontario, the right-of-way, described below to achieve: ☐

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

1. **Easement for public street purposes around parking stalls on "C" Street**
2. **Easement for public sidewalk purposes around sidewalk on "C" Street**
3. **Easements around water meters per OMUC conditions of approval.**

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

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

☒ **2.13 Ontario Ranch Developments:** ☐

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

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

☒ **3) Design proposed retaining walls to retain up to a maximum of three (3) feet of earth. In no case shall a wall exceed an overall height of nine (9) feet (i.e. maximum 6-foot high wall on top of a maximum 3-foot high retaining wall.**

☒ 2.14 **Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein valued at 100% of the approved construction cost estimate. Security deposit shall be in accordance with the City of Ontario Municipal Code. Security deposit will be eligible for release, in accordance with City procedure, upon completion and acceptance of said public improvements.** ☐

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

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

☐ 2.17 Other conditions: _____ ☐

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

☐

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

Improvement[1,2]	Champion Ave./ Hellman Ave.	Riverside Dr.	"A" Street	"C" Street
Curb and Gutter	☒ **New; 18 ft. from C/L (both sides)** ☐ Replace damaged ☐ Remove and replace	☒ **New; 47 ft. from C/L** ☐ Replace damaged ☐ Remove and replace	☒ **New; 26 ft. from C/L** ☐ Replace damaged ☐ Remove and replace	☒ **New; 18 ft. from C/L (both sides)** ☐ Replace damaged ☐ Remove and replace
AC Pavement	☐ New ☒ **Widen to 36 feet, full width, along frontage, including pavm't transitions**	☐ Replacement ☒ **Widen to 47 feet, half-width, along frontage, including pavm't transitions**	☒ **New** ☐ Widen ____ additional feet along frontage, including pavm't transitions	☒ **New** ☐ Widen ____ additional feet along frontage, including pavm't transitions
PCC Pavement (Truck Route Only)	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing
Drive Approach	☒ **New** ☐ Remove and replace	☐ New ☐ Remove and replace	☒ **New** ☐ Remove and replace	☒ **New** ☐ Remove and replace
Sidewalk	☒ **New** ☐ Remove and replace	☒ **New** ☐ Remove and replace	☒ **New** ☐ Remove and replace	☒ **New** ☐ Remove and replace
	☒ **New**	☒ **New**	☒ **New**	☒ **New**

ADA Access Ramp	☐ Remove and replace	☐ Remove and replace	☐ Remove and replace	☐ Remove and replace
Parkway	☒ **Trees** ☒ **Landscaping (w/irrigation)**	☒ **Trees** ☒ **Landscaping (w/irrigation)**	☒ **Trees** ☒ **Landscaping (w/irrigation)**	☒ **Trees** ☒ **Landscaping (w/irrigation)**
Raised Landscaped Median	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace
Fire Hydrant	☒ **New** ☐ Relocation	☒ **New** ☐ Relocation	☒ **New** ☐ Relocation	☒ **New** ☐ Relocation
Sewer (see Sec. 2.C)	☐ Main ☒ **Lateral**	☐ Main ☐ Lateral	☐ Main ☐ Lateral	☐ Main ☒ **Lateral**
Water (see Sec. 2.D)	☐ Main ☐ Service	☐ Main ☐ Service	☐ Main ☒ **Service**	☐ Main ☒ **Service**
Recycled Water (see Sec. 2.E)	☐ Main ☐ Service	☐ Main ☐ Service	☐ Main ☐ Service	☐ Main ☒ **Service**
Traffic Signal System (see Sec. 2.F)	☐ New ☐ Modify existing	☒ **New**[3] ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing
Traffic Signing and Striping (see Sec. 2.F)	☒ **New** ☐ Modify existing	☐ New ☒ **Modify existing**	☒ **New** ☐ Modify existing	☒ **New** ☐ Modify existing
Street Light (see Sec. 2.F)	☒ **New** ☐ Relocation	☒ **New** ☐ Relocation	☒ **New** ☐ Relocation	☒ **New** ☐ Relocation
Bus Stop Pad or Turn-out (see Sec. 2.F)	☐ New ☐ Modify existing	☒ **New** ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing
Storm Drain (see Sec. 2G)	☐ Main ☐ Lateral	☐ Main ☐ Lateral	☐ Main ☒ **Lateral**	☐ Main ☐ Lateral
Fiber Optics (see Sec. 2K)	☒ **Conduit / Appurtenances**	☒ **Conduit / Appurtenances**	☒ **Conduit / Appurtenances**	☒ **Conduit / Appurtenances**

Overhead Utilities	☐ Underground ☐ Relocate	☐ Underground ☒ **Relocate**	☐ Underground ☐ Relocate	☐ Underground ☐ Relocate
Removal of Improvements	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____
Other Improvements	**-Install pork chop island[5]** **-Install raised crosswalk[6]**	**-Install bus turnout[4]**	_____ _____ _____	_____ _____ _____

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

[1]If at time of development of PDEV25-007, the necessary improvements for this project have not been constructed, the Applicant/Developer shall be responsible for designing and constructing those necessary improvements
[2]The Applicant/Developer shall acquire all right-of-way and easements, or possess the rights, necessary in order to construct the required improvements identified on these conditions of approval.
[3]See Transportation Division Condition of Approval 3.e
[4]See Transportation Division Condition of Approval 3.f
[5]See Transportation Division Condition of Approval 3.g
[6]See Transportation Division Condition of Approval 3.j

☒ **2.19** **Construct a 2" asphalt concrete (AC) grind and overlay on the existing section of the following street(s):** ☐
1. **Hellman Avenue/Champion Avenue**
2. **Riverside Drive**

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

☒ **2.21** **Depending on site conditions and number of utility service cuts at time of construction, additional pavement restoration may be required.** ☐

☐ 2.22 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. ☐

☐ 2.23 Overhead utilities shall be under-grounded, in accordance with Title 7 of the City's Municipal Code (Ordinance No. 2804 and 2892). Developer may pay in-lieu fee, approximately _____, for undergrounding of utilities in accordance with Section 7-7.302.e of the City's Municipal Code. ☐

☐ 2.24 Other conditions: _____ ☐

C. SEWER

☒ **2.25** **Two 10-inch sewer mains are available for connection by this project in Hellman Ave./Champion Ave. and A Street.** ☐

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

☐ 2.27 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. ☐

☒ **2.28** **Other conditions:** ☐
- **See attached for Ontario Municipal Utility Company (OMUC) Conditions of Approval.**

D. WATER

☒ **2.29** **Two 12-inch water mains are available for connection by this project in C Street and A Street.** ☐

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

☒ **2.31** **Other conditions:** ☐
- **See attached for Ontario Municipal Utility Company (OMUC) Conditions of Approval.**

E. RECYCLED WATER

☒ **2.32** **An 8-inch recycled water main is available for connection by this project in C Street.** ☐

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

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

☒ **2.35** **Submit one (1) electronic copy, in PDF format, of the Supplemental Engineering Report (ER), for the use of recycled water to OMUC's Water Quality Programs at OMUCWQPlanCheck@ontarioca.gov for review and subsequent submittal to the California State Water Board (Division of Drinking Water) for final approval.** ☐

Note: The Division of Drinking Water review and approval process may take up to four (4) months. Contact the OMUC's Water Quality Programs at (909) 395-2678 or email OMUCWQPlanCheck@ontarioca.gov regarding this requirement. *Failure to obtain an approval letter from the Division of Drinking Water authorizing the use of recycled water will delay meter installation and if applicable, occupancy release for new developments.*

☒ **2.36** **Submit one (1) electronic copy, in PDF format, of the Landscape Plans (on-site & off-site) to OMUC's Water Quality Programs at OMUCWQPlanCheck@ontarioca.gov for review and approval.**

☒ **2.37** **Other conditions:** ☐
- **See attached for Ontario Municipal Utility Company (OMUC) Conditions of Approval.**

F. TRAFFIC / TRANSPORTATION

☐ 2.38 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

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

☒ **2.40 Other conditions:** ☐
- **See attached for Traffic/Transportation Conditions of Approval.**

G. DRAINAGE / HYDROLOGY

☒ **2.41 A 24-inch storm drain main is available to accept flows from this project in "A" Street. (Ref: Storm Drain Drawing Number: D14719)** ☐

☒ **2.42 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.** ☐

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

☐ 2.44 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. ☐

☒ **2.45 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.** ☐

☐ 2.46 Other conditions: _____ ☐

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

☐ 2.47 401 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. ☐

☒ **2.48 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.** ☐

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

☒ **2.50 Other conditions:** ☐

1. **This project shall comply with the statewide Trash Provisions adopted by the State Water Resources Control Board (SWRCB) by installing full trash capture devices on each proposed/refurbished catch basin. Full capture devices must be selected from the approved list on the State Water Board website. (https://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/trash_implementation/certified_fcsdevicelist_16Feb2021.pdf)**
2. **Activities resulting in one acre or more land disturbance are required to obtain coverage under the Construction General Permit (CGP). The owner is the legally responsible person (LRP) of the site and shall have a Stormwater Pollution Prevention Plan (SWPPP) developed and submitted through the SMARTS website at https://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.xhtml.**

J. SPECIAL DISTRICTS

☐ 2.51 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Financial Services Agency at (909) 395-2015 or email CFD@ontarioca.gov to initiate the CFD application process. ☐

☐ 2.52 Other conditions: _____ ☐

K. FIBER OPTIC

☒ **2.53 Fiber optic lines are available for connection by this project in Champion Avenue and "C" Street.** ☐

☒ **2.54 Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole.** ☐

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

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

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

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

☒ **1) Procure from OMUC a copy of the letter of confirmation from the California State Water Board (Division of Drinking Water) 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 Site Supervisor training of on-site personnel in the use of recycled water, in accordance with the ER, upon availability/usage of recycled water.**

☒	3.03	**The applicant/developer shall submit all final survey documents prepared by a Licensed Surveyor registered in the State of California detailing all survey monuments that have been preserved, revised, adjusted or set along with any maps, corner records or Records of Survey needed to comply with these Conditions of Approvals and the latest edition of the California Professional Land Survey Act. These documents are to be reviewed and approved by the City Survey Office.**	☐
☒	3.04	**Ontario Ranch Projects: For developments located at an intersection of any two collector or arterial streets, the applicant/developer shall set a monument if one does not already exist at that intersection. Contact the City Survey office for information on reference benchmarks, acceptable methodology and required submittals.**	☐
☒	3.05	**Confirm payment of all Development Impact Fees (DIF) to the Building Department.**	☐
☒	3.06	**Submit electronic copies (PDF and Auto CAD format) of all approved improvement plans, studies and reports (i.e. hydrology, traffic, WQMP, etc.).**	☐

4. PRIOR TO FINAL ACCEPTANCE, APPLICANT SHALL:

☒	4.01	**Complete all Conditions of Approval listed under Sections 1-3 above.**	☐
☒	4.02	**Pay all outstanding fees pursuant to the City of Ontario Municipal Code, including but not limited to, plan check fees, inspection fees and Development Impact Fees.**	☐
☒	4.03	**The applicant/developer shall submit a written request for the City's final acceptance of the project addressed to the City Project Engineer. The request shall include a completed Acceptance and Bond Release Checklist, state that all Conditions of Approval have been completed and shall be signed by the applicant/developer. Upon receipt of the request, review of the request shall be a minimum of 10 business days. Conditions of Approval that are deemed incomplete by the City will cause delays in the acceptance process.**	☐
☒	4.04	**Submit record drawings (PDF) for all public improvements identified within Section 2 of these Conditions of Approval.**	☐

EXHIBIT 'A'

ENGINEERING DEPARTMENT
First Plan Check Submittal Checklist

Project Number: PDEV25-007

All plan check submittals are to be done digitally through the City Of Ontario Citizen Portal Access. The following items are to be included with the first plan check submittal:

1. ☒ **A copy of this check list**
2. ☒ **Payment of fee for Plan Checking**
3. ☒ **Engineering Cost Estimate (on City form) with engineer's wet signature and stamp.**
4. ☒ **Project Conditions of Approval**
5. ☒ **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. ☒ **Public Street improvement plan with street cross-sections**
7. ☒ **Minor Offsite improvement plan (including driveway approaches, sewer laterals, and water services)**
8. ☒ **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. ☒ **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. ☒ **Public Sewer improvement plan**
11. ☒ **Public Storm Drain improvement plan**
12. ☒ **Public Street Light improvement plan**
13. ☒ **Signing and Striping improvement plan**
14. ☒ **Fiber Optic plan (include Auto CAD electronic submittal)**
15. ☒ **Landscape improvement plans. Show corner sight line distance per engineering standard drawing 1309.**
16. ☐ CFD Landscape improvement plans. Show corner sight line distance per engineering standard drawing 1309.
17. ☒ **Dry Utility plans within public right-of-way (at a minimum the plans must show existing and ultimate right-of-way, curb and gutter, proposed utility location including centerline dimensions, wall to wall clearances between proposed utility and adjacent public line, street work repaired per Standard Drawing No. 1306. Include Auto CAD electronic submittal)**
18. ☒ **Traffic Signal improvement plan and One (1) copy of Traffic Signal Specifications with modified Special Provisions. Please contact the Traffic Division at (909) 395-2154 to obtain Traffic Signal Specifications**
19. ☒ **Water Quality Management Plan (WQMP), including one (1) copy of the approved Preliminary WQMP (PWQMP).**

20. ☒ **Hydrology/Drainage study**

21. ☒ **Soils/Geology report**

22. ☐ Payment for Final Map/Parcel Map processing fee

23. ☐ Final Map/Parcel Map

24. ☐ Approved Tentative Map

25. ☒ **Preliminary Title Report (current within 30 days)**

26. ☐ Traverse Closure Calculations

27. ☒ **Set of supporting documents and maps (legible copies): referenced improvement plans (full size), referenced record final maps/parcel maps (full size, 18"x26"), Assessor's Parcel map (full size, 11"x17"), recorded documents such as deeds, lot line adjustments, easements, etc.**

28. ☒ **Supplemental Engineering Report, in electronic format (PDF format), for recycled water use only. Must be reviewed and submitted to the Division of Drinking Water by OMUC Water Quality Programs before clearing plan check workflows (includes grading and landscape plan reviews). *Approval letter issued by the Division of Drinking Water must be obtained before meter installation and if applicable, occupancy release.***

29. ☒ **Other:**
    1. Certificate of Compliance

[1]If at time of development of PDEV25-007, the necessary improvements for this project have not been constructed, the Applicant/Developer shall be responsible for designing and constructing those necessary improvements

CITY OF ONTARIO
MEMORANDUM

ONTARIO MUNICIPAL UTILITIES COMPANY

DATE: October 30, 2025
TO: Henry Pham, Engineering Department
CC: Thom Grahn, Planning Department

FROM: Jeff Krizek, Utilities Engineering (QCR: CLS)

PROJECT NO: PDEV25-007
SUBJECT: Submittal #1 & COA1 - Utilties Engineering Condtions of Approval

BRIEF DESCRIPTION:

PDEV25-007: *A Development Plan to construct a 231-unit hotel totaling 161,445 square feet on 3.41 acres of land located at the southeast corner of Riverside Drive and Hellman Avenue, within the CCS (Convention Center Service Commercial) zoning district (APN(s): 218-111-12, 218-111-49, and 218-111-50). Related File(s): PCUP25-010.*

PDEV25-010: *A Conditional Use Permit to establish a 231-unit hotel totaling 161,445 square feet on 3.41 acres of land located at the southeast corner of Riverside Drive and Hellman Avenue, within the CCS (Convention Center Service Commercial) zoning district (APN(s): 218-111-12, 218-111-49, and 218-111-50). Related File(s): PDEV25-007.*

OMUC UTILITIES ENGINEERING DIVISION
CONDITIONS OF APPROVAL

CONDITIONS OF APPROVAL: *The Ontario Municipal Utilities Company (OMUC) recommends this application for approval subject to the conditions outlined below and compliance with the City's Design Development Guidelines, Specifications Design Criteria, and City Standards:*

General Conditions:

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

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

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

2. Public Utilities and Public Right-of-Way including Public Utility Easements (PUE): All City of Ontario Public Utilities shall be installed within a Public Right-of-Way (RoW), or within a Public Utility Easements (PUE), or within a combination of RoW and PUE. In this case, Public Utilities is referring to the mains and connected appurtenances of the following City of Ontario/OMUC Utilities: Public Potable Water; Public Recycled Water; and Public Sanitary Sewer. Public Utilities shall be subject to the Minimum RoW/PUE Area Requirements and PUE Restrictions:
    a. Minimum RoW Area Requirements: Public Utilities shall be installed within in existing RoW/PUE in alignments/locations that meet the following minimum RoW/PUE areas surrounding the Public Utilities, and/or additional RoW/PUE shall be dedicated/granted to the City to provide the following minimum RoW/PUE areas surrounding the Public Utilities:
        i. For each main, the RoW/PUE Area shall be a minimum of 20 feet wide, centered on the utility main with a minimum of 10 feet of RoW/PUE on each side of the main and this minimum area shall extend a minimum for 10 feet past the end of a main;

ii. For each Service/Lateral, the RoW/PUE Area shall be a minimum of 10 feet wide, centered on the service/lateral with a minimum of 5 feet of PRoW on each side of each service/lateral;
iii. For each water meter box, the RoW/PUE Area shall be a minimum of 5 feet behind and 5 feet on each side of a water meter box;
iv. For each water appurtenances (fire hydrants, blowoffs, airvacs, etc), the RoW/PUE Area shall be a minimum of 5 feet on each side surrounding the water appurtenances (fire hydrants, blowoffs, airvacs, etc);
v. The RoW/PUE minimum areas for separate Public Utilities may overlap, provide that all minimum separations and PUE Restrictions are met.

b. PUE Restrictions: The Minimum PUE Area required surrounding Public Utilities shall be subject to the following restrictions:
i. The Minimum PUE Area required surrounding Public Utilities shall not contain:
A. Any storm water quality improvements (infiltration, detention, retention, bioswale, etc);
B. Landscaping with thick or intrusive root structures,
C. Any trees;
D. Any private utilities, plumbing lines, private fire system, or irrigation lines; or,
E. Any permanent structures or overhangs of permanent structures.
ii. The PUE surface shall be designed to allow vehicle access over and along the full length of the utility main by any City maintenance vehicle.
iii. Minimum Separations: Within a PUE, all Department of Drinking Water (DDW) Water Main Separations per California Code of Regulations (CCR) §64572 shall be met for all Public Potable Water Mains and Services between: all Public City Utilities; Non-City Utilities; and Private Utilities. Additionally, the following Minimum Separations shall be met:
A. At minimum there shall be a 4 feet horizontal separation between each utility as measured between the outside walls of the utility pipelines, or in the case of a Joint Utility Trench, between the outside edge of the Joint Utility Trench and the outside wall of the Utility Pipeline.
B. Public Utility mains shall not be located behind curb or under curb & gutter and shall be located at minimum of 8 feet from curbface. With specific written permission of OMUC Management Staff, in rare circumstances, this 8 feet minimum can be reduced to 5 feet in specific locations where the 8 feet is not feasible, but at all locations the utilities alignments shall be optimized to meet this minimum location, while still maintaining all other minimum separation.

3. Well Abandonment: All existing Ground Water Wells shall be abandoned per County and State requirements prior to grading if they are not authorized to remain in service by the City's Water Resources Section.

4. Septic Tank Abandonment: All existing septic tank(s) on the property shall be abandoned per City, County, and State regulations and standards.

5. Minor Offsite Improvement Plan Submittals: Submit a Minor Offsite Improvement Plan for the construction and the abandonment of any water services and sewer laterals for the Project. The Minor Offsite Improvement Plan shall be included with the first plan check submittal to the Public Works Engineering Department.

a. The Minor Offsite Improvement Plan for the public water services and public sewer laterals, that started plan check prior to these Conditions of Approval being adopted by the City, once it is approved and signed by the City Engineer, shall not be revised (delta revision or construction set) to incorporate any additional public improvements, only revisions to items already on the plan may be revised. For any additional public improvements, a new clean Minor Offsite Improvement Plan must be submitted for review and approval Public Works Engineering Department.

6. Unused Service and Lateral Abandonment: All adjacent water services (along with connected appurtenances) and sewer laterals and main stubs along the frontages of the project site and within the site not used to provide service to this Development Project shall be abandoned back to the main in accordance with City Standards and Practices. All of these types of abandonments shall be performed through a Public Improvement Plan Set (or Minor Offsite Improvement Plan) and Encroachment Permit with Public Works Inspector inspection and cannot be completed through a building plan set with a Building Permit (such as a site demo plan).

7. Permit Approval: All of the Public Improvement Plans, including Minor Offsite Improvement Plans, for water and sewer mains, water services and appurtenances, and sewer laterals required to serve the Project shall be approved through the Public Works Engineering Department prior to the approval of any Building Permits.

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

8. Public Sewer Main Improvements: Design and construct the following required public sewer mains in accordance with City of Ontario Standards and Design Guidelines and Specifications. The Project is limited to the following Public Sewer Mains: N/A.

9. Sanitary Sewer Service:

    a. Public Sewer Laterals for Non-Residential Uses: Each building and its onsite private sewer system and plumbing shall discharge wastewater to the Public Sanitary Sewer System through a Public Sewer Lateral per Standard No 2003. The quantity of Public Sewer Laterals for the site shall be limited to the minimum necessary to meet all of the conditions of approval and as required by the City.

        i. **The cleanout/manhole at the end of the public sewer lateral shall not be a drop/chimney cleanout nor a drop manhole (other than the standard 0.20 feet drop).**

    b. Public Sewer Laterals and Storm Water Quality Improvements: No storm water quality improvements (infiltration, detention, retention, bioswale, etc) shall be installed above or with 5 feet of any Public Sewer Lateral.

10. Private Onsite Sewer System and Plumbing: The Building Plumbing, Building Drain, and Onsite Sewer System shall be privately maintained by the property owner and shall meet the following requirements:
    a. For wastewater flows for non-residential uses:

        i. Each building/unit shall be designed in such a way that the sanitary domestic wastewater flows leave the building separately from non-sanitary process wastewater flows (industrial, process, kitchen, testing labs, etc.) and the design shall allow for all units to install a separate non-sanitary process wastewater sewer line with separate pretreatment equipment and devices in the future as required by the City.

        ii. Each building shall have its own onsite monitoring manhole prior to the point of connection with the Onsite Sewer System that captures all the wastewater flows from the building per City Standard Nos. 2201 and 2203; multiple monitoring manholes may be required to meet this condition.

    b. Private Onsite Sewer and Storm Water Quality Improvements: No storm water quality improvements (infiltration, detention, retention, bioswale, etc.) shall be installed above or with 5 feet of any Private Onsite Sewer pipes.

11. Wastewater Discharge Permit: The Occupant/Applicant shall apply for a Wastewater Discharge Permit for their Establishment, and shall comply will all the requirements of the Wastewater Discharge Permit found at: (http://www.ontarioca.gov/municipal-utilities-company/utilities/industrial-wastewater-discharge-permit). Requirements of the Wastewater Discharge Permit may include but not limited to: Installation of wastewater pretreatment equipment, such as clarifiers. For wastewater permit application questions, please contact: omucenvironmental@ontarioca.gov

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

12. Public Potable Water Main Improvements: Design and construct the following required public potable water mains in accordance with City of Ontario Standards and Design Guidelines and Specifications. The Project is limited to the following Public Potable Water Mains: N/A.

13. Potable Water Service: Water meters and services shall be sized per plumbing code calculations and shall not exceed the max flow (in gpm) for the meter size as provided by the City.

    a. Domestic Service: For domestic uses, the site shall have its own potable water service and meter with backflow prevention device connected to the Public Potable Water System separate from irrigation and fire uses. Each service and meter shall be located within ROW/PUE.

        i. **No services shall be connected to the main in Hellman Ave/Champion Ave.**

    b. Irrigation Service: Landscape irrigation uses that are not served by Recycled Water shall have a separate irrigation water service and meter with backflow prevention device connected to the Public Potable Water System. The onsite landscape irrigation system shall be separate from the onsite domestic water plumbing system and the onsite fire system. The service and meter shall be located within ROW/PUE. Irrigation uses cannot be served from the domestic service and meter.
        i. **No services shall be connected to the main in Hellman Ave/Champion Ave.**

ii. **Install a potable water irrigation meter for this project on a Minor Offsite Improvement Plan. It is required by the conceptual landscape plan (sheet L5).**

iii. Service and Meter Size: The water meter and service shall be sized per plumbing code calculations and shall not exceed the max flow (in gpm) for the meter size as provided by the City.

iv. Community Service District (CFD) Maintained Irrigation Areas: Any irrigated areas that are to be maintained by a Community Service District (CFD) and not by the property owner or owners association require irrigation services and meters separate from those that are maintained by the property owner or owners association.

c. Backflow Prevention: Each Meter connected to the Public Potable Water System that serves any use that is more than one (1) single family residential unit or any non-residential use requires a backflow prevention device per related City Standards (No. 4206 or No. 4207).

i. Backflow Prevention Device Location: A Backflow Prevention Device location shall comply with the following requirements:

A. In order to reduce the risk of backflow contamination to the Public Potable Water System, the length of pipe between the Public Potable Water Main and the Backflow Device shall be as minimally short as possible.

1. Along Public Streets within Publicly Dedicated Right-of Way: as measured along the pipe connecting to the Backflow Prevention Device, the Backflow shall be located a minimum of 3 feet and a maximum of 5 feet from the backflow concrete pad to the property line or back of sidewalk, whichever is closer.

2. Along Private Streets: as measured along the pipe connecting to the Backflow Prevention Device, the Backflow shall be located a minimum of 3 feet and a maximum of 5 feet from the backflow concrete pad to the meter box or back of sidewalk (or back of curb where there is no sidewalk), whichever is closer.

3. Only one single bend of up to 90 degrees maximum is allowed along the pipe to the Backflow and the single bend must be located at one of the following places: either the along the 90-degree riser connecting at the backflow assembly; or, at the end of the 12-inch stub at the back of the meter box.

d. All the minimum DDW Separations also apply to the pipeline connecting between the Main/Meter-Box to a Backflow Device (or DCDA) and any Backflow Device (or DCDA). This also includes storm water quality improvements (infiltration, detention, retention, bioswale, etc). Also, no public or private non-potable water conveyances (private utilities, plumbing lines, sewer, private fire system, storm drain) shall cross the pipeline connecting between the Main/Meter-Box to a Backflow Device (or DCDA) or under any Backflow Device (or DCDA).

e. Fire Water Service: If an onsite private fire system is required, then a separate Fire Service with Double Check Detector Assembly (DCDA) per City Standard No. 4208 shall be connected to the new 1074PZ 12-inch potable water main loop. The onsite fire system and onsite domestic water plumbing system shall be separate.

i. **No services shall be connected to the main in Hellman Ave/Champion Ave.**

ii. If more than one fire service connection is required, each one requires a separate DCDA. The fire services shall have adequate separation and be designed as a looped system onsite in accordance with the Fire Department Standards.

f. Fire Hydrants: Install public fire hydrants per City of Ontario Standard No. 4101 and shall be located within the ROW/PUE.

i. Fire Hydrants along Public Potable Water Mains shall be installed to be spaced a maximum of 300 feet apart or per Fire Department Standards/Requirements, whichever is closer.

ii. Existing Public Fire Hydrants along the Project frontage that do not meet current City Standards shall be abandoned to main and replaced with new Fire Hydrants that meet current City Standards.

g. Private Onsite Water System and Plumbing: The Onsite Water Systems (Domestic, Fire, Irrigation) shall be privately maintained by the property owner.

h. Relocated Services: For any existing service with appurtenances to be relocated, the service shall be abandoned to the main connection and the service and appurtenances shall be installed new per related City Standards.

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

14. City Ordinance 2689: This development shall comply with City Ordinance 2689 and make use of recycled water for all approved uses, including but not limited to landscape irrigation for HOA maintained areas and parks. Appropriately sized public and private mains shall be installed throughout the Project to meet this requirement, as approved by the City.

15. Public Potable Water Main Improvements: Design and construct the following required public potable water mains in accordance with City of Ontario Standards and Design Guidelines and Specifications. The Project is limited to the following Public Potable Water Mains: N/A.

16. Recycled Water Service: In order to comply with City Ordinance 2689:

    a. Recycled Water Services with Meters:

        i. Private Property Owner Maintained Uses: Each parcel/lot shall have its own separate Recycled Water Service with Meter serving the parcel/lot for Private Property Owner Maintained Landscape Irrigation Uses. If Recycled Water is going to be used for uses other than Landscape Irrigation, then a second separate Recycled Water Service with Meter is required to serve the non-Landscape Irrigation uses.

        ii. Community Service District (CFD) Maintained Irrigation Areas: Any irrigated areas that are to be maintained by a Community Service District (CFD) and not by the property owner or owners association require irrigation services and meters separate from those that are maintained by the property owner or owners association.

        iii. **No services shall be connected to the main in Hellman Ave/Champion Ave.**

17. RW Program Requirements: In order to receive RW service, the applicant shall comply with each of the following:

    a. Prior to Precise Grading Plan Approval and Building Permits Issuance:

        i. Submit one (1) electronic copy, in PDF format, of the Landscape Plans (on-site & off-site) to OMUC's Water Quality Programs at: OMUCWQPlanCheck@ontarioca.gov for review and approval.
        ii. Submit one (1) electronic copy, in PDF format, of the Supplemental Engineering Report (ER), for the use of recycled water to OMUC's Water Quality Programs at: OMUCWQPlanCheck@ontarioca.gov for review and subsequent submittal to the California State Water Board (Division of Drinking Water) for final approval.

        Note: The Division of Drinking Water review and approval process may take up to four (4) months. Contact the OMUC's Water Quality Programs at (909) 395-2678 or email: OMUCWQPlanCheck@ontarioca.gov regarding this requirement. Failure to obtain an approval letter from the Division of Drinking Water authorizing the use of recycled water will delay meter installation and if applicable, occupancy release for new developments.

    b. Prior to Occupancy Release/Finalizing:

        i. Procure from OMUC a copy of the letter of confirmation from the California State Water Board (Division of Drinking Water) that the Engineering Report (ER) has been reviewed, and the subject site is approved for the use of recycled water.
        ii. Obtain clearance from OMUC confirming completion of recycled water improvements and passing of shutdown tests and cross connection inspection, upon availability/usage of recycled water.
        iii. Complete Site Supervisor training of on-site personnel in the use of recycled water, in accordance with the ER, upon availability/usage of recycled water

CITY OF ONTARIO
MEMORANDUM

Development Plan Review
Engineering Department:
Transportation Section

Project: PDEV25-007

Date: 11/5/2025

Location: Southeast Corner of Riverside Drive and Hellman Avenue
(231-Unit Hotel)

By: Diego Tapia

The Transportation Division recommends the following to be incorporated into the Project's Conditions-of-Approval:

Conditions:

1. The Applicant/Developer shall coordinate with the stadium's traffic consultant to verify that the existing Traffic Management Plan accounts for or is compatible with the proposed hotel project and that no operational conflicts will occur during gameday.

2. Design and construct proposed driveways in accordance with City of Ontario Standard Drawing No. 1204 for Commercial Driveways.

3. If at the time of the development the required street improvements have not been constructed, the Applicant/Developer shall be responsible to design and construct the following:

    a. The Applicant/Developer shall be responsible to design and construct Riverside Drive to its ultimate half-width along project frontage.

    b. The Applicant/Developer shall be responsible to design and construct Hellman Avenue to its ultimate full width from Riverside Drive to C Street.

    c. The Applicant/Developer shall be responsible to design and construct C Street to its ultimate full width from Hellman Avenue to A Street.

    d. The Applicant/Developer shall be responsible to design and construct A Street to its ultimate full-width along project frontage with a northbound 14-foot circulation lane with a five-foot paved shoulder.

    e. The Applicant/Developer shall be responsible to design and construct a traffic signal at Riverside Drive and A Street. The new traffic signals shall include video detection, fiber optic cable and conduit, communication equipment, CCTV cameras, emergency vehicle preemption systems and bicycle detection to the satisfaction of the City Engineer. All new signal equipment shall be installed at its ultimate location, unless precluded by right-of-way limitations.

f. The Applicant/Developer shall be responsible to design and construct bus turnout to serve the future bus stop on the south side of Riverside Drive, east of Hellman Avenue (on the departure side of the intersection) The Bus turnout shall be designed in accordance with Omnitrans requirements and to the satisfaction of the City Engineer.

g. A pork chop island shall be installed at the intersection of Hellman Avenue and Riverside Drive (on Hellman Ave) to restrict access to right-in/right-out only.

h. The Applicant/Developer shall install an all-way stop at the intersection of Hellman Avenue at C Street.

i. The Applicant/Developer shall install a high visibility crosswalk on the south leg of the intersection of Riverside Drive and Hellman Ave.

j. The Applicant/Developer shall install a raised crosswalk on Hellman Avenue approximately 420-feet, south of Riverside Drive to provide pedestrian crossing to the stadium.

k. The Applicant/Developer shall be responsible to design and construct new public street lights and a potential new service as needed along its project frontages on Riverside Drive, A Street, C Street, and Hellman Avenue. Street lighting shall be LED-type and in accordance with City's Approved Material List LED Luminaires. The Applicant/Developer shall also install smart nodes on all new street light fixtures along project frontage.

l. The Applicant/Developer shall be responsible to design and construct temporary dead ends with guard rail at the southernmost termination points of Hellman Avenue and A Street (south of C Street) in accordance with the City of Ontario Standard Drawing No.1310.

4. A Street shall be signed "No Stopping Anytime"; Riverside Drive and Hellman Avenue shall be signed "No Parking Anytime".

5. All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.

6. The Applicant/Developer's engineer-of-record shall meet with City Engineering staff prior to designing and submitting for plan check the street lighting/signing and striping design plans to define limits of improvements.

dt;

BUILDING DEPARTMENT

CITY OF ONTARIO

303 East B Street, Civic Center, Ontario, CA 91764

Phone (909)395-2023, Fax (909)395-2180

DEVELOPMENT PLAN REVIEW (DPR) COMMENTS

Planning Case File No(s):	PDEV25-007	Submittal No: 1
Case Planner:	Thomas Grahn	
Applicant:	Singh Guvinder	
APN(s):	218-111-12, 218-111-49, and 218-111-50	
Location:	9309 E Riverside Drive	
Project Description:	A Development Plan to construct a 231-unit hotel totaling 161,445 square feet on 3.41 acres of land located at the southeast corner of Riverside Drive and Hellman Avenue, within the CCS (Convention Center Service Commercial) zoning district (APN(s): 218-111-12, 218-111-49, and 218-111-50). Related File(s): PCUP25-010.	

Reviewed By:	Klaus de Guzman	Phone: (909)395-2173 E-mail: ndeguzman@ontarioca.gov	Date: 5/6/2025

All new development projects are required to comply with the minimum Standard Conditions of Approval for New Development pursuant to the City of Ontario Resolution No. 2017-027. Standard Condition of Approval is available for download on Planning Department website under "Application & Resources" or follow link Standard *Conditions of Approval*.

The following are additional Standard Building Department Conditions of Approval specific to this project. Items with checked boxes are applicable to this Project:

GENERAL CONDITIONS		
☐	1	The address for the project is:
☐	2	Prior to, or at the time of plan check submittal, provide a site plan showing all buildings and the addresses assigned to them as stipulated in (1) above, and a list of these buildings and their assigned addresses on 8-1/2" x 11" paper.
☑	3	Structures must be designed for 110-mph wind exposure C (per City Ordinance).
☑	4	Shall comply with the latest adopted edition of the following codes as applicable: A. California Building Code B. California Residential Code C. California Existing Building Code D. California Electrical Code E. California Mechanical Code F. California Plumbing Code G. California Energy Code. H. California Fire Code I. California Green Building Standards Code.
☑	5	The property owner/business operator shall comply with all applicable City of Ontario Municipal Codes and Ordinances.
☐	6	The requirements of the Department of Environmental Health Services and the Air Quality Management District shall be satisfied prior to the issuance of any permit if hazardous materials are stored and/or used.
☑	7	Pursuant to the California Business and Professions Code Section 6737, most projects are required to be designed by a California Licensed Architect or Engineer. The project owner or developer should review the section of the California Codes and comply with the regulation.
☑	8	All perimeter/boundary walls or fences shall be designed and constructed so that the outer/exterior face of the wall/fence is as close as possible to the lot line. In any case, the outer/exterior face of the wall shall be within two (2) inches of the lot line. Distances greater than two (2) inches may be approved prior to construction by the Building Official on a case-by-case basis for extenuating circumstances.
☐	9	All lot lines, easement lines, etc. shall be located and/or relocated in such a manner as to not cause any existing structure to become nonconforming with the requirements of the latest adopted edition of the Building Code, or any other applicable law, ordinance, or code.
☑	10	Non-buildable easement(s) needed for this project. Show on plans and provide easement(s) prior to building permits.
☑	11	The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall obtain clearances from each reviewing department and division prior to requesting a final building inspection from the Building Department. Each reviewing department shall sign off in the Building Department permit software.
☑	12	All signs shall be Underwriters Laboratories, or equal, approved.
☑	13	Permits are required prior to the removal and/or demolition of structures.
☐	14	In addition to approval from Building Department, approval is required from the County of San Bernardino, Department of Public Health and the California Regional Water Quality Control Board, Santa Ana Region for the Private Sewage Disposal System.
☐	15	The existing private sewage system will have to be modified as required to accommodate the new use. Plans and/or supporting data will have to be submitted to, and approved by, the Building Department regarding the new use and necessary modifications. Additionally, approval from the Regional Water Quality Control Board, Santa Ana Region, is required for the new use.

☐	16	The coach shall bear a State of California, Department of Housing and Community Development (HCD) insignia indicating the occupancy group and design loads that the coach conforms to, and other relevant information regarding exiting, fire safety, electrical, plumbing and mechanical. The foundation system, porch and awning shall comply with plans that bear the HCD "Standard Plan Approval" stamp. The coach, foundation system, porch and awning shall comply with the City of Ontario's design loads and site-specific conditions.
☐	17	The conversion of the existing single-family dwelling(s) into a commercial use changes the occupancy group classification, and therefore the existing buildings must be made to comply with the requirements of all applicable codes for the new occupancy classification. Complete plans, calculations and other specifications shall be submitted to the Building Department for review, approval and subsequent permit issuance. The plans, calculations and other specifications shall be prepared by an Architect or Registered Civil/Structural Engineer licensed by the State of California who is qualified to perform said wo
☐	18	The site, or a portion of the site, is in a flood hazard area. Justification that the proposed development does not adversely affect the location or carrying capacity of the floodway, nor does it adversely affect upstream or downstream sites shall be provided to Building Department. Additionally, all provisions must be taken to protect the site from flood damage.
☑	19	All exterior lighting shall be orientated, directed, and/or shielded as much as possible so that direct illumination does not infringe onto adjoining properties
☑	20	Site facilities such as parking open or covered, recreation facilities, and trash dumpster areas, and common use areas shall be accessible per the CBC, Chapter 11.
☑	21	Trash Enclosure shall be covered, and the interior clearances shall be designed to accommodate the following: • 4' min. side access entrance • 3' min. wide clear pathway along rear of enclosure between trash bins and back wall. • Trash bins must be oriented sideways to allow access from the narrow dimension. • Use of curbs or wheel stops shall be provided within the enclosure to maintain access clearances and bin orientations.
☑	22	The applicant/developer shall include the conditions of approval of this resolution on the construction plans.
☑	23	Site development and grading shall be designed to provide access to all entrances and exterior ground floors exits and access to normal paths of travel. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warning, signage, gates, lifts and walking surface materials. The accessible route(s) of travel shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site, California Building Code, (CBC) Chapter 11, Sec, 11A and 11B.
☐	24	Commercial/Industrial gated site must have at least one pedestrian emergency egress gate, 3'-0' x 6'-8" min. gate size, equipped with panel hardware on the inside, and gate must swing out. Pedestrian emergency egress gates can be installed integrated with vehicular gates.
☐	25	New residential single-family dwelling (SFD's): • The side yard gate must swing out toward the street. • The gas meter shall not obstruct side yard access gates. • Air Conditioning unit located at side yard shall maintain 3' min. clearance from property line wall to AC unit. • Provide a continuous concrete walk between garage side door to driveway or sidewalk.
☑	26	New development projects located in the Ontario Ranch specific plan are required to submit a **methane assessment report**. This report shall be submitted to the Building Department for review and approval at grading plan submittal. Site must comply with the METHANE ASSESSMENT FOR PROJECTS IN THE ONTARIO RANCH SPECIFIC PLAN guideline. This guideline is available on the Building Department website under General Requirements on Submittal Requirements.

☐	27	If hazardous substances are used and/or stored, a technical opinion and report, identifying and developing methods of protection from the hazards presented by the hazardous materials may be required. This report shall be prepared by a qualified person, firm, or corporation and submitted to Building Department. This report shall also explain the proposed facility's intended methods of operation and list all of the proposed materials, their quantities, classifications, and the effects of any chemical (material) intermixing in the event of an accident or spill.
☑	28	The property owner/business operator shall provide a grease interceptor at a location where it shall be easily accessible for inspection, cleaning, and removal of accumulated grease. The sizing and installation shall conform to the current California Plumbing Code. The grease interceptor shall be constructed in accordance with plans approved by the Director of Public Works and the Building Official. The property owner/business operator shall contract with a maintenance company for maintenance and cleaning of the grease interceptor.
☑	29	Onsite private sewer, domestic water, and storm drainage systems shall be designed in accordance with the CPC/UPC requirements, including but not limited to, the sizing of pipes. These systems must be reviewed, approved, and inspected by the Building Department. Design standards used by other departments for off-site sewer, water, and storm drainage systems shall not be used for such onsite systems.
☑	30	The design for public domestic water, sewer, and storm drainage on any private streets shall be reviewed and approved by the Engineering Department. Such design need not be submitted to the Building Department for approval.
☐	31	Provide accessible path of travel between buildings.
☐	32	When submitting permit applications for new single-family dwellings master/stock plan in the New Model Colony, a table summarizing lots/tract, models, options, square footage, and number of plumbing fixtures, electrical, and mechanical shall be included on the plan. Go to Building Department web site under Applications/Forms for copy of Single Family Track Submittal Form.
☐	33	When submitting permit applications for production homes, include site plans showing the setback from property lines and the model number/type. See Information Bulletin IB 205 (Tract Homes Phasing Submittal Requirements) on Building Department web site on General Requirements under Submittal Requirements.
SITE CONSTRUCTION REQUIREMENTS		
☑	34	All construction sites must be protected by a security fence and screening. The fencing and screening shall always maintained to protect pedestrians
☑	35	Temporary toilet facilities shall be provided for construction workers. The toilet facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non-sewer type shall conform to ANSI ZA.3
☑	36	Construction projects which require temporary electrical power shall obtain an Electrical Permit from Building Department. No temporary electrical power will be granted to a project unless one of the following items is in place and approved by Building Department and the Planning Department. (A) Installation of a construction trailer, or (B) Security fenced area where the electrical power will be located
☑	37	Installation of construction/sales trailers must be located on private property. No trailers can be in the public street right of way.
☑	38	Any temporary building, trailer, commercial coach, etc. installed and/or used in connection with a construction project shall comply with City Code.
☑	39	Prior to issuance of a permit all of the following must be in place: portable toilet with hand wash station, all BMP's, fencing and signage on each adjacent street saying "If there is any dust or debris coming from this site please contact (superintendent number here) or the AQMD if the problem is not being resolved" or something similar to this.
PRIOR TO ISSUANCE OF BUILDING/CONSTRUCTION PERMITS		

☑	40	The following grading items shall be completed and/or submitted – as applicable – prior to the issuance of building permits for this project: A. Precise grading plans shall be approved B. Rough grading completed C. Compaction certification completed D. Pad elevation certification completed E. Rough grade inspection signed off by a City's Building
☑	41	Prior to the issuance of a Building Permit, the applicant shall pay all Development Improvement Fees to the City. Copies of receipts shall be provided to the Building Department prior to permit issuance.
☑	42	The Tract or Parcel map shall be recorded prior to the issuance of any permits.
☑	43	The existing parcels shall be combined into a single parcel, or a lot line adjustment shall be done so that the proposed structure(s) does not cross any lot line and complies with all requirements of the California Building Code, prior to any building permits being issued.
☑	44	Fire sprinklers, fire alarm systems and fire hydrant plans shall be submitted to Fire Department for plan check and permit.
☑	45	Prior to issuance of Building Permits, school fees need to be paid to school district where project is located.

CITY OF ONTARIO
MEMORANDUM

TO: **Thomas Grahn, Senior Planner**
Planning Department

FROM: **Robert Johnson, Deputy Fire Chief**
Fire Department

DATE: **May 27, 2025**

SUBJECT: **PDEV25-007 - A Development Plan to construct a 231-unit hotel totaling 161,445 square feet on 3.41 acres of land located at the southeast corner of Riverside Drive and Hellman Avenue, within the CCS (Convention Center Service Commercial) zoning district (APN(s): 218-111-12, 218-111-49, and 218-111-50). Related File(s): PCUP25-010.**

☒ The plan **does** adequately address Fire Department requirements at this time.

☒ Standard Conditions of Approval apply, as stated below.

SITE AND BUILDING FEATURES:

A. 2022 CBC Type of Construction: Type 1 & 3

B. Type of Roof Materials: Ordinary

C. Ground Floor Area(s): 20,815

D. Number of Stories: 4

E. Total Square Footage: 161,445 Sq. Ft.

F. 2022 CBC Occupancy Classification(s): 2 Hotel

CONDITIONS OF APPROVAL:

1.0 GENERAL

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

☒ 1.2 These Fire Department conditions of approval are to be included on any and all construction drawings.

2.0 FIRE DEPARTMENT ACCESS

☒ 2.1 Fire Department vehicle access roadways shall be provided to within one hundred and fifty feet (150') of all portions of the exterior walls of the first story of any building, unless specifically approved. Roadways shall be paved with an all-weather surface and shall be a minimum of twenty-four (24) ft. wide. See Standard #B-004.

☒ 2.2 In order to allow for adequate turning radius for emergency fire apparatus, all turns shall be designed to meet the minimum twenty-five feet (25') inside and forty-five feet (45') outside turning radius per Standard #B-005.

☒ 2.3 Fire Department access roadways that exceed one hundred and fifty feet (150') in length shall have an approved turn-around per Standard #B-002.

☒ 2.4 Access drive aisles which cross property lines shall be provided with CC&Rs, access easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of building plan check.

☒ 2.5 "No Parking-Fire Lane" signs and /or red painted curbs with lettering are required to be installed in interior access roadways, in locations where vehicle parking would obstruct the minimum clear width requirement. Installation shall be per Standard #B-001.

☒ 2.6 Security gates or other barriers on fire access roadways shall be provided with a Knox brand key switch or padlock to allow Fire Department access. See Standards #B-003, B-004 and H-001.

☒ 2.7 Any time PRIOR to on-site combustible construction and/or storage, a minimum twenty-four feet (24') wide circulating all weather access roads shall be provided to within one hundred and fifty feet (150') of all portions of the exterior walls of the first story of any building, unless specifically approved by fire department and other emergency services.

3.0 WATER SUPPLY

☒ 3.1 The required fire flow per Fire Department standards, based on the 2022 California Fire Code, Appendix B, is Choose an item. gallons per minute (g.p.m.) for Choose an item. 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 maximum spacing of three hundred feet (300') apart, on alternating sides of the street. Streets with a center median shall require public hydrants spaced five hundred feet (500') apart, on the same side of the street.

☒ 3.3 Buildings that exceed 100,000 square feet in floor area shall provide an onsite looped fire protection water line around the building(s.) The loops shall be required to have two or more points of connection from a public circulating water main.

☒ 3.4 The water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

4.0 FIRE PROTECTION SYSTEMS

☒ 4.1 On-site private fire hydrants are required per Standard #D-005, and identified in accordance with Standard #D-002. Installation and locations(s) are subject to the approval of the Fire Department. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.

☒ 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.

☒ 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 13. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.

☒ 4.4 Wood frame buildings that are to be sprinkled shall have these systems in service (but not necessarily finaled) before the building is enclosed.

☒ 4.5 Fire Department Connections (FDC) shall be located on the address side of the building within one hundred fifty feet (150') of a public fire hydrant on the same side of the street. Provide identification for all fire sprinkler control valves and fire department connections per Standard #D-007. Raised curbs adjacent to Fire Department connection(s) shall be painted red, five feet either side, per City standards.

☒ 4.6 A fire alarm system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 72. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.

☒ 4.7 Portable fire extinguishers are required to be installed prior to occupancy per Standard #C-001. Please contact the Fire Prevention Bureau to determine the exact number, type and placement required.

☒ 4.8 A fixed fire extinguishing system is required for the protection of hood, duct, plenum and cooking surfaces. This system must comply with National Fire Protection Association (NFPA) Standards 17A and 96. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.

☒ 4.9 Provide a Fire Command Center in accordance with the Fire Code Section 508.1 in F-1 and S-1 occupancy buildings with a building footprint greater than 500,000 sq. ft.

5.0 BUILDING CONSTRUCTION FEATURES

☒ 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.

☒ 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Address numbers shall contrast with their background. See Section 9-1 6.06 of the Ontario Municipal Code and Standards #H-003 and #H-002.

☒ 5.3 Single station smoke alarms and carbon monoxide alarms are required to be installed per the California Building Code and the California Fire Code.

☒ 5.4 Multiple unit building complexes shall have building directories provided at the main entrances. The directories shall be designed to the requirements of the Fire Department, see Section 9-1 6.06 of the Ontario Municipal Code and Standard #H-003.

☒ 5.5 All residential chimneys shall be equipped with an approved spark arrester meeting the requirements of the California Building Code.

☒ 5.6 Knox ® brand key-box(es) shall be installed in location(s) acceptable to the Fire Department. All Knox boxes shall be monitored for tamper by the building fire alarm system. See Standard #H-001 for specific requirements.

☒ 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 feet (12') 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.

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

CONDITIONS OF APPROVAL	
Sign Off	
Jamie Richardson, Sr. Landscape Architect	11/3/2025 Date

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

D.A.B. File No.:	Case Planner:
PDEV25-007, PCU25-010	Tom Grahn

Project Name and Location:

231 Unit - Hotel
Riverside and Hellman

Applicant/Representative:

Robert Tuttle Architects – Kelsea Stiles Kelsea.stiles@rftarch.com
38960 Vista Dawn Court
Temecula, CA 92592

☒	**Preliminary Plans (dated 10/15/2025) meet the Standard Conditions for New Development and have been approved considering that the following conditions below be met upon submittal of the landscape construction documents.**
☐	**Preliminary Plans (dated) have not been approved. Corrections noted below are required before Preliminary Landscape Plan approval.**

A RESPONSE SHEET IS REQUIRED WITH RESUBMITTAL OR PLANS WILL BE RETURNED AS INCOMPLETE.
DIGITAL SUBMITTALS MUST BE 10MB OR LESS.

Civil/ Site Plans

1. Grade the site to eliminate the low retaining wall and handrail throughout the site; maximize landscape setbacks to allow for maximum 3:1 slopes and / or terracing to eliminate walls.
2. Streets will include large right of ways with tree wells rather than traditional neighborhood parkways to allow for larger groups of pedestrians. During plan check, dimensions, tree wells, hardscape materials, paving patterns, etc., will be explored.
3. Show island planters for shade trees, one space every ten parking spaces for a single row and one space every five spaces for a double row. A tree shall be provided one for every four spaces.
4. Parkway tree locations shall be shown on plans (show tree wells, dimensions TDB) where utilities are proposed. Parkway trees are 30' apart and a maximum of 45' apart where residential driveways occur. Show and note a 10' total space, 5' clearance on each side of the tree from any utility or hardscape, including water, sewer, drain lines, driveways, and 10' clear from street lights. Relocate utilities to minimum clearances to allow parkway trees. If part of another project, identify on plans; all streets surrounding project.
5. Before permit issuance, stormwater infiltration devices located in landscape areas shall be reviewed and plans approved by the Landscape Planning Division. Any stormwater devices in parkway areas shall not displace street trees.
6. Show decorative paving at entry's behind the sidewalk/ROW.
7. Show and dimension transformers set back 5' from paving all sides. Coordinate with landscape plans.
8. Show and dimension backflow devices set back 4' from paving on all sides. Locate on level grade. Remove backflow and water meter shown along A Street.
9. Locate utilities including light standards, fire hydrants, water, drain, and sewer lines to not

conflict with required tree locations—coordinate civil plans with landscape plans.

10. Show corner ramp and sidewalk per city standard drawing 1213 with max 10’ or 13’ of ramp and sidewalk behind corners. Show 5’ sidewalk and 7’ parkway within the right of way or as required by Engineering dept.
11. Note for compaction to be no greater than 85% in landscape areas. All finished grades at 1 ½” below finished surfaces. Slopes to be maximum 3:1.
12. Dimension, show and call out for step-outs at parking spaces adjacent to planters; a 12” total wide monolithic concrete curb.
13. Footings for walls, building foundations, and fences shall be designed to allow for required landscape areas with a minimum cover of 2’ and 2’ in front of the footing.
14. Roof drainage, rain gutters, and condenser drainage shall be designed so as not to release onto paving. Downspouts, gutters, and pipes shall be routed into landscape areas or a subsurface drainage system. Provide details.
15. Add Note to Grading and Landscape Plans: Landscape areas where compaction has occurred due to grading activities and where trees or stormwater infiltration areas are located shall be loosened by soil fracturing. For trees, a 12’x12’x18” deep area; for stormwater infiltration, the entire area shall be loosened. Add the following information on the plans: The backhoe method of soil fracturing shall be used to break up compaction. A 4” layer of Compost is spread over the soil surface before fracturing is begun. The backhoe shall dig into the soil lifting and then drop the soil immediately back into the hole. The bucket then moves to the adjacent soil and repeats. The Compost falls into the spaces between the soil chunks created. Fracturing shall leave the soil surface quite rough with large soil clods. These must be broken by additional tilling. Tilling in more Compost to the surface after fracturing per the soil report will help create an A horizon soil. Imported or reused Topsoil can be added on top of the fractured soil as needed for grading. The Landscape Architect shall be present during this process and provide certification of the soil fracturing. For additional reference, see Urban Tree Foundation – Planting Soil Specifications.

Landscape Plans

16. See all comments above to coordinate site and grading plans with the landscape plan.
17. Show backflow devices with 36” high strappy leaf shrub screening and trash enclosures and transformers, a 4’-5’ high evergreen hedge screening. Do not encircle utility; show as masses and duplicate masses in other locations at regular intervals.
18. Locate light standards, fire hydrants, water, and sewer lines to not conflict with required tree locations. Coordinate civil plans with landscape plans.
19. Show all utilities on the landscape plans. Coordinate so utilities are clear of tree locations.
20. Where space allows, locate trees for shade on buildings, parking lots, seating areas, and paving, screen blank walls and adjacent properties where missing, accent trees to entries and driveways, and provide visibility to signs, windows, and doors. Locate trees 50% of canopy width from walls, buildings, and existing trees.
21. Replace Washingtonia robusta (invasive) revise to filifera.
22. Show 6’ diameter of mulch only at new trees. Detail irrigation dripline outside of mulched root zone.
23. Moderate water Overhead spray systems shall be designed for plant material less than the height of the spray head.
24. Designer or developer to provide agronomical soil testing and include a report on landscape construction plans.
25. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See https://www.ontarioca.gov/Planning/Landscape
26. After a project’s entitlement approval, the applicant shall pay all applicable fees for landscape plan check and inspections at a rate established by resolution of the City Council.

CITY OF ONTARIO PLANNING DEPARTMENT

PLANNING COMMISSION

STAFF REPORT

April 28, 2026

303 East B Street, Ontario, California 91764 Phone: 909.395.2036 / Email: PlanningDirector@OntarioCA.gov

FILE NO: PDA25-004

SUBJECT: A public hearing to consider a Development Agreement between the City of Ontario, and SLV LC Center LLC, HCW LC Center LLC, Strack Farms Land LLC, RHV Edison Ave LLC, MV Edison Ave LLC, and EPC Holdings 938 LLC to establish the terms and conditions associated with Tentative Tract Map 20779 (File No. PMTT25-007), located on the northwest corner of Hamner Avenue and Ladybug Paseo within Planning Area 10A of the Rich-Haven Specific Plan. (APN: 0218-211-40) **submitted by Risewell Homes. City Council action is required.**

PROPERTY OWNER: SLV LC Center LLC, HCW LC Center LLC, Strack Farms Land LLC, RHV Edison Ave LLC, MV Edison Ave LLC, and EPC Holdings 938 LLC

RECOMMENDED ACTION: That the Planning Commission consider and recommend City Council adopt an Ordinance approving the Development Agreement (File No. PDA25-004) between the City of Ontario, and SLV LC Center LLC, HCW LC Center LLC, Strack Farms Land LLC, RHV Edison Ave LLC, MV Edison Ave LLC, and EPC Holdings 938 LLC pursuant to the facts and reasons contained in the staff report and attached Resolution.

BACKGROUND: On December 4, 2007, the City Council certified the Rich-Haven Specific Plan Environmental Impact Report in conjunction with File No. PGPA07-001. The related Rich-Haven Specific Plan, File No. PSP05-004, was approved by the City Council on December 18, 2007. The Specific Plan established the land use designations, development standards, and design guidelines for approximately 512 acres of land, which included the potential development of 4,256 residential units and 889,200 square feet of commercial/office land uses.

On February 20, 2018, the City Council approved an Amendment to the Rich-Haven Specific Plan (File No. PSPA16-005) for the annexation of 72.3 acres of land located at the southeast corner of Haven Avenue and Ontario Ranch Road, into the Mixed-Use district of the Rich-Haven Specific Plan. The amendment included updates to the development standards, exhibits, and text changes to reflect the proposed annexation.

On May 18, 2021, the City Council approved a General Plan Amendment (File No. PGPA19-005), an Amendment to the Rich-Haven Specific Plan (File No. PSPA19-006), and an Addendum to The Ontario Plan (File No. PGPA06-001) Environmental Impact Report State Clearinghouse No. 2008101140). The General Plan and Specific Plan amendments included several land use changes, including the rearrangement of residential land uses

Project Manager:	Pablo De Lara
Planning Director Approval:	
Submittal Date:	6/16/2025

Hearing Body	*Date*	*Decision*	*Action*
DAB			
PC	4/28/2026		Recommend
CC	6/2/2026		Final

and densities, the reduction of commercial land use acreage, and the addition of approximately 49 acres of industrial land within Planning Area 7A (Light Industrial). The amendment included updates to the development standards, exhibits, and text changes to reflect the proposed land use changes and overall compliance with the General Plan Amendment.

On June 20, 2023, the City Council certified the Rich-Haven Specific Plan Amendment and Environmental Impact Report (State Clearinghouse No. 2022100425) in conjunction with File No. PSPA22-001. The amendment included land use changes to bring the Rich-Haven Specific Plan into compliance with The Ontario Plan Policy Plan (General Plan) that also included updates to the residential, commercial, and industrial development standards, exhibits, and text changes.

On June 19, 2025, the Applicant submitted Tentative Tract Map No. 20779 (File No. PMTT25-007) to subdivide 15.91 acres of land into 99 numbered lots and 16 lettered lots to facilitate the construction of 86 single-family dwelling units and 139 multiple-family dwelling units located at the Project site.

The Ontario Ranch financial commitments required for construction of properties within a specific plan are substantial. Therefore, to adequately forecast these costs and gain assurance that the Project may proceed under the existing policies, rules, and regulations, SLV LC Center LLC, HCW LC Center LLC, Strack Farms Land LLC, RHV Edison Ave LLC, MV Edison Ave LLC, and EPC Holdings 938 LLC ("Owner"), have requested that the City enter into negotiations to create a Development Agreement ("Agreement").

In accordance with California Government Code Section 65865, which in part states that any city… may enter into a Development Agreement with any person having a legal or equitable interest in real property for the development of such property…" and California Government Code Section 65865.52, which in part states that "a Development Agreement shall specify the duration of the Agreement, the permitted uses of the property… and may include conditions, terms, restrictions…," the City of Ontario adopted Resolution No. 2002-100 setting forth the procedures and requirements for consideration of Development Agreements. Pursuant to these procedures and requirements, staff entered into negotiations with the Applicant to create a Development Agreement for consideration by the Planning Commission and City Council.

The proposed Agreement is based on the model Development Agreement that was developed in coordination with the City Attorney and legal counsel for NMC Builders. This model Development Agreement is consistent with the provisions of the Construction Agreement. The terms of the agreement between NMC Builders' members requires that members of the LLC enter into Development Agreements that are consistent with the provisions of the Construction Agreement and are consistent with the commitments to assure that adequate public infrastructure improvements are constructed by the Owner.

PROJECT SETTING: The Project site is located on the northwest corner of Hamner Avenue and Ladybug Paseo within Planning Area 10A of the Rich-Haven Specific Plan and is depicted in Figure 1: Project Location.

PROJECT ANALYSIS: The Agreement proposes to include 15.91 acres of land within Planning Area 10A of the Rich-Haven Specific Plan, as shown on the attached Exhibit A. The Agreement grants the Applicant a vested right to develop Tentative Tract Map 20779 (the "Map"), provided that the Owner complies with the terms and conditions of the Specific Plan and related EIR.

The Map (see attached Exhibit B) located on the northwest corner of Hamner Avenue and Ladybug Paseo and proposes to subdivide 15.91 acres of land into 99 numbered lots and 16 lettered lots to facilitate the construction of 86 single-family dwelling units and 139 multiple-family dwelling units for condominium purposes.

The term of the Agreement is for 10 years, with a 5-year option to renew. The main points of the Agreement address funding for all new City expenses created by the project, which includes: Development Impact Fees ("DIF") for construction of public improvements (i.e. streets and bridges, sewer, water, storm drain and fiber; and the creation of a Community Facilities District ("CFD") for the maintenance of public facilities.

Staff finds that the Agreement is consistent with State law, The Ontario Plan, and the City's Development Agreement policies. As a result, staff is recommending approval of the application to the Planning Commission. If the Planning Commission finds the Agreement is acceptable, a recommendation of approval to the City Council would be appropriate.

PUBLIC NOTIFICATION: The subject Agreement was advertised as a public hearing in at least one newspaper of general circulation in the City of Ontario (the Inland Valley Daily Bulletin newspaper). In addition, notices were mailed to all owners of real property located within a minimum of 600 feet of the exterior boundaries of the property that is the subject of the hearing, as shown on the records of the County Assessor.

CORRESPONDENCE: As of the preparation of this Resolution, Planning Department staff has not received any written or verbal communications from the owners or occupants of properties surrounding the Project site or from the public in general, regarding the subject Agreement.

AGENCY/DEPARTMENT REVIEWS: Each City agency/department has been provided the opportunity to review and comment on the subject Agreement and recommend requirements to be imposed upon the Project. At the time of the Resolution preparation, infrastructure requirements were provided and are included within the subject Agreement to the attached Resolution as "Attachment A."

AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) COMPLIANCE: The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires

that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan.

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

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

(1) City Council Goals.

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

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

(4) Policy Plan (General Plan)

Land Use Element:

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

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

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

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

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

Housing Element:

- Goal H-2 Housing Supply & Diversity: Diversity of types of quality housing that are affordable to a range of household income levels, accommodate changing demographics, and support and reinforce the economic sustainability of Ontario.

  - H-2.4 Ontario Ranch. We support a premier lifestyle community in the Ontario Ranch, distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.

  - H-2.5 Housing Design. We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices, and other best practices.

Community Economics Element:

- Goal CE-1 Complete Community: A complete community that provides for all incomes and stages of life.

➢ CE-1.6 Diversity of Housing. We collaborate with residents, housing providers, and the development community to provide housing opportunities for every stage of life; we plan for a variety of housing types and price points to encourage the development of housing supportive of our efforts to attract business in growing sectors of the community while being respectful of existing viable uses.

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

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

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

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

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

Community Design Element:

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

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

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

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

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

- CD-5.2 Maintenance of Infrastructure. We require 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 2050, as the Project site is not one of the properties in the Housing Element Sites contained in Tables B-1 and B-2 (Housing Element Sites Inventory) of the Housing Element Technical Report.

ENVIRONMENTAL REVIEW: The environmental impacts of this Project were previously reviewed in conjunction with the Rich-Haven Specific Plan Amendment (File No. PSPA22-001), for which an Environmental Impact Report (State Clearinghouse No. 2022100425) was adopted by the City Council on June 20, 2023. 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.

Figure 1: PROJECT LOCATION



Exhibit A: RICH-HAVEN SPECIFIC PLAN LAND USE MAP

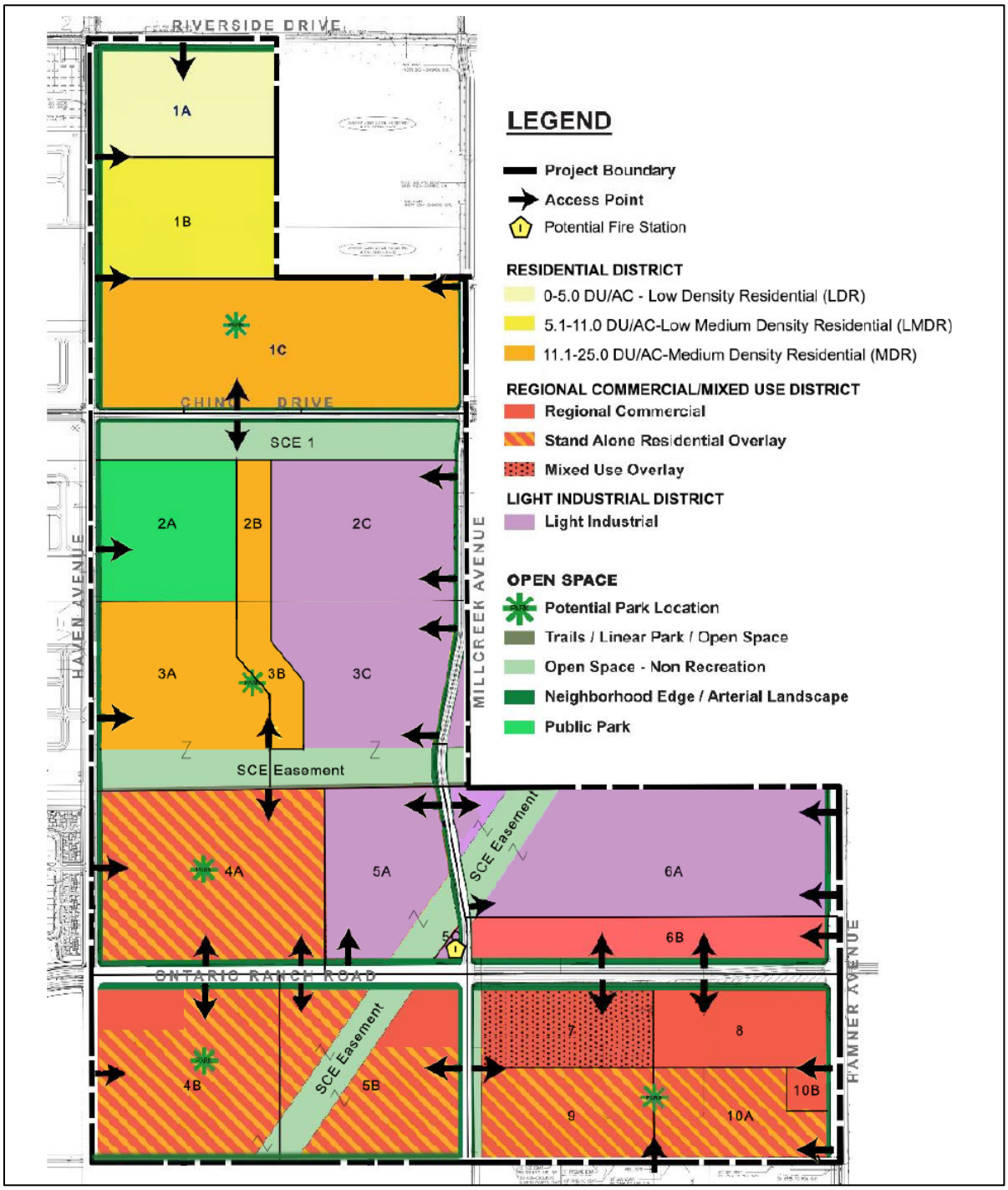
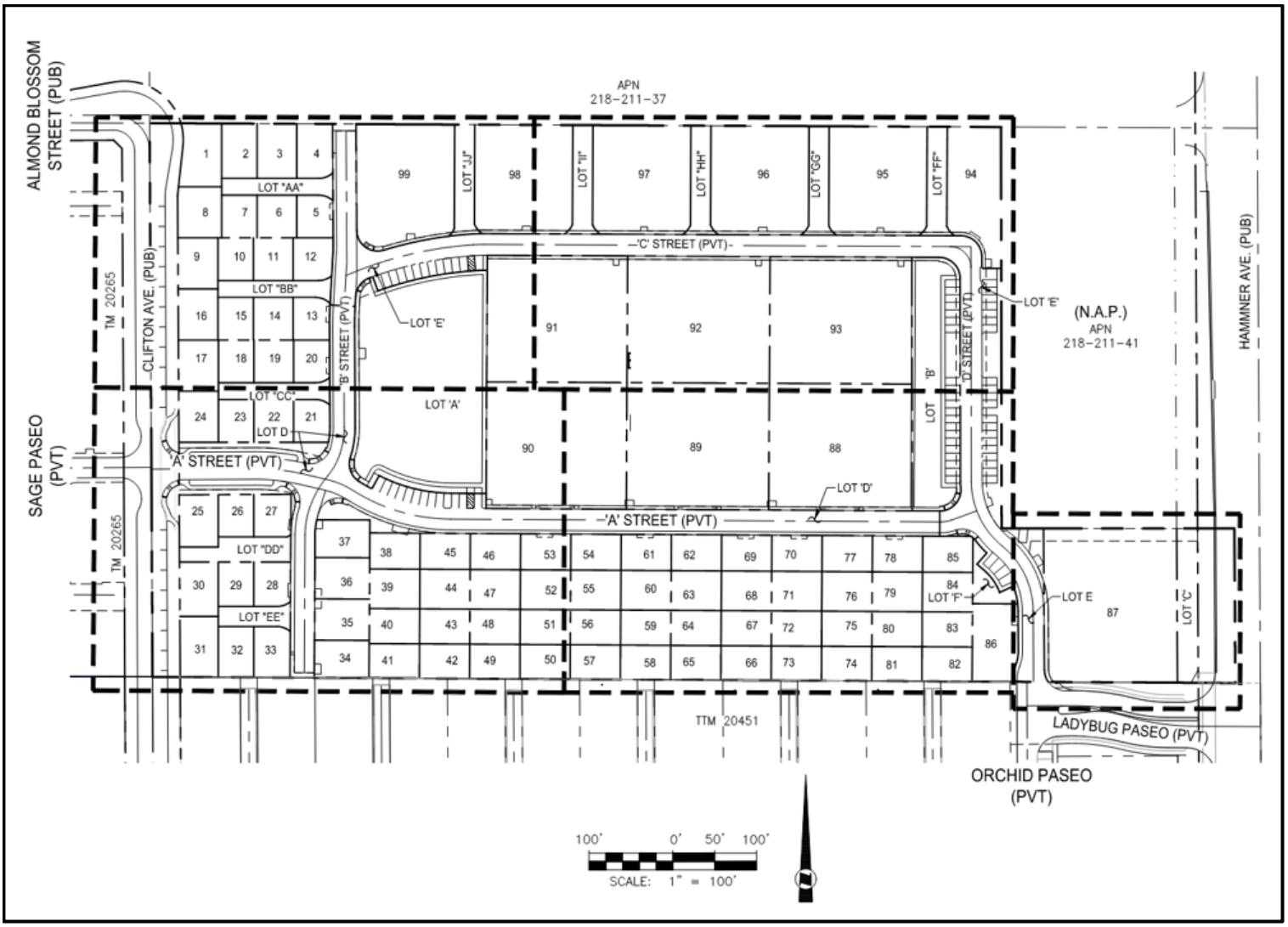


Exhibit B: TENTATIVE PARCEL MAP NO. 20779



RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVE FILE NO. PDA25-004, A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF ONTARIO AND SLV LC CENTER LLC, HCW LC CENTER LLC, STRACK FARMS LAND LLC, RHV EDISON AVE LLC, MV EDISON AVE LLC, AND EPC HOLDINGS 938, LLC TO ESTABLISH THE TERMS AND CONDITIONS ASSOCIATED WITH TENTATIVE PARCEL MAP NO. 20779 (FILE NO. PMTT25-007), LOCATED ON THE NORTHWEST CORNER OF HAMNER AVENUE AND LADYBUG PASEO WITHIN PLANNING AREA 10A OF THE RICH-HAVEN SPECIFIC PLAN. (APN: 0218-211-40)

WHEREAS, Risewell Homes ("Applicant") has filed an Application for the approval of a Development Agreement, File No. PDA25-004, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 15.91 acres of land, located on the northwest corner of Hamner Avenue and Ladybug Paseo within Planning Area 10A of the Rich-Haven Specific Plan; and

WHEREAS, the Applicant submitted Tentative Parcel Map No. 20779 (File No. PMTT25-007), subdividing 15.91 acres of land to facilitate the construction of 86 single-family dwelling units and 139 multiple-family dwelling units and for condominium purposes; and

WHEREAS, the environmental impacts of this Project were previously reviewed in conjunction with the Rich-Haven Specific Plan Amendment (File No. PSPA22-001), for which an Environmental Impact Report (State Clearinghouse No. 2022100425) was adopted by the City Council on June 20, 2023. 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, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Planning Commission the responsibility and authority to review and make recommendations to the City Council on the subject Application; and

WHEREAS, the Project has been reviewed for consistency with the Housing Element of the Policy Plan component of The Ontario Plan, as State Housing Element law (as prescribed in Government Code Sections 65580 through 65589.8) requires that

development projects must be consistent with the Housing Element, if upon consideration of all its aspects, it is found to further the purposes, principals, goals, and policies of the Housing Element; and

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

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

WHEREAS, on April 28, 2026, 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: ***Environmental Determination and Findings.*** As the recommending body for the Project, the Planning Commission has reviewed and considered the information contained in the previous Certified EIR and supporting documentation. Based upon the facts and information contained in the previous Certified EIR and supporting documentation, the Planning Commission finds as follows:

(1) The environmental impacts of this Project were previously reviewed in conjunction with the Rich-Haven Specific Plan Amendment (File No. PSPA22-001), for which an Environmental Impact Report (State Clearinghouse No. 2022100425) was adopted by the City Council on June 20, 2023; and

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

(3) The previous Certified EIR was completed in compliance with CEQA and the Guidelines promulgated thereunder; and

(4) The previous Certified EIR reflects the independent judgment of the Planning Commission; and

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

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

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

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

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

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

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

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

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

SECTION 3: ***Housing Element Compliance.*** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending body for the Project, the Planning Commission finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The project site is not one of the properties in the Housing Element Sites contained in Tables B-1 and B-2 (Housing Element Sites Inventory) of the Housing Element Technical Report.

SECTION 4: ***Airport Land Use Compatibility Plan ("ALUCP") Compliance.*** The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan.

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

SECTION 5: ***Concluding Facts and Reasons.*** 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 through 4, above, the Planning Commission hereby concludes as follows:

(1) The Development Agreement applies to approximately 15.91 acres of land located on the northwest corner of Hamner Avenue and Ladybug Paseo within Planning Area 10A of the Rich-Haven Specific Plan; and

(2) The Development Agreement establishes parameters for the development of land within the Rich-Haven Specific Plan. The Development Agreement also grants the

Applicant, the right to develop, the ability to quantify the fees; and establish the terms and conditions that apply to those projects. These terms and conditions are consistent with The Ontario Plan Policy Plan (General Plan), design guidelines and development standards for the Rich-Haven Specific Plan; and

(3) The Development Agreement grants the Applicant a vested right to develop Tentative Pacel Map 20779 (File No. PMTT25-007) as long as the Applicant complies with the terms and conditions of the Rich-Haven Specific Plan and EIR. Tentative Tract Map 20779 located on the northwest corner of Hamner Avenue and Ladybug Paseo proposes to subdivide 15.91 acres of land into 99 numbered lots and 16 lettered lots to facilitate the construction of 86 single-family dwelling units and 139 multiple-family dwelling units for condominium purposes; and

(4) The Development Agreement has been prepared in conformance with the goals and policies of The Ontario Plan Policy Plan (General Plan); and

(5) The Development Agreement does not conflict with the Land Use Policies of The Ontario Plan Policy Plan (General Plan) and will provide for development, within the district, in a manner consistent with the Policy Plan and with related development; and

(6) This Development Agreement will promote the goals and objectives of the Land Use Element of the Policy Plan; and

(7) This Development Agreement will not be materially injurious or detrimental to the adjacent properties and will not have a significant impact on the environment or the surrounding properties for which an Addendum to Environmental Impact Report (State Clearinghouse No. 2022100425) was adopted by the City Council on June 20, 2023; and

(8) 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.

SECTION 6: ***Planning Commission Action.*** Based upon the findings and conclusions set forth in Sections 1 through 5, above, the Planning Commission hereby RECOMMENDS THE CITY COUNCIL APPROVE the herein described Application, subject to each and every condition set forth in the Development Agreement (File No. PDA25-004) attached hereto as "Attachment A," and incorporated herein by this reference.

SECTION 7: ***Indemnification.*** The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees

to attack, set aside, void, or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action, or proceeding, and the City of Ontario shall cooperate fully in the defense.

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

SECTION 9: ***Certification to Adoption.*** 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 28th of April 2026, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Nancy DeDiemar
Planning Commission Chairperson

ATTEST:

Henry K. Noh
Planning Director and
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution _____, was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on April 28, 2026, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

FILE NO. PDA25-004
DEVELOPMENT AGREEMENT

By and Between

City of Ontario
a California municipal corporation
and
SLV LC Center LLC
a Florida limited liability company
and
HCW LC Center LLC
a Florida limited liability company
and
Strack Farms Land LLC
a Delaware limited liability company
and
RHV Edison Ave LLC
a Florida limited liability company
and
MV Edison Ave LLC
a Florida limited liability company
and
EPC Holdings 938 LLC
a Washington limited liability company

(Development Agreement to follow this page)

RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:

CITY OF ONTARIO
CITY CLERK / RECORDS MANAGEMENT
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ONTARIO, CA 91764-4196

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FILE NO. PDA25-004
DEVELOPMENT AGREEMENT

By and Between

City of Ontario
a California municipal corporation
and
SLV LC Center LLC
a Florida limited liability company
and
HCW LC Center LLC
a Florida limited liability company
and
Strack Farms Land LLC
a Delaware limited liability company
and
RHV Edison Ave LLC
a Florida limited liability company
and
MV Edison Ave LLC
a Florida limited liability company
and
EPC Holdings 938 LLC
a Washington limited liability company

_____, 2026

San Bernardino County, California

DEVELOPMENT AGREEMENT PDA25-004

This Development Agreement (hereinafter "Agreement") is entered into effective as of the ____ day of _____, 2026 by and among the City of Ontario, a California municipal corporation (hereinafter "CITY"), and SLV LC Center LLC, HCW LC Center LLC, Strack Farms Land LLC, RHV Edison Ave LLC, MV Edison Ave LLC, and EPC Holdings 938 LLC (hereinafter "OWNER"):

RECITALS

WHEREAS, CITY is authorized to enter into binding development agreements with persons having legal or equitable interests in real property for the development of such property, pursuant to Section 65864, et seq. of the Government Code; and

WHEREAS, OWNER has requested CITY to enter into a development agreement and proceedings have been taken in accordance with the rules and regulations of CITY; and

WHEREAS, by electing to enter into this Agreement, CITY shall bind future City Councils of CITY by the obligations specified herein and limit the future exercise of certain governmental and proprietary powers of CITY; and

WHEREAS, the terms and conditions of this Agreement have undergone extensive review by CITY and the City Council and have been found to be fair, just and reasonable; and

WHEREAS, the best interests of the citizens of the CITY and the public health, safety and welfare will be served by entering into this Agreement; and

WHEREAS, all of the procedures of the California Environmental Quality Act have been met with respect to the Project and the Agreement in that the Rich Haven Specific Plan (State Clearinghouse No. 2022100425 (the "FEIR"). The City Council found and determined that the FEIR was prepared in accordance with the requirements of the California Environmental Quality Act and adequately describes the impacts of the project described in the FEIR, which included consideration of this Agreement; and

WHEREAS, this Agreement and the Project are consistent with the CITY's Comprehensive General Plan and the Rich Haven Specific Plan; and

WHEREAS, all actions taken and approvals given by CITY have been duly taken or approved in accordance with all applicable legal requirements for notice, public hearings, findings, votes, and other procedural matters; and

WHEREAS, development of the Property in accordance with this Agreement will provide substantial benefits to CITY and will further important policies and goals of CITY; and

WHEREAS, this Agreement will eliminate uncertainty in planning and provide for the orderly development of the Property, ensure progressive installation of necessary improvements, provide for public services appropriate to the development of the Project, and generally serve the purposes for which development agreements under Sections 65864 et seq. of the Government Code are intended; and

WHEREAS, OWNER has incurred and will in the future incur substantial costs in excess of the generally applicable requirements in order to assure vesting of legal rights to develop the Property in accordance with this Agreement; and

WHEREAS, the Property is located in an area of the City of Ontario that has been known as the "New Model Colony" area and the New Model Colony area has now been renamed as "Ontario Ranch." and

WHEREAS, the property developer/owners are made aware of the South Archibald Trichloroethylene (TCE) Plume Disclosure Letter (Exhibit "G"). Property owner may wish to provide the attached Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000004658.

COVENANTS

NOW, THEREFORE, in consideration of the above recitals and of the mutual covenants hereinafter contained and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows:

1. DEFINITIONS AND EXHIBITS.

1.1 Definitions. The following terms when used in this Agreement shall be defined as follows:

1.1.1 "Agreement" means this Development Agreement.

1.1.2 "CITY" means the City of Ontario, California, a California municipal corporation.

1.1.3 "Construction Agreement" means that certain Agreement for the Financing and Construction of Phases I and II Infrastructure Improvements to Serve an Easterly Portion of the New Model Colony, entered into between the CITY and NMC Builders as of the 4th day of October, 2005, and all amendments thereto and "Construction Agreement Amendment" means that First Amended and Restated Agreement for the Financing and Construction of Limited Infrastructure Improvements to Serve and Easterly Portion of the New Model Colony entered into between the CITY and NMC Builders as of the 21st day of August 2012.

1.1.4 “Development” means the improvement of the Property for the purposes of completing the structures, improvements and facilities comprising the Project including, but not limited to: grading; the construction of public infrastructure and public facilities related to the Project whether located within or outside the Property; the construction of buildings and structures; and the installation of landscaping. “Development” does not include the maintenance, repair, reconstruction or redevelopment of any building, structure, improvement or facility after the construction and completion thereof.

1.1.5 “Development Approvals” means all permits and other entitlements for use subject to approval or issuance by CITY in connection with development of the Property including, but not limited to:

(a) specific plans and specific plan amendments;

(b) tentative and final subdivision and parcel maps;

(c) development plan review;

(d) conditional use permits (including model home use permits), public use permits and plot plans;

(e) zoning;

(f) grading and building permits.

1.1.6 “Development Exaction” means any requirement of CITY in connection with or pursuant to any Land Use Regulation or Development Approval for the dedication of land, the construction of improvements or public facilities, or the payment of fees in order to lessen, offset, mitigate or compensate for the impacts of development on the environment or other public interests.

1.1.7 “Development Impact Fee” means a monetary exaction, other than a tax or special assessment, whether characterized as a fee or a tax and whether established for a broad class of projects by legislation of general applicability or imposed on a specific project on an ad hoc basis, that is charged by a local agency to the applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project, and, for purposes of this Agreement only, includes fees collected under development agreements adopted pursuant to Article 2.5 of the Government Code (commencing with Section 65864) of Chapter 4, For purposes of this Agreement only, "Development Impact Fee" shall not include processing fees and charges imposed by CITY to cover the estimated actual costs to CITY of processing applications for Development Approvals or for monitoring compliance with any Development Approvals granted or issued, including, without limitation, fees for zoning variances; zoning changes; use permits; building inspections; building permits; filing and processing applications and petitions filed with the local agency formation commission or conducting preliminary proceedings or proceedings under the Cortese-Knox-Hertzberg Local Government

Reorganization Act of 2000, Division 3 (commencing with Section 56000) of Title 5 of the Government Code; the processing of maps under the provisions of the Subdivision Map Act, Division 2 (commencing with Section 66410) of Title 7 of the Government Code; or planning services under the authority of Chapter 3 (commencing with Section 65100) of Division 1 of Title 7 of the Government Code, fees and charges as described in Sections 51287, 56383, 57004, 65104, 65456, 65863.7, 65909.5, 66013, 66014, and 66451.2 of the Government Code, Sections 17951, 19132.3, and 19852 of the Health and Safety Code, Section 41901 of the Public Resources Code, and Section 21671.5 of the Public Utilities Code, as such codes may be amended or superceded, including by amendment or replacement.

1.1.8 "Development Plan" means the Existing Development Approvals and the Existing Land Use Regulations applicable to development of the Property.

1.1.9 "Effective Date" means the date that the ordinance approving this Agreement goes into effect.

1.1.10 "Existing Development Approvals" means all Development Approvals approved or issued prior to the Effective Date. Existing Development Approvals includes the Approvals incorporated herein as Exhibit "C" and all other Approvals which are a matter of public record on the Effective Date.

1.1.11 "Existing Land Use Regulations" means all Land Use Regulations in effect on the Effective Date. Existing Land Use Regulations includes the Regulations incorporated herein as Exhibit "D" and all other Land Use Regulations that are in effect and a matter of public record on the Effective Date.

1.1.12 "General Plan" means the General Plan adopted on August 16, 2022.

1.1.13 "Improvement" or "Improvements" means those public improvements required to support the development of the Project as described in the Tract Map conditions for Tract No. 20779 as further described in Exhibit "F" (the "Infrastructure Improvements Exhibit").

1.1.14 "Land Use Regulations" means all ordinances, resolutions, codes, rules, regulations and official policies of CITY governing the development and use of land, including, without limitation, the permitted use of land, the density or intensity of use, subdivision requirements, timing and phasing of development, the maximum height and size of buildings, the provisions for reservation or dedication of land for public purposes, and the design, improvement and construction standards and specifications applicable to the development of the Property. "Land Use Regulations" does not include any CITY ordinance, resolution, code, rule, regulation or official policy, governing:

(a) the conduct of businesses, professions, and occupations;

(b) taxes and assessments;

(c) the control and abatement of nuisances;

(d) the granting of encroachment permits and the conveyance of similar rights and interests that provide for the use of or the entry upon public property;

(e) the exercise of the power of eminent domain.

1.1.15 "Mortgagee" means a mortgagee of a mortgage, a beneficiary under a deed of trust or any other security-device lender, and their successors and assigns.

1.1.16 "Model Units" means a maximum of 22 (XX) model units, private common recreation facilities and sales facilities constructed by OWNER prior to the construction of any Production units and not offered for sale and occupancy for a period of time after the issuance of permits for Production Units.

1.1.17 "Net MDD" means net maximum daily water demand.

1.1.18 "NMC Builders" means the consortium of investors and developers responsible for the construction of infrastructure within the New Model Colony incorporated as NMC Builders, LLC.

1.1.19 "OWNER" means the persons and entities listed as owner on page 1 of this Agreement and their permitted successors in interest to all or any part of the Property.

1.1.20 "Phase 2 Water EDUs" means the number of equivalent dwelling units or non-residential square footage assigned to OWERN upon payment to CITY of the Phase 2 Water Participation Fee for the Project and evidenced by the issuance by CITY of a Certificate of Phase 2 Net MDD Availability in the form attached as Exhibit "G".
1.1.21 "Phase 2 Water Improvements" means the future water infrastructure Improvements required for the issuance by CITY of the "Water Availability Equivalents" (WAE) for the Project.

1.1.21 "Phase 2 Water Participation Fee" means the fee paid to City upon City approval of the first Development Entitlement for the Project, to fund the Property's respective share of the projected costs of the design and construction of the Phase 2 Water Improvements by City. The Phase 2 Water Participation Fee shall be the calculated amount of the Regional Water DIF for the Project based upon the number of units, and land use category for residential units or the number of square feet, and land use category for non-residential square footage of the Project.

1.1.22 "Production Unit(s)" means all units constructed for sale and occupancy by OWNER and excludes the specified number of Model Units constructed by OWNER for promotion of sales.

1.1.23 "Project" means the development of the Property contemplated by the Development Plan, as such Plan may be further defined, enhanced or modified pursuant to the provisions of this Agreement.

1.1.24 “Property” means the real property described on Exhibit “A” and shown on Exhibit “B” to this Agreement.

1.1.25 “Reservations of Authority” means the rights and authority excepted from the assurances and rights provided to OWNER under this Agreement and reserved to CITY under Section 3.6 of this Agreement.

1.1.26 “Specific Plan” means that certain specific plan adopted by the City Council, and entitled, “Rich Haven Specific Plan.”

1.1.27 "Storm Water Treatment Capacity Availability” means a designated portion of the total Storm Water Treatment Capacity Availability made available through the completion of construction of a Phase of regional storm water treatment facilities by the NMC Builders LLC as described in the Construction Agreement Amendment. The amount, in acres, of Storm Water Treatment Capacity Availability required for the issuance of a grading permit shall be based upon the factors and assumptions listed in the Construction Agreement Amendment.

1.1.28 “Subsequent Development Approvals” means all Development Approvals required subsequent to the Effective Date in connection with development of the Property.

1.1.29 “Subsequent Land Use Regulations” means any Land Use Regulations adopted and effective after the Effective Date of this Agreement.

1.1.30 “Water Availability Equivalent (WAE)” means a designated portion of the total Net MDD made available through the construction of each Phase described in the Water Phasing Plan of the Construction Agreement. The number of Water Availability Equivalents (of portions thereof) required for the issuance of each building permit shall be based upon water demand factors and assumptions listed in the Construction Agreement and Construction Agreement Amendment as “Water Availability Equivalents by Land Use” for each land use category.

1.1.31 “Amendment to the Construction Agreement” means the amendment to the Construction Agreement modifying the boundaries of the property in Exhibit A of such Construction Agreement to include the Property covered by this Agreement and to provide for the additional funds required for CITY’s future construction of the “Phase 2 Water Improvements” described in a modification to Exhibit C-3 of the Construction Agreement.

1.2 Exhibits. The following documents are attached to, and by this reference made a part of, this Agreement:

Exhibit “A” — Legal Description of the Property.

Exhibit “B” — Map showing Property and its location.

Exhibit “C” — Existing Development Approvals.

Exhibit “D” — Existing Land Use Regulations.

Exhibit “E” — Description of Required Infrastructure Improvements

Exhibit “F” — Depiction of Required Infrastructure Improvements

Exhibit “G” - Form of Certificate of Net MDD to be issued by CITY

Exhibit “H” – Form of Certificate of DIF Credit to be issued by CITY

Exhibit “I-1” – Ontario Ranch Water Supply Phasing Plan

Exhibit “I-2” - Water Demand Equivalents by Land Use

Exhibit “J” - Form of Plume Disclosure Letter

2. GENERAL PROVISIONS.

2.1 Binding Effect of Agreement. The Property is hereby made subject to this Agreement. Development of the Property is hereby authorized and shall be carried out only in accordance with the terms of this Agreement.

2.2 Ownership of Property. OWNER represents and covenants that it is the owner of the fee simple title to the Property or a portion thereof, or has the right to acquire fee simple title to the Property or a portion thereof from the current owner(s) thereof. To the extent OWNER does not own fee simple title to the Property, OWNER shall obtain written consent from the current fee owner of the Property agreeing to the terms of this Agreement and the recordation thereof.

2.3 Term. The term of this Agreement shall commence on the Effective Date and shall continue for an initial term of ten (10) years thereafter unless this term is modified or extended pursuant to the provisions of this Agreement. The term of this Agreement may be extended for an additional five (5) years following expiration of the initial ten (10) year term, provided the following have occurred:

(a) OWNER provides at least 180 days written notice to CITY prior to expiration of the initial term; and

(b) In non-mixed use and residential use only projects, the OWNER shall have obtained, as applicable, building permits for at least seventy percent (70%) of the actual number of residential units permitted under this Agreement; and

(c) OWNER is not then in uncured default of this Agreement.

2.4 Assignment.

2.4.1 Right to Assign. OWNER shall have the right to sell, transfer or assign the Property in whole or in part (provided that no such partial transfer shall violate the Subdivision Map Act, Government Code Section 66410, et seq.), to any

person, partnership, limited liability company, joint venture, firm or corporation at any time during the term of this Agreement; provided, however, that any such sale, transfer or assignment shall include the assignment and assumption of the rights, duties and obligations arising under or from this Agreement and be made in strict compliance with the following:

(a) No sale, transfer or assignment of any right or interest under this Agreement shall be made unless made together with the sale, transfer or assignment of all or a part of the Property. OWNER may be required to provide disclosure that the Property is within the South Archibald Trichloroethylene (TCE) Plume. OWNER may wish to provide the attached Disclosure Letter (Exhibit G) as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq.(b)

(b) Concurrent with any such sale, transfer or assignment, or within fifteen (15) business days thereafter, OWNER shall notify CITY's City Manager, in writing, of such sale, transfer or assignment and shall provide CITY with: (1) an executed agreement, in a form reasonably acceptable to CITY, by the purchaser, transferee or assignee and providing therein that the purchaser, transferee or assignee expressly and unconditionally assumes all the duties and obligations of OWNER under this Agreement with respect to the portion of the Property so sold, transferred or assigned; and (2) the payment of the applicable processing charge to cover the CITY's review and consideration of such sale, transfer or assignment.

(c) Any sale, transfer or assignment not made in strict compliance with the foregoing conditions shall constitute a default by OWNER under this Agreement. Notwithstanding the failure of any purchaser, transferee or assignee to execute the agreement required by Paragraph (b) of this Subsection 2.4.1, the burdens of this Agreement shall be binding upon such purchaser, transferee or assignee, but the benefits of this Agreement shall not inure to such purchaser, transferee or assignee until and unless such agreement is executed. The City Manager shall have the authority to review, consider and either approve, conditionally approve, or deny any proposed sale, transfer or assignment that is not made in compliance with this section 2.4.

2.4.2 Release of Transferring Owner. Notwithstanding any sale, transfer or assignment, a transferring OWNER shall continue to be obligated under this Agreement unless such transferring owner is given a release in writing by CITY, which release shall be provided by CITY upon the full satisfaction by such transferring owner of the following conditions:

(a) OWNER no longer has a legal or equitable interest in all or any part of the portion of the Property sold, transferred or assigned.

(b) OWNER is not then in default under this Agreement.

(c) OWNER has provided CITY with the notice and executed agreement required under Paragraph (b) of Subsection 2.4.1 above.

(d) The purchaser, transferee or assignee provides CITY with security equivalent to any security previously provided by OWNER to secure performance of its obligations hereunder.

2.4.3 Effect of Assignment and Release of Obligations. In the event of a sale, transfer or assignment pursuant to the provisions of Section 2.4.2 above:

(a) The assignee shall be liable for the performance of all obligations of OWNER with respect to transferred property, but shall have no obligations with respect to the portions of the Property, if any, not transferred (the "Retained Property").

(b) The owner of the Retained Property shall be liable for the performance of all obligations of OWNER with respect to Retained Property, but shall have no further obligations with respect to the transferred property.

(c) The assignee's exercise, use and enjoyment of the Property or portion thereof shall be subject to the terms of this Agreement to the same extent as if the assignee were the OWNER.

2.4.4 Subsequent Assignment. Any subsequent sale, transfer or assignment after an initial sale, transfer or assignment shall be made only in accordance with and subject to the terms and conditions of this Section 2.4.

2.4.5 Termination of Agreement with Respect to Individual Lots Upon Sale to Public and Completion of Construction. The provisions of Subsection 2.4.1 shall not apply to the sale or lease (for a period longer than one year) of any lot which has been finally subdivided and is individually (and not in "bulk") sold or leased to a member of the public or other ultimate user. Notwithstanding any other provisions of this Agreement, this Agreement shall terminate with respect to any lot and such lot shall be released and no longer be subject to this Agreement without the execution or recordation of any further document upon satisfaction of both of the following conditions:

(a) The lot has been finally subdivided and individually (and not in "bulk") sold or leased (for a period longer than one year) to a member of the public or other ultimate user; and,

(b) A certificate of occupancy has been issued for a building on the lot, and the fees set forth under Section 4 of this Agreement have been paid.

2.4.6 Partial Assignment and Assumption. CITY and OWNER agree OWNER may partially assign its obligations and rights under this Agreement, and all amendments hereto, to a purchaser, transferee or assignee of a lot, which has been subdivided subject to provisions of a partial assignment and assumption agreement in a form approved by CITY. Any such complete and executed partial assignment and assumption of this Agreement shall be submitted to CITY for approval pursuant to Section 2.4.1 of this Agreement. CITY shall review, and if the above conditions, including but not limited to, those conditions in Section 2.4.2, are satisfied, CITY may approve the partial assignment and release and notify the purchaser, transferee or

assignee in writing thereof. No such release approved pursuant to this Subsection 2.4.6 shall cause, or otherwise affect, a release of OWNER from the duties and obligations under this Agreement that are retained by OWNER and excluded from the transfer or assignment.

2.5 Amendment or Cancellation of Agreement. This Agreement may be amended or cancelled in whole or in part only in the manner provided for in Government Code Section 65868.1. Any amendment of this Agreement, which amendment has been requested by OWNER, shall be considered by the CITY only upon the payment of the applicable processing charge. This provision shall not limit any remedy of CITY or OWNER as provided by this Agreement. Either Party or successor in interest, may propose an amendment to or cancellation, in whole or in part, of this Agreement. Any amendment or cancellation shall be by mutual consent of the parties or their successors in interest except as provided otherwise in this Agreement or in Government Code Section 65865.1. For purposes of this section, the term "successor in interest" shall mean any person having a legal or equitable interest in the whole of the Property, or any portion thereof as to which such person wishes to amend or cancel this Agreement. The procedure for proposing and adopting an amendment to, or cancellation of, in whole or in part, this Agreement shall be the same as the procedure for adopting and entering into this Agreement in the first instance. Notwithstanding the foregoing sentence, if the CITY initiates the proposed amendment to, or cancellation of, in whole or in part, this Agreement, CITY shall first give notice to the OWNER of its intention to initiate such proceedings at least sixty (60) days in advance of the giving the public notice of intention to consider the amendment or cancellation.

2.5.1 Amendment to Reflect Consistency With Future Amendments to the Construction Agreement. To the extent any future amendment to the Construction Agreement provides for modifications to rights or obligations that differ from or alter the same or similar rights or obligations contained in this Development Agreement, OWNER reserves the right to request an amendment to the Development Agreement to reflect any or all of such modifications.

2.5.2 Minor Modification. Upon the written application of OWNER, minor modifications and changes to the Development Plan including modifications to building design or footprint (not affecting minimum setbacks), parking layout and design, and landscape area design may be approved by the Director of the Planning Department without the need to amend this Development Agreement. Other changes in the Development Plan shall be processed pursuant to the City Zoning Ordinance. It is also contemplated by CITY and OWNER that OWNER may, from time to time, seek amendments to one or more of the Development Approvals. Any such amendments are contemplated by CITY and OWNER as being within the scope of this Agreement as long as they are consistent with the Land Use Regulations and shall, upon approval by CITY, continue to constitute the Development Approvals as referenced herein. The parties agree that any such modifications or amendments shall not constitute an amendment to this Agreement nor require an amendment to this Agreement.

2.6 Termination. This Agreement shall be deemed terminated and of no further effect upon the occurrence of any of the following events:

(a) Expiration of the stated term of this Agreement as set forth in Section 2.3.

(b) Entry of a final judgment setting aside, voiding or annulling the adoption of the ordinance approving this Agreement.

(c) The adoption of a referendum measure overriding or repealing the ordinance approving this Agreement.

(d) Completion of the Project in accordance with the terms of this Agreement including issuance of all required occupancy permits and acceptance by CITY or applicable public agency of all required dedications.

Termination of this Agreement shall not constitute termination of any other land use entitlements approved for the Property. Upon the termination of this Agreement, no party shall have any further right or obligation hereunder except with respect to any obligation to have been performed prior to such termination or with respect to any default in the performance of the provisions of this Agreement which has occurred prior to such termination or with respect to any obligations which are specifically set forth as surviving this Agreement. Upon such termination, any public facilities and services mitigation fees paid pursuant to Section 4.2 of this Agreement by OWNER to CITY for residential units on which construction has not yet begun shall be refunded to OWNER by CITY.

2.7 Notices.

(a) As used in this Agreement, “notice” includes, but is not limited to, the communication of notice, request, demand, approval, statement, report, acceptance, consent, waiver, appointment or other communication required or permitted hereunder.

(b) All notices shall be in writing and shall be considered given either: (i) when delivered in person, including, without limitation, by courier, to the recipient named below; or (ii) on the date of delivery shown on the return receipt, after deposit in the United States mail in a sealed envelope as either registered or certified mail with return receipt requested, and postage and postal charges prepaid, and addressed to the recipient named below. All notices shall be addressed as follows:

If to CITY:
Scott Ochoa, City Manager
City of Ontario
303 East "B" Street
Ontario, CA 91764

If to OWNER:
Richland
Attn: Craig Cristina, Vice President
3161 Michelson Drive, Suite 425
Irvine, CA 92612

with a copy to:
Ruben Duran, City Attorney
Best Best & Krieger, LLP
2855 E Guasti Road
Ontario, CA 91761

with a copy to:
Richland
Attn: Legal Department
3161 Michelson Drive, Suite 425
Irvine, CA 92612

(c) Either party may, by notice given at any time, require subsequent notices to be given to another person or entity, whether a party or an officer or representative of a party, or to a different address, or both. Notices given before actual receipt of notice of change shall not be invalidated by the change.

3. DEVELOPMENT OF THE PROPERTY.

3.1 Rights to Develop. Subject to the terms of this Agreement including the Reservations of Authority, OWNER shall have a vested right to develop the Property in accordance with, and to the extent of, the Development Plan. The Project shall remain subject to all Subsequent Development Approvals required to complete the Project as contemplated by the Development Plan. Except as otherwise provided in this Agreement, the permitted uses of the Property, the density and intensity of use, the maximum height and size of proposed buildings, and provisions for reservation and dedication of land for public purposes shall be those set forth in the Development Plan.

3.2 Effect of Agreement on Land Use Regulations. Except as otherwise provided under the terms of this Agreement including the Reservations of Authority, the rules, regulations and official policies governing permitted uses of the Property, the density and intensity of use of the Property, the maximum height and size of proposed buildings, and the design, improvement and construction standards and specifications applicable to development of the Property shall be the Existing Land Use Regulations. In connection with any Subsequent Development Approval, CITY shall exercise discretion in accordance with the same manner as it exercises its discretion under its police powers, including the Reservations of Authority set forth herein; provided however, that such discretion shall not prevent development of the Property for the uses and to the density or intensity of development set forth in this Agreement.

3.3 Timing of Development. The parties acknowledge that OWNER cannot at this time predict when or the rate at which phases of the Property will be developed. Such decisions depend upon numerous factors which are not within the control of OWNER, such as market orientation and demand, interest rates, absorption, completion and other similar factors. Since the California Supreme Court held in Pardee Construction Co. v. City of Camarillo (1984) 37 Ca1. 3d 465, that the failure of the

parties therein to provide for the timing of development resulted in a later adopted initiative restricting the timing of development to prevail over such parties' agreement, it is the parties' intent to cure that deficiency by acknowledging and providing that OWNER shall have the right to develop the Property in such order and at such rate and at such times as OWNER deems appropriate within the exercise of its subjective business judgment.

3.4 Requirement for Public Infrastructure Improvements. Development of the Property is contingent in part on the phasing of area-wide infrastructure improvements over which the OWNER has control. The issuance of building permits by CITY for Model Units and Production Units is, in general, contingent on OWNER's completion of needed infrastructure improvements and the availability of improvements and services to serve the Property.

3.4.1 Attached hereto as Exhibit "F" is a description of the infrastructure improvements needed for the development of the Property ("the Infrastructure Improvement Exhibit").

3.4.2 Subject to the prior submittal by OWNER and approval by CITY of a plan to provide sufficient public infrastructure for the construction of a maximum number of Twenty-two (22) Model Units, private common recreation facilities and sales facilities. CITY may issue a maximum of Twenty-two (22) building permits for Model Units, private common recreation facilities and sales facilities. The plan to be submitted by OWNER for CITY approval shall describe the utilities and other infrastructure necessary to provide sufficient fire protection and other public health and safety requirements for the Model Units and other facilities.

3.5 Changes and Amendments. The parties acknowledge that refinement and further development of the Project will require Subsequent Development Approvals and may demonstrate that changes are appropriate and mutually desirable in the Existing Development Approvals. In the event OWNER finds that a change in the Existing Development Approvals is necessary or appropriate, OWNER shall apply for a Subsequent Development Approval to effectuate such change and CITY shall process and act on such application in accordance with the Existing Land Use Regulations, except as otherwise provided by this Agreement including the Reservations of Authority. If approved, any such change in the Existing Development Approvals shall be incorporated herein as an addendum to Exhibit "C", and may be further changed from time to time as provided in this Section. Unless otherwise required by law, as determined in CITY's reasonable discretion, a change to the Existing Development Approvals shall be deemed "minor" and not require an amendment to this Agreement provided such change does not:

(a) Alter the permitted uses of the Property as a whole; or,

(b) Increase the density or intensity of use of the Property as a whole; or,

(c) Increase the maximum height and size of permitted buildings; or,

(d) Delete a requirement for the reservation or dedication of land for public purposes within the Property as a whole; or,

(e) Constitute a project requiring a subsequent or supplemental environmental impact report pursuant to Section 21166 of the Public Resources Code.

3.6 Reservations of Authority.

3.6.1 Limitations, Reservations and Exceptions. Notwithstanding any other provision of this Agreement, the CITY shall not be prevented from applying new rules, regulations and policies upon the OWNER, nor shall a development agreement prevent the CITY from denying or conditionally approving any subsequent development project application on the basis of such new rules, regulations and policies where the new rules, regulations and policies consist of the following:

(a) Processing fees by CITY to cover costs of processing applications for development approvals or for monitoring compliance with any development approvals;

(b) Procedural regulations relating to hearing bodies, petitions, applications, notices, findings, records and any other matter of procedure;

(c) Regulations, policies and rules governing engineering and construction standards and specifications applicable to public and private improvements, including all uniform codes adopted by the CITY and any local amendments to those codes adopted by the CITY; provided however that, OWNER shall have a vested right to develop the Property in accordance with, and to the extent of, the standards and specifications that are expressly identified in the Specific Plan;

(d) Regulations that may conflict with this Agreement and the Development Plan but that are reasonably necessary to protect the residents of the project and/or of the immediate community from a condition perilous to their health or safety;

(e) Regulations that do not conflict with those rules, regulations and policies set forth in this Agreement or the Development Plan;

(f) Regulations that may conflict but to which the OWNER consents.

3.6.2 Subsequent Development Approvals. This Agreement shall not prevent CITY, in acting on Subsequent Development Approvals, from applying

Subsequent Land Use Regulations that do not conflict with the Development Plan, nor shall this Agreement prevent CITY from denying or conditionally approving any Subsequent Development Approval on the basis of the Existing Land Use Regulations or any Subsequent Land Use Regulation not in conflict with the Development Plan.

3.6.3 Modification or Suspension by State or Federal Law. In the event that State or Federal laws or regulations, enacted after the Effective Date of this Agreement, prevent or preclude compliance with one or more of the provisions of this Agreement, such provisions of this Agreement shall be modified or suspended as may be necessary to comply with such State or Federal laws or regulations, provided, however, that this Agreement shall remain in full force and effect to the extent it is not inconsistent with such laws or regulations and to the extent such laws or regulations do not render such remaining provisions impractical to enforce. In the event OWNER alleges that such State or Federal laws or regulations preclude or prevent compliance with one or more provisions of this Agreement, and the CITY does not agree, the OWNER may, at its sole cost and expense, seek declaratory relief (or other similar non-monetary remedies); provided however, that nothing contained in this Section 3.6.3 shall impose on CITY any monetary liability for contesting such declaratory relief (or other similar non-monetary relief).

3.6.4 Intent. The parties acknowledge and agree that CITY is restricted in its authority to limit its police power by contract and that the foregoing limitations, reservations and exceptions are intended to reserve to CITY all of its police power which cannot be so limited. This Agreement shall be construed, contrary to its stated terms if necessary, to reserve to CITY all such power and authority which cannot be restricted by contract.

3.7 Public Works; Utilities. If OWNER is required by this Agreement to construct any public works facilities which will be dedicated to CITY or any other public agency upon completion, and if required by applicable laws to do so, OWNER shall perform such work in the same manner and subject to the same requirements as would be applicable to CITY or such other public agency should it have undertaken such construction. As a condition of development approval, OWNER shall connect the Project to all utilities necessary to provide adequate water, recycled water, sewer, gas, electric, and other utility service to the Project. As a further condition of development approval, OWNER shall contract with the CITY for CITY-owned or operated utilities for this purpose, for such price and on such terms as may be available to similarly situated customers in the CITY.

(INSERT SPECIFIC INFRASTRUCUTRE IMPROVEMENTS)

3.7.1 OWNER agrees that development of the Project shall require the construction of Storm Drain facilities from the Property to the connection with the County Line Channel as described in Exhibit F. OWNER shall be responsible for

the construction of the necessary extension of master planned Storm Drain facilities.

3.7.2 OWNER agrees that development of the Project shall require the construction of street improvements as described in Exhibit E and depicted in Exhibit F.

3.7.3 OWNER agrees that development of the Property shall require the extension of permanent water and recycled water utility infrastructure as described in Exhibit E and depicted in Exhibit F consisting generally of the construction of the extension of permanent water and recycled water utility improvements to serve the Property. OWNER agrees that no building permits shall be issued by CITY for Production Units prior to completion of the water and recycled water Improvements as described in Exhibit E and depicted in Exhibit F. OWNER agrees that recycled water shall be available and utilized by OWNER for all construction-related water uses including prior to, and during, any grading of the Property.

3.7.4 OWNER agrees that NMC Builders shall be responsible for funding a portion of the design and construction of an additional extension of recycled water infrastructure in Riverside and Haven Avenues to be constructed by CITY. These recycled water Improvements shall also serve the Project. OWNER shall deposit, or shall have deposited, with NMC Builders an amount equal to the OWNER's capital contribution for the design and construction of the NMC Builders portion of the recycled water improvements in Riverside and Haven Avenues known as the "Phase 2 Recycled Water Improvements" within thirty (30) days after CITY requests such funds from NMC Builders. If OWNER has not deposited such amount, with NMC Builders within thirty (30) days after CITY requests such funds from NMC Builders, then CITY shall be entitled to withhold issuance of any further permits (whether discretionary or ministerial) for the Project unless and until OWNER deposits the amount of OWNER's capital contribution with NMC Builders for the design and construction of the NMC Builders portion of the Phase 2 Recycled Water System Improvements.

3.7.5 OWNER agrees that development of the Property shall require the extension of permanent sewer improvements, at OWNER's sole cost and expense, as described in the attached Exhibit E and depicted in Exhibit F consisting generally of the construction of the extension of sewer infrastructure to serve the Property.

3.7.6 OWNER agrees that development of the Property shall require the extension of permanent master planned fiber optic communications infrastructure, at OWNER's sole cost and expense, as described in the attached Exhibit F consisting generally of the construction of the extension of fiber optic communications infrastructure to serve the Property.

3.8 Acquisition of Offsite Provision of Real Property Interests. In any instance where OWNER is required by any Development Approval or Land Use Regulation and the Construction Agreement to construct any public improvement on land not owned by OWNER ("Offsite Improvements"), the CITY and OWNER shall cooperate in acquiring the necessary legal interest ("Offsite Property") in accordance with the procedures set forth in Section 2.4 of the Construction Agreement. This section 3.8 is not intended by the parties to impose upon the OWNER an enforceable duty to acquire land or construct any public improvements on land not owned by OWNER, except to the extent that the OWNER elects to proceed with the development of the Project, and then only in accordance with valid conditions imposed by the CITY upon the development of the Project under the Subdivision Map Act or other legal authority.

3.8.1 CITY Acquisition of Non-Construction Agreement Offsite Property. In the event OWNER is required to construct any public improvements on land not owned by OWNER, but such requirement is not based upon the Construction Agreement, Sections 3.8.1 and 3.8.2 shall control the acquisition of the necessary property interest(s) ("Non-Construction Agreement Offsite Property"). If the OWNER is unable to acquire such Non-Construction Agreement Offsite Property, and following the written request from the OWNER to CITY, CITY agrees to use reasonable and diligent good faith efforts to acquire the Non-Construction Agreement Offsite Property from the owner or owners of record by negotiation to the extent permitted by law and consistent with this Agreement. If CITY is unable to acquire the Non-Construction Agreement Offsite Property by negotiation within thirty (30) days after OWNER'S written request, CITY shall, initiate proceedings utilizing its power of eminent domain to acquire that Non-Construction Agreement Subject Property at a public hearing noticed and conducted in accordance with California Code of Civil Procedure Section 1245.235 for the purpose of considering the adoption of a resolution of necessity concerning the Non-Construction Agreement Offsite Property, subject to the conditions set forth in this Section 3.8. The CITY and OWNER acknowledge that the timelines set forth in this Section 3.8.1 represent the maximum time periods which CITY and OWNER reasonably believe will be necessary to complete the acquisition of any Non-Construction Agreement Offsite Property. CITY agrees to use reasonable good faith efforts to complete the actions described within lesser time periods, to the extent that it is reasonably able to do so, consistent with the legal constraints imposed upon CITY.

3.8.2 Owner's Option to Terminate Proceedings. CITY shall provide written notice to OWNER no later than fifteen (15) days prior to making an offer to the owner of the Non-Construction Agreement Offsite Property. At any time within that fifteen (15) day period, OWNER may, at its option, notify CITY that it wants CITY to cease all acquisition proceedings with respect to that Non-Construction Agreement Offsite Property, whereupon CITY shall cease such proceedings. CITY shall provide written notice to OWNER no later than fifteen (15) days prior to the date of the hearing on CITY'S intent to consider the adoption of a resolution of necessity as to any Non-Construction Agreement Offsite Property. At any time within that fifteen (15) day period, OWNER may, at its option, notify

CITY that it wants CITY to cease condemnation proceedings, whereupon CITY shall cease such proceedings. If OWNER does not notify CITY to cease condemnation proceedings within said fifteen (15) day period, then the CITY may proceed to consider and act upon the Non-Construction Agreement Offsite Property resolution of necessity. If CITY adopts such resolution of necessity, then CITY shall diligently institute condemnation proceedings and file a complaint in condemnation and seek an order of immediate possession with respect to the Non-Construction Agreement Offsite Property.

3.9 Regulation by Other Public Agencies. It is acknowledged by the parties that other public agencies not within the control of CITY possess authority to regulate aspects of the development of the Property separately from or jointly with CITY and this Agreement does not limit the authority of such other public agencies. CITY agrees to cooperate fully, at no cost to CITY, with OWNER in obtaining any required permits or compliance with the regulations of other public agencies provided such cooperation is not in conflict with any laws, regulations or policies of the CITY.

3.10 Tentative Tract Maps; Extension. With respect to applications by OWNER for tentative subdivision maps for portions of the Property, CITY agrees that OWNER may file and process tentative maps in accordance with Chapter 4.5 (commencing with Section 66498.1) of Division 2 of Title 7 of the California Government Code and the applicable provisions of CITY's subdivision ordinance, as the same may be amended from time to time. In accordance with the provisions of Section 66452.6 of the Government Code, each tentative subdivision map or tentative parcel map, heretofore or hereafter approved in connection with development of the Property, shall be deemed to have been granted an extension of time to and until the date that is five (5) years following the Effective Date of this Agreement.; The CITY's City Council may, in its discretion, extend any such map for an additional period of up to five (5) years beyond its original term, so long as the subdivider files a written request for an extension with the City prior to the expiration of the initial five (5) year term.

4. PUBLIC BENEFITS.

4.1 Intent. The parties acknowledge and agree that development of the Property will result in substantial public needs that will not be fully met by the Development Plan and further acknowledge and agree that this Agreement confers substantial private benefits on OWNER that should be balanced by commensurate public benefits. Accordingly, the parties intend to provide consideration to the public to balance the private benefits conferred on OWNER by providing more fully for the satisfaction of the public needs resulting from the Project.

4.2 Development Impact Fees.

4.2.1 Amount of Development Impact Fee. Development Impact Fees (DIF) shall be paid by OWNER. The Development Impact Fee amounts to be paid by OWNER shall be the amounts that are in effect at the time such amounts are due. Nothing contained in this Agreement shall affect the ability of the CITY to

impose new Development Impact Fees or amend the amounts of existing Development Impact Fees. Additionally, nothing contained in this Agreement shall affect the ability of other public agencies that are not controlled by CITY to impose and amend, from time to time, Development Impact Fees established or imposed by such other public agencies, even though such Development Impact Fees may be collected by CITY.

4.2.2 Time of Payment. The Development Impact Fees required pursuant to Subsection 4.2.1 shall be paid to CITY prior to the issuance of building permit for each applicable residential or other unit, except for the Open Space and Habitat Acquisition Development Impact fee, which shall be paid by OWNER to CITY prior to the issuance of a grading permit. Deferral of the payment of Development Impact Fees may be granted pursuant to a separate agreement approved by City pursuant to City policy. Any existing Development Impact Fee (DIF) credits held by the Owner or any affiliated entity shall be applied toward the payment of DIFs as required under Subsection 4.2.1.

4.2.3 Parkland and Quimby Act Fees. Pursuant to the General Plan (OntarioPlan) Goal PR1, Policy PR1-5 (achievement of a park standard of 5 acres of parkland per 1,000 residents) OWNER shall provide improved parks, developed in accordance with the City's park standards in an amount equal to two (2) acres per 1,000 of projected population without credit, reimbursement, offset or consideration from City. Such areas shall either be dedicated to the City or transferred to a homeowners' association. If approved by the City Manager, OWNER may satisfy this requirement through the development of non-public recreation facilities such as private recreational clubhouses or pool facilities. Credit for such private recreational facilities areas shall be limited to a maximum of 50% of the foregoing park development requirement. If OWNER's Project does not provide dedicated and developed park acreage equal to two (2) acres per 1,000 projected population, OWNER shall pay a fee in-lieu equal to the per acre estimated costs of acquisition and development of parkland in the City's Development Impact Fee for the calculated park acreage deficiency. Such in-lieu fee shall be due and payable prior to the issuance of the first building permit for Production Units issued to OWNER. Any park dedication and/or improvements in excess of such two (2) acres per thousand standard, provided such park has been developed in accordance with the City's park standards and is open to the public generally, shall entitle OWNER to a credit toward its obligations under the Quimby Act (Gov. Code, § 64477) and the City's implementing ordinance and/or resolution (collectively "**Quimby Act Obligations**"), and to the extent OWNER's Quimby Act Obligations are satisfied, OWNER shall be entitled to have the City acquire such developed and publicly available parks as Non-Program Interests in accordance with Section 4.3.3 below. **(Other provisions will be added that are Project-specific, if applicable).**

4.3 Responsibility for Construction of Public Improvements.

4.3.1 Timely Construction of Public Infrastructure. The phasing of the areawide infrastructure construction within the New Model Colony will be as approved by the CITY. OWNER shall be responsible for the timely construction and completion of all public infrastructure required for the Project as shown on the attached Exhibit "F" and any and all tentative tract map conditions. Unless otherwise specified in the Subdivision Agreement/Tract Map conditions, all other required Improvements for each Tract Map, shall be completed and operational prior to, and as a condition precedent to, OWNER requesting and CITY's granting of the first building permit for production units for each such Tract Map. All Infrastructure and Improvements shall be completed as required by the Subdivision Agreement/Tract Map conditions for Tract No. 20779.

4.3.2 Construction of DIF Program Infrastructure (Construction Agreement). To the extent OWNER is required to construct and completes construction of public improvements that are included in CITY's Development Impact Fee Program and the Construction Agreement between CITY and NMC Builders LLC, CITY agrees that CITY shall issue DIF Credit in accordance with the provisions of the Construction Agreement and any amendments thereto. Use of DIF Credit issued to OWNER as a member of NMC Builders LLC to offset OWNER's DIF payment obligations shall also be subject to the provisions of the Construction Agreement and any amendments thereto.

4.3.3 Construction of DIF Program Infrastructure (Non-Construction Agreement). To the extent OWNER is required to construct and completes construction of public improvements that are included in CITY's Development Impact Fee Program and such public improvements are not included the Construction Agreement between CITY and NMC Builders LLC, CITY agrees that CITY shall issue DIF Credit and DIF Reimbursement in accordance with the provisions of a separate Fee Credit Agreement between CITY and OWNER. Limitation on the use of DIF Credit issued to OWNER to offset OWNER's DIF payment obligations shall also be subject to the provisions of a separate Fee Credit Agreement. OWNER may also be eligible to receive reimbursement from DIF collected by CITY and paid by other development that benefits from OWNER's construction of DIF Program Infrastructure. Any such DIF Reimbursement shall be subject to a Fee Credit Agreement between CITY and OWNER. CITY and OWNER agree that the Fee Credit Agreement between CITY and OWNER shall comply with CITY's adopted policies applicable to such agreements.

4.3.4 Availability and use of Recycled Water. OWNER agrees that recycled water shall be available and utilized by OWNER for all construction-related water uses including prior to, and during, any grading of the Property.

4.4 Affordable Housing Requirement.

4.4.1 Affordable Housing- Number of Units. OWNER shall provide a minimum number of affordable housing units, equivalent to 10% of the OWNER's total

approved residential units within the Project, that are affordable to very low, low and moderate income households. Such requirement for affordable housing shall be met through one, or a combination of one or more, of the options provided in the following SectionsF 4.3.2.1 through 4.3.2.1. For the purposes of this Section, any term not defined in this Agreement shall be as defined by California Community Redevelopment Law (California Health and Safety Code Section 33000 et seq.).

4.4.2 Affordability Spread. Of the total number of residential dwelling units specified in Section 4.4.1, to be constructed or rehabilitated pursuant to Sections 4.4.2.1 or 4.4.2.2 respectively, thirty percent (30%) shall be available to very low income, thirty percent (30%) shall be available to low income and forty percent (40%) shall be available to moderate income households. "**Households**" shall be as defined by California Health and Safety Code Section 50053.

4.4.2.1 New Construction. If OWNER elects to fully or partially satisfy the affordable housing requirement by the construction of new residential units, it shall construct and restrict the affordability of residential dwelling units within its Project or, at OWNER's option and with the approval of the City, within another project elsewhere within the City. The affordable units constructed shall be intermingled with other units as part of the Project, and shall be built to the same construction, design and aesthetic standards, as well as number of rooms, as other units constructed as part of that OWNER's Project. In addition, the percentage ratio of affordable units offered for sale versus those offered for rent shall equal the percentage ratio of other units offered for sale versus for rent within OWNER's Project. Such construction shall be completed no later than the date that is five (5) years following the issuance of the first building permit for OWNER's Project; provided however that to the extent OWNER has not constructed the required percentage of units, based on the number of building permits for non-restricted units, OWNER shall, prior to the issuance of such building permits, provide security (in the form and substance approved by the City Manager and City Attorney) to City in order to ensure the faithful completion of such required percentage of construction of affordable units. If OWNER elects the option of constructing new affordable units, a detailed Affordable Housing Agreement specifying terms for the allowable monthly housing costs or rents (as applicable) and maintenance and occupancy standards shall be prepared, executed and recorded against such units as a condition to the issuance of a building permit. The Affordable Housing Agreement shall hold a recorded priority position senior to any other non-statutory lien or encumbrance affecting the unit.

4.4.2.2 Rehabilitation. If OWNER elects to fully or partially satisfy the affordable housing requirement by the substantial rehabilitation of existing residential units in the City, it shall substantially rehabilitate and restrict the affordability of, the number of residential units specified in Section 4.4.1, provided that such units shall be provided elsewhere within the City. The

rehabilitation work shall be substantial and of high quality and shall also address any deferred property maintenance issues on the property. "**Substantial rehabilitation**" shall mean rehabilitated multi-family rented dwelling units with three or more units and the value of the rehabilitation constitutes 25 percent of the after rehabilitation value of the dwelling, inclusive of land value pursuant to Health and Safety Code Section 33413(b)(2)(A)(iii-iv) as such section exists as of the Effective Date of this Agreement. If OWNER chooses the option of rehabilitation of existing housing units within the City, a detailed Affordable Housing Agreement specifying the terms for the allowable month housing costs or rents (as applicable) and maintenance and occupancy standards shall be prepared, executed and recorded against such units as a condition to the issuance of a building permit. Such rehabilitation shall be completed no later than the date that is five (5) years following the issuance of the first building permit for OWNER's Project; provided however that to the extent OWNER has not rehabilitated the required percentage of units, based on the number of building permits, OWNER shall, prior to the issuance of such building permits, provide security (in the form and substance approved by the City Manager and City Attorney) to the City in order to ensure the faithful completion of such required percentage of rehabilitation.

4.4.2.3 In-Lieu Fee. If OWNER has not fully complied with the requirements of Section 4.4.1 by providing the minimum number of affordable units through the construction of new affordable units or by the substantial rehabilitation of existing units, shall pay an "**Affordability In-Lieu Fee**". If OWNER has not provided any affordable residential units by construction or rehabilitation, the Affordability In-Lieu fee shall be equal to Three Dollars and Forty-Six Cents ($3.46) per square foot of residential development within OWNER's Project or, if pre-paid as set forth below, Three Dollars and Four Cents ($3.04) per square foot of residential development within OWNER's Project. If OWNER has partially complied with the requirements of Section 4.4.1 by construction or rehabilitation of less than the minimum number of units, then the Affordability In-lieu Fee shall be recalculated and reduced in consideration of the number and type of affordable units provided. The Affordability In-Lieu Fee shall be paid by OWNER to City no later than prior to the issuance of each building permit within OWNER's Project based on the square footage of the residential unit for which such building permit is sought; provided however that OWNER may, at OWNER's election, pre-pay such Affordability In-Lieu Fee by paying such Affordability In-Lieu Fee within thirty (30) days following the earliest discretionary approval by the City for OWNER's Project, including, but not limited to, any general plan amendment, specific plan adoption, development agreement, tentative map approval, variance, conditional use permit, or resolution of intention to form any public financing mechanism. Three Dollars and Forty-Six Cents ($3.46) Three Dollars and Four Cents ($3.04) per square foot amounts shall automatically be increased annually, commencing on July 1, 2025, and automatically each July 1 thereafter.

Such adjustment shall be based on the percentage increase (but no decrease) in the Consumer Price Index (Riverside - San Bernardino - Ontario, CA), (December 2017=100) over the preceding year. The pre-paid Affordability In-Lieu Fee shall be calculated based on the maximum floor area ratio (FAR) permitted within the General Plan and any applicable FAR contained within the applicable specific plan, whichever is greater, and the Maximum Development Density. For purposes of this Agreement, "**Maximum Development Density**" shall be determined by multiplying the OWNER's Project's density for residential development potential as set forth in the General Plan or the applicable Specific Plan, whichever is less, by the net acreage of land within OWNER's Project. All "Affordability In-Lieu Fees" collected by the City shall be used to promote the construction of affordable housing within the City.

4.4.2.4 Affordability Covenants. Prior to the issuance of the first building permit for any affordable unit, the City and OWNER shall enter into an Affordable Housing Agreement Affordability shall be assured for a period of forty-five (45) years for for-sale units and fifty-five (55) years for rentals. For rental units, base rents shall be established by the City and rental adjustments required by the City shall be performed on an annual basis. In addition, the Affordable Housing Agreement shall impose maximum occupancy limits of 2 occupants per bedroom plus 1 additional occupant per dwelling unit, and a requirement for the owner or tenant to properly maintain each dwelling unit.

4.4.2.5 Transfer of Affordable Project. No transfer of title to any affordable housing project shall occur without the prior written consent of the City. In the event OWNER transfers title to any affordable housing project required to be constructed pursuant to this Agreement to a non-profit entity, or other entity, that receives an exemption from ad valorem real property taxes, the City shall be required to assure payment of an annual in lieu fee to the City on July 1 of each year equal to one-tenth of one percent (0.1%) of the assessed value of such project. The City may permit OWNER to satisfy this obligation by recorded covenants against the property and enforceable against said entity by the City. Any such covenants shall be approved by the Planning Director and the City Attorney.

4.5 Schools Obligations.

4.5.1 Written Evidence of Compliance with Schools Obligations. OWNER shall, either through joint or individual agreements between OWNER and the applicable school district(s), shall satisfy its new school obligations. The new school obligations for the Mountain View School District in the Ontario Ranch area have been projected to include the acquisition or dedication of school sites for, and construction of, up to eight (8) schools. Of these eight (8) schools, six (6) are to be elementary (K-5) grade schools and two (2) are to be middle grade schools. The new school obligations for the Chaffey Joint Union High School

District in the Ontario Ranch area have been projected to include the dedication of a school site for, and construction of, an additional high school. The new school obligations for the applicable school district shall be met by a combination of the following: (1) designating and dedicating school site(s) within the Property as set forth in the General Plan, and/or (2) paying school impact fees, (3) entering into a joint mitigation agreement or individual mitigation agreements, or (4) any combination of the foregoing. Written evidence of approval by the applicable school district that OWNER has met their school obligations may be required by the City as the condition to the issuance by the City of any entitlements for OWNER's Project. In the event OWNER is unable to provide such written evidence from the applicable school district(s), the City shall have the right to decline to honor any DIF Credit, Certificates of MDD Availability, Certificates of Storm Water Treatment Capacity Availability, or any combination thereof, presented by such OWNER, without liability to the City. To the extent that a joint mitigation agreement is approved by the applicable school district(s), and OWNER is a participant in good standing in such mitigation agreement, OWNER shall be deemed to have mitigated its new school obligations under this Section 4.4.1.

4.6 Net MDD/Water Availability Equivalents.

4.6.1 Effectiveness of Agreement. Notwithstanding anything else set forth in this Agreement, CITY and OWNER each acknowledge, confirm, and agree, that (i) the City approval of this Agreement and (ii) the effectiveness of this Agreement, in each case, is conditioned upon OWNER's admission to NMC Builders as a "Member" thereof pursuant to the terms and conditions of the operating agreement of NMC Builders. OWNER and CITY agree that OWNER shall become a Member of NMC Builders within 30 days of the effective date of this Agreement.

4.6.1 Assigned Net MDD/Water Availability Equivalents. The City has agreed with NMC Builders LLC to reserve exclusively for Members of NMC Builders, including OWNER, Net MDD made available through the construction of water system improvements funded by NMC Builders LLC. NMC Builders has assigned to OWNER its allocable share of the Net MDD issued by City. The provisions of the Construction Agreement Amendment requires that the City shall not approval a final tract map or issue building permits or certificates of occupancy for the area of development within the New Model Colony served by the water system improvements funded by NMC Builders LLC, except to the bearer of an Assignment of Net MDD Water Availability.

4.6.2 Requirement of NMC Builders, LLC Membership as a Phase 2 Water Member. OWNER and CITY agree that OWNER's' payment to CITY required by Section 4.6.3 below represents OWNER's contribution to the funding required for the future construction of the Phase 2 Water Improvements and the availability of additional Net MDD Water Availability required for the development of the Property described in Exhibit A of this Agreement.

4.6.3 CITY issuance of Water Availability Equivalents. Within 30 days after the effectiveness of this Development Agreement OWNER shall pay or have paid to City the applicable Phase 2 Water Participation Fee. The Phase 2 Water Participation Fee shall be the calculated based on the amount of the Regional Water DIF for the applicable land use category and the square footage of the applicable buildings. The calculated amount of the Phase 2 Water Participation Fee shall be paid to City within 30 days after the effective date of this Agreement or, at OWNER's option, the Phase 2 Water Participation Fee may be paid to City in two (2) installments. The first installment shall be fifty percent (50%) of the total Phase 2 Water Participation Fee and such first installment shall be due and payable to City within 30 days after the effective date of this Development Agreement. The second installment shall be the remaining amount of the Phase 2 Water Participation Fee and such second installment shall be due and payable to City within one (1) year after the payment of the first installment, or prior to, and as a condition precedent to, the recording of any final Parcel Map for the Project, whichever occurs first. Upon OWNER's complete payment to CITY of the Phase 2 Water Participation Fee CITY shall issue a Certificate of Water Availability Equivalents in the form attached hereto as Exhibit G. Such Water Availability Equivalents Certificate shall be issued by CITY within thirty (30) days of the receipt of such required payment. CITY and OWNER agree that the amount of Water Availability Equivalents issued to OWNER shall be based on the maximum projected need for Water Availability Equivalents required for the Property based upon water demand factors and assumptions listed in Exhibit C-2R of the Phase 2 Water Amendment to the Construction Agreement "Water Demand Equivalents by Land Use" for each land use category. Additionally, within five (5) business days of CITY's receipt of OWNER's payment as required under this Section 4.6.2, CITY shall issue a certificate of DIF Credit against OWNER's DIF obligations in the Regional Water DIF Category.

4.6.2 Use of Assigned Net MDD Water Availability. OWNER shall provide evidence of sufficient Net MDD Water Availability Equivalents (or portions thereof) prior to and as a condition precedent to, the City's approval of any and all tract maps for the Property. The amount of Net MDD Water Availability Equivalents required for City's approval of a tract map shall be based upon water demand factors and assumptions listed in Exhibit C-2R of the Construction Agreement Amendment as "Water Demand Equivalents by Land Use" for each land use category.

4.6.3 Requirement for other Water System Improvements. A Certificate of Net MDD Availability is evidence only of available water capacity and does not satisfy any other conditions applicable to an OWNER's Project, including those relating to design and construction of master-planned potable water and recycled water transmission and distribution system for the respective pressure zone and other public infrastructure requirements.

4.7 Storm Water Capacity Availability.

4.7.1 Requirement for Storm Water Treatment Capacity Availability. OWNER shall provide evidence of sufficient Storm Water Treatment Capacity Availability as reserved in a Certificate of Storm Water Treatment Capacity Availability the same manner and subject to the same limitations as provided for the assignment of Certificates of Net MDD Availability in Section 4.6 of this Agreement.

4.7.2 Use of Storm Water Treatment Capacity Availability. The amount of Storm Water Treatment Capacity Availability required for the issuance of a grading permit to OWNER shall be based upon the Net Residential Acreage of the area to be graded regardless of the corresponding use.

4.7.3 Requirement for other Storm Water Improvements. The Certificate of Storm Water Treatment Capacity Availability is evidence only of available storm water treatment capacity and does not satisfy any other conditions applicable to a particular development project, including those relating to on-site water treatment, water quality, connection to the storm water collection system, or other public infrastructure requirements.

4.8 Maintenance of Open Space. OWNER shall provide for the ongoing maintenance of all park, common areas and open space areas within the Project as more particularly set forth in the Specific Plan, through a homeowners' association as approved by the CITY. Covenants, conditions and restrictions establishing any homeowners' association shall be approved by the Planning Director and City Attorney.

4.9 Compliance with Public Benefits Requirements.

4.9.1 Failure to Provide Public Benefits. In the event OWNER fails or refuses to comply with any condition referenced in Section 4.1 through 4.9, or challenges (whether administratively or through legal proceedings) the imposition of such conditions, OWNER shall be deemed in default of this Agreement pursuant to Section 8.4 hereof, thereby entitling the City to any and all remedies available to it, including, without limitation, the right of the City to withhold OWNER's Project-related building permits, certificates of occupancy, or discretionary approvals, without liability.

5. FINANCING OF PUBLIC IMPROVEMENTS.

5.1 Financing Mechanism(s). In accordance with the Memorandum of Agreement between the CITY and NMC Builders, CITY will cooperate with OWNER in the formation of a CFD, or CFDs, to include all of the Project, to provide a financing mechanism to reimburse the OWNER for funds paid to NMC Builders LLC for OWNER's share of the costs of public infrastructure pursuant to the Construction Agreement and to acquire other public facilities constructed by OWNER subject to the provisions of the Memorandum of Agreement between CITY and NMC Builders LLC. Notwithstanding such reimbursements and acquisitions, OWNER shall remain entitled to DIF Credits as provided for in Article 3 of the Construction Agreement and/or as provided for in a separate Fee Credit Agreement between CITY and OWNER. OWNER

agrees that, prior to the recordation of any Tract Map for the Property, the Property shall be included in a CFD to finance City services through annual special taxes that will initially be $1,426.38 per Single Family Detached Dwelling Unit, $1,236.46 per Multiple-Family Dwelling Unit, $1,036.38 per Gated Apartment Community Dwelling Unit, and $.26 per square foot for Non-Residential buildings. These amounts shall be subject to an automatic increase at a rate not to exceed four (4%) percent per year, unless otherwise modified by the CITY. CITY shall be the sole and exclusive lead agency in the formation of any CFD, assessment district or other public financing mechanism within the Property; provided however, that the proceeds of any such CFD, assessment district, or financing mechanism may be used, subject to restrictions that may be imposed by applicable law, for the purposes of acquiring, constructing or maintaining public facilities to be owned or operated by other public agencies, including, without limitation those facilities owned or operated by a school district. In addition to the rights of the CITY pursuant to section 5.2 hereof, CITY shall have the right, but not the obligation, to condition the formation of any CFD, assessment district or other public financing mechanism within the Property on the OWNER mitigating all Project-related impacts to the applicable school district(s) as required by such school district(s). Written evidence by such school district(s) may be required by the CITY as the condition to the formation of any CFD, assessment district or other public financing mechanism within the Property, or any steps preliminary thereto, including, without limitation, the adoption of any resolution of intention to form such CFD, assessment district or other public financing mechanism within the Property. It is not the intent of the parties hereto, by this provision, to prohibit or otherwise limit the City's ability to take any and all necessary steps requisite to the formation of the CFD to finance City services through annual special taxes as set forth in this Section 5.1. Formation of any CFD, assessment district or other public financing mechanism within the Property, shall be subject to CITY's ability to make all findings required by applicable law and complying with all applicable legal procedures and requirements including, without limitation, CITY's public financing district policies as such policies may be amended from time to time. Notwithstanding the foregoing, it is acknowledged and agreed by the parties that nothing contained in this Agreement shall be construed as requiring CITY or the City Council to form any such district or to issue and sell bonds.

6. REVIEW FOR COMPLIANCE.

6.1 Periodic and Special Reviews.

6.1.1 Time for and Initiation of Periodic Review. The CITY shall review this Agreement every twelve (12) months from the Effective Date in order to ascertain the good faith compliance by the OWNER with the terms of this Agreement. The OWNER shall submit an Annual Monitoring Report to CITY, in a form acceptable to the City Manager, along with any applicable processing charge within ten (10) days after each anniversary date of the Effective Date of this Agreement. Within fifteen (15) days after the receipt of the Annual Monitoring Report, CITY shall review the Annual Monitoring Report. Prior to the expiration of the fifteen (15) day review period, CITY shall either issue a notice of continuing compliance or a

notice of non-compliance and a notice of CITY's intent to conduct a Special Review pursuant to Sections 6.1.2 through 6.1.6. Issuance of a notice of continuing compliance may be issued by the City Manager or his designee.

6.1.2 Initiation of Special Review. A special review may be called either by agreement between the parties or by initiation in one or more of the following ways:

(1) Recommendation of the Planning staff;

(2) Affirmative vote of at least four (4) members of the Planning Commission; or

(3) Affirmative vote of at least three (3) members of the City Council.

6.1.3 Notice of Special Review. The City Manager shall begin the special review proceeding by giving notice that the CITY intends to undertake a special review of this Agreement to the OWNER. Such notice shall be given at least ten (10) days in advance of the time at which the matter will be considered by the Planning Commission.

6.1.4 Public Hearing. The Planning Commission shall conduct a hearing at which the OWNER must demonstrate good faith compliance with the terms of this Agreement. The burden of proof on this issue is upon the OWNER.

6.1.5 Findings Upon Public Hearing. The Planning Commission shall determine upon the basis of substantial evidence whether or not the OWNER has, for the period under review, complied in good faith with the terms and conditions of this Agreement.

6.1.6 Procedure Upon Findings.

(a) If the Planning Commission finds and determines on the basis of substantial evidence that the OWNER has complied in good faith with the terms and conditions of this Agreement during the period under review, the review for that period is concluded.

(b) If the Planning Commission finds and determines on the basis of substantial evidence that the OWNER has not complied in good faith with the terms and conditions of this Agreement during the period under review, the Planning Commission may recommend to the City Council to modify or terminate this Agreement.

(c) The OWNER may appeal a determination pursuant to paragraph (b) to the City Council in accordance with the CITY's rule for consideration of appeals in zoning matters generally.

6.2 Proceedings Upon Modification or Termination. If, upon a finding under Section 6.1.6(b), the CITY determines to proceed with modification or termination of this Agreement, the CITY shall give notice to the property OWNER of its intention so to do. The notice shall contain:

(a) The time and place of the hearing;

(b) A statement as to whether or not the CITY proposes to terminate or to modify this Agreement; and

(c) Other information that the CITY considers necessary to inform the OWNER of the nature of the proceeding.

6.3 Hearing on Modification or Termination. At the time and place set for the hearing on modification or termination, the OWNER shall be given an opportunity to be heard. The OWNER shall be required to demonstrate good faith compliance with the terms and conditions of this Agreement. The burden of proof on this issue shall be on the OWNER. If the City Council finds, based upon substantial evidence in the administrative record, that the OWNER has not complied in good faith with the terms and conditions of the agreement, the City Council may terminate or modify this Agreement and impose those conditions to the action it takes as it considers necessary to protect the interests of the CITY. The decision of the City Council shall be final, subject only to judicial review pursuant to Section 1094.5 of the Code of Civil Procedure.

6.4 Certificate of Agreement Compliance. If, at the conclusion of a Periodic or Special Review, OWNER is found to be in compliance with this Agreement, CITY shall, upon written request by OWNER, issue a Certificate of Agreement Compliance ("Certificate") to OWNER stating that after the most recent Periodic or Special Review and based upon the information known or made known to the Planning Director and City Council that (1) this Agreement remains in effect and (2) OWNER is not in default. The Certificate shall be in recordable form, shall contain information necessary to communicate constructive record notice of the finding of compliance, shall state whether the Certificate is issued after a Periodic or Special Review and shall state the anticipated date of commencement of the next Periodic Review. OWNER may record the Certificate with the County Recorder. Whether or not the Certificate is relied upon by assignees or other transferees or OWNER, CITY shall not be bound by a Certificate if a default existed at the time of the Periodic or Special Review, but was concealed from or otherwise not known to the Planning Director or City Council.

7. [RESERVED]

8. DEFAULT AND REMEDIES.

8.1 Remedies in General. It is acknowledged by the parties that CITY would not have entered into this Agreement if it were to be liable in damages under this Agreement, or with respect to this Agreement or the application thereof.

In general, each of the parties hereto may pursue any remedy at law or equity available for the breach of any provision of this Agreement, except that CITY shall not be liable in damages to OWNER, or to any successor in interest of OWNER, or to any other person, and OWNER covenants not to sue for damages or claim any damages:

(a) For any breach of this Agreement or for any cause of action which arises out of this Agreement; or

(b) For the taking, impairment or restriction of any right or interest conveyed or provided under or pursuant to this Agreement; or

(c) Arising out of or connected with any dispute, controversy or issue regarding the application or interpretation or effect of the provisions of this Agreement.

8.2 Specific Performance. The parties acknowledge that money damages and remedies at law generally are inadequate and specific performance and other non-monetary relief are particularly appropriate remedies for the enforcement of this Agreement and should be available to all parties for the following reasons:

(a) Money damages are unavailable against CITY as provided in Section 8.1 above.

(b) Due to the size, nature and scope of the project, it may not be practical or possible to restore the Property to its natural condition once implementation of this Agreement has begun. After such implementation, OWNER may be foreclosed from other choices it may have had to utilize the Property or portions thereof. OWNER has invested significant time and resources and performed extensive planning and processing of the Project in agreeing to the terms of this Agreement and will be investing even more significant time and resources in implementing the Project in reliance upon the terms of this Agreement, and it is not possible to determine the sum of money which would adequately compensate OWNER for such efforts.

8.3 Release. Except for nondamage remedies, including the remedy of specific performance and judicial review as provided for in Section 6.5, OWNER, for itself, its successors and assignees, hereby releases the CITY, its officers, agents and employees from any and all claims, demands, actions, or suits of any kind or nature arising out of any liability, known or unknown, present or future, including, but not limited to, any claim or liability, based or asserted, pursuant to Article I, Section 19 of the California Constitution, the Fifth Amendment of the United States Constitution, or any other law or ordinance which seeks to impose any other liability or damage, whatsoever, upon the CITY because it entered into this Agreement or because of the terms of this Agreement.

8.4 Termination or Modification of Agreement for Default of OWNER. Subject to the provisions contained in Subsection 6.3 herein, CITY may terminate or modify this Agreement for any failure of OWNER to perform any material duty or obligation of OWNER under this Agreement, or to comply in good faith with the terms of this Agreement (hereinafter referred to as “default”); provided, however, CITY may terminate

or modify this Agreement pursuant to this Section only after providing written notice to OWNER of default setting forth the nature of the default and the actions, if any, required by OWNER to cure such default and, where the default can be cured, OWNER has failed to take such actions and cure such default within 60 days after the effective date of such notice or, in the event that such default cannot be cured within such 60 day period but can be cured within a longer time, has failed to commence the actions necessary to cure such default within such 60 day period and to diligently proceed to complete such actions and cure such default.

8.5 Termination of Agreement for Default of CITY. OWNER may terminate this Agreement only in the event of a default by CITY in the performance of a material term of this Agreement and only after providing written notice to CITY of default setting forth the nature of the default and the actions, if any, required by CITY to cure such default and, where the default can be cured, CITY has failed to take such actions and cure such default within 60 days after the effective date of such notice or, in the event that such default cannot be cured within such 60 day period but can be cured within a longer time, has failed to commence the actions necessary to cure such default within such 60 day period and to diligently proceed to complete such actions and cure such default.

9. THIRD PARTY LITIGATION.

9.1 General Plan Litigation. CITY has determined that this Agreement is consistent with its Comprehensive General Plan, as such General Plan exists as of the Effective Date ("General Plan"), and that the General Plan meets all requirements of law. OWNER has reviewed the General Plan and concurs with CITY's determination. CITY shall have no liability in damages under this Agreement for any failure of CITY to perform under this Agreement or the inability of OWNER to develop the Property as contemplated by the Development Plan of this Agreement as the result of a judicial determination that on the Effective Date, or at any time thereafter, the General Plan, or portions thereof, are invalid or inadequate or not in compliance with law.

9.2 Third Party Litigation Concerning Agreement. OWNER shall defend, at its expense, including attorneys' fees, indemnify, and hold harmless CITY, its agents, officers and employees from any claim, action or proceeding against CITY, its agents, officers, or employees to attack, set aside, void, or annul the approval of this Agreement or the approval of any permit granted pursuant to this Agreement. CITY shall promptly notify OWNER of any such claim, action or proceeding, and CITY shall cooperate in the defense. If CITY fails to promptly notify OWNER of any such claim, action or proceeding, or if CITY fails to cooperate in the defense, OWNER shall not thereafter be responsible to defend, indemnify, or hold harmless CITY. CITY may in its discretion participate in the defense of any such claim, action or proceeding.

9.3 Indemnity. In addition to the provisions of 9.2 above, OWNER shall indemnify and hold CITY, its officers, agents, employees and independent contractors free and harmless from any liability whatsoever, based or asserted upon any act or omission of OWNER, its officers, agents, employees, subcontractors and independent contractors, for property damage, bodily injury, or death (OWNER's employees

included) or any other element of damage of any kind or nature, relating to or in any way connected with or arising from the activities contemplated hereunder, including, but not limited to, the study, design, engineering, construction, completion, failure and conveyance of the public improvements, save and except claims for damages arising through the sole active negligence or sole willful misconduct of CITY. OWNER shall defend, at its expense, including attorneys' fees, CITY, its officers, agents, employees and independent contractors in any legal action based upon such alleged acts or omissions. CITY may in its discretion participate in the defense of any such legal action.

9.4 Environment Assurances. OWNER shall indemnify and hold CITY, its officers, agents, and employees free and harmless from any liability, based or asserted, upon any act or omission of OWNER, its officers, agents, employees, subcontractors, predecessors in interest, successors, assigns and independent contractors for any violation of any federal, state or local law, ordinance or regulation relating to industrial hygiene or to environmental conditions on, under or about the Property, including, but not limited to, soil and groundwater conditions, and OWNER shall defend, at its expense, including attorneys' fees, CITY, its officers, agents and employees in any action based or asserted upon any such alleged act or omission. CITY may in its discretion participate in the defense of any such action.

9.5 Reservation of Rights. With respect to Sections 9.2, 9.3 and 9.4 herein, CITY reserves the right to either (1) approve the attorney(s) which OWNER selects, hires or otherwise engages to defend CITY hereunder, which approval shall not be unreasonably withheld, or (2) conduct its own defense, provided, however, that OWNER shall reimburse CITY forthwith for any and all reasonable expenses incurred for such defense, including attorneys' fees, upon billing and accounting therefor.

9.6 Survival. The provisions of this Sections 9.1 through 9.6, inclusive, shall survive the termination of this Agreement.

10. MORTGAGEE PROTECTION.

The parties hereto agree that this Agreement shall not prevent or limit OWNER, in any manner, at OWNER's sole discretion, from encumbering the Property or any portion thereof or any improvement thereon by any mortgage, deed of trust or other security device securing financing with respect to the Property. CITY acknowledges that the lenders providing such financing may require certain Agreement interpretations and modifications and agrees upon request, from time to time, to meet with OWNER and representatives of such lenders to negotiate in good faith any such request for interpretation or modification. CITY will not unreasonably withhold its consent to any such requested interpretation or modification provided such interpretation or modification is consistent with the intent and purposes of this Agreement. Any Mortgagee of the Property shall be entitled to the following rights and privileges:

(a) Neither entering into this Agreement nor a breach of this Agreement shall defeat, render invalid, diminish or impair the lien of any mortgage on the Property made in good faith and for value, unless otherwise required by law.

(b) The Mortgagee of any mortgage or deed of trust encumbering the Property, or any part thereof, which Mortgagee, has submitted a request in writing to the CITY in the manner specified herein for giving notices, shall be entitled to receive written notification from CITY of any default by OWNER in the performance of OWNER's obligations under this Agreement.

(c) If CITY timely receives a request from a Mortgagee requesting a copy of any notice of default given to OWNER under the terms of this Agreement, CITY shall provide a copy of that notice to the Mortgagee within ten (10) days of sending the notice of default to OWNER. The Mortgagee shall have the right, but not the obligation, to cure the default during the remaining cure period allowed such party under this Agreement.

(d) Any Mortgagee who comes into possession of the Property, or any part thereof, pursuant to foreclosure of the mortgage or deed of trust, or deed in lieu of such foreclosure, shall take the Property, or part thereof, subject to the terms of this Agreement. Notwithstanding any other provision of this Agreement to the contrary, no Mortgagee shall have an obligation or duty under this Agreement to perform any of OWNER's obligations or other affirmative covenants of OWNER hereunder, or to guarantee such performance; provided, however, that to the extent that any covenant to be performed by OWNER is a condition precedent to the performance of a covenant by CITY, the performance thereof shall continue to be a condition precedent to CITY's performance hereunder, and further provided that any sale, transfer or assignment by any Mortgagee in possession shall be subject to the provisions of Section 2.4 of this Agreement.

11. MISCELLANEOUS PROVISIONS.

11.1 Recordation of Agreement. This Agreement and any amendment or cancellation thereof shall be recorded with the San Bernardino County Recorder by the City Clerk within the ten (10) days after the CITY executes this Agreement, as required by Section 65868.5 of the Government Code. If the parties to this Agreement or their successors in interest amend or cancel this Agreement as provided for herein and in Government Code Section 65868, or if the CITY terminates or modifies the agreement as provided for herein and in Government Code Section 65865.1 for failure of the applicant to comply in good faith with the terms or conditions of this Agreement, the City Clerk shall have notice of such action recorded with the San Bernardino County Recorder.

11.2 Entire Agreement. This Agreement sets forth and contains the entire understanding and agreement of the parties, and there are no oral or written representations, understandings or ancillary covenants, undertakings or agreements which are not contained or expressly referred to herein. No testimony or evidence of any such representations, understandings or covenants shall be admissible in any proceeding of any kind or nature to interpret or determine the terms or conditions of this Agreement.

11.3 Severability. If any term, provision, covenant or condition of this Agreement shall be determined invalid, void or unenforceable, the remainder of this Agreement shall not be affected thereby to the extent such remaining provisions are not rendered impractical to perform taking into consideration the purposes of this Agreement. Notwithstanding the foregoing, the provision of the Public Benefits set forth in Section 4 of this Agreement, including the payment of the fees set forth therein, are essential elements of this Agreement and CITY would not have entered into this Agreement but for such provisions, and therefore in the event such provisions are determined to be invalid, void or unenforceable, this entire Agreement shall be null and void and of no force and effect whatsoever.

11.4 Interpretation and Governing Law. This Agreement and any dispute arising hereunder shall be governed and interpreted in accordance with the laws of the State of California. This Agreement shall be construed as a whole according to its fair language and common meaning to achieve the objectives and purposes of the parties hereto, and the rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not be employed in interpreting this Agreement, all parties having been represented by counsel in the negotiation and preparation hereof.

11.5 Section Headings. All section headings and subheadings are inserted for convenience only and shall not affect any construction or interpretation of this Agreement.

11.6 Singular and Plural. As used herein, the singular of any word includes the plural.

11.7 Joint and Several Obligations. Subject to section 2.4, if at any time during the term of this Agreement the Property is owned, in whole or in part, by more than one owner, all obligations of such owners under this Agreement shall be joint and several, and the default of any such owner shall be the default of all such owners. Notwithstanding the foregoing, no owner of a single lot which has been finally subdivided and sold to such owner as a member of the general public or otherwise as an ultimate user shall have any obligation under this Agreement except as provided under Section 4 hereof.

11.8 Time of Essence. Time is of the essence in the performance of the provisions of this Agreement as to which time is an element.

11.9 Waiver. Failure by a party to insist upon the strict performance of any of the provisions of this Agreement by the other party, or the failure by a party to exercise its rights upon the default of the other party, shall not constitute a waiver of such party's right to insist and demand strict compliance by the other party with the terms of this Agreement thereafter.

11.10 No Third Party Beneficiaries. This Agreement is made and entered into for the sole protection and benefit of the parties and their successors and assigns. No other person shall have any right of action based upon any provision of this Agreement.

11.11 Force Majeure. Neither party shall be deemed to be in default where failure or delay in performance of any of its obligations under this Agreement is caused by floods, earthquakes, other Acts of God, fires, wars, riots or similar hostilities, strikes and other labor difficulties beyond the party's control, (including the party's employment force), government regulations, court actions (such as restraining orders or injunctions), or other causes beyond the party's control. If any such events shall occur, the term of this Agreement and the time for performance by either party of any of its obligations hereunder may be extended by the written agreement of the parties for the period of time that such events prevented such performance, provided that the term of this Agreement shall not be extended under any circumstances for more than five (5) years.

11.12 Mutual Covenants. The covenants contained herein are mutual covenants and also constitute conditions to the concurrent or subsequent performance by the party benefited thereby of the covenants to be performed hereunder by such benefited party.

11.13 Successors in Interest. The burdens of this Agreement shall be binding upon, and the benefits of this Agreement shall inure to, all successors in interest to the parties to this Agreement. All provisions of this Agreement shall be enforceable as equitable servitudes and constitute covenants running with the land. Each covenant to do or refrain from doing some act hereunder with regard to development of the Property: (a) is for the benefit of and is a burden upon every portion of the Property; (b) runs with the Property and each portion thereof; and, (c) is binding upon each party and each successor in interest during ownership of the Property or any portion thereof.

11.14 Counterparts. This Agreement may be executed by the parties in counterparts, which counterparts shall be construed together and have the same effect as if all of the parties had executed the same instrument.

11.15 Jurisdiction and Venue. Any action at law or in equity arising under this Agreement or brought by a party hereto for the purpose of enforcing, construing or determining the validity of any provision of this Agreement shall be filed and tried in the Superior Court of the County of San Bernardino, State of California, and the parties hereto waive all provisions of law providing for the filing, removal or change of venue to any other court.

11.16 Project as a Private Undertaking. It is specifically understood and agreed by and between the parties hereto that the development of the Project is a private development, that neither party is acting as the agent of the other in any respect hereunder, and that each party is an independent contracting entity with respect to the terms, covenants and conditions contained in this Agreement. No partnership, joint venture or other association of any kind is formed by this Agreement. The only relationship between CITY and OWNER is that of a government entity regulating the development of private property and the owner of such property.

11.17 Further Actions and Instruments. Each of the parties shall cooperate with and provide reasonable assistance to the other to the extent contemplated hereunder in the performance of all obligations under this Agreement and the satisfaction of the

conditions of this Agreement. Upon the request of either party at any time, the other party shall promptly execute, with acknowledgment or affidavit if reasonably required, and file or record such required instruments and writings and take any actions as may be reasonably necessary under the terms of this Agreement to carry out the intent and to fulfill the provisions of this Agreement or to evidence or consummate the transactions contemplated by this Agreement. The City Manager may delegate his powers and duties under this Agreement to an Assistant City Manager or other management level employee of the CITY.

11.18 Eminent Domain. No provision of this Agreement shall be construed to limit or restrict the exercise by CITY of its power of eminent domain.

11.19 Agent for Service of Process. In the event OWNER is not a resident of the State of California or it is an association, partnership or joint venture without a member, partner or joint venturer resident of the State of California, or it is a foreign corporation, then in any such event, OWNER shall file with the Planning Director, upon its execution of this Agreement, a designation of a natural person residing in the State of California, giving his or her name, residence and business addresses, as its agent for the purpose of service of process in any court action arising out of or based upon this Agreement, and the delivery to such agent of a copy of any process in any such action shall constitute valid service upon OWNER. If for any reason service of such process upon such agent is not feasible, then in such event OWNER may be personally served with such process out of this County and such service shall constitute valid service upon OWNER. OWNER is amenable to the process so served, submits to the jurisdiction of the Court so obtained and waives any and all objections and protests thereto. OWNER for itself, assigns and successors hereby waives the provisions of the Hague Convention (Convention on the Service Abroad of Judicial and Extra Judicial Documents in Civil or Commercial Matters, 20 U.S.T. 361, T.I.A.S. No. 6638).

11.20 Estoppel Certificate. Within thirty (30) business days following a written request by any of the parties, the other party shall execute and deliver to the requesting party a statement certifying that (i) either this Agreement is unmodified and in full force and effect or there have been specified (date and nature) modifications to the Agreement, but it remains in full force and effect as modified; and (ii) either there are no known current uncured defaults under this Agreement or that the responding party alleges that specified (date and nature) defaults exist. The statement shall also provide any other reasonable information requested. The failure to timely deliver this statement shall constitute a conclusive presumption that this Agreement is in full force and effect without modification except as may be represented by the requesting party and that there are no uncured defaults in the performance of the requesting party, except as may be represented by the requesting party. OWNER shall pay to CITY all costs incurred by CITY in connection with the issuance of estoppel certificates under this Section 11.20 prior to CITY's issuance of such certificates.

11.21 Authority to Execute. The person or persons executing this Agreement on behalf of OWNER warrants and represents that he or she/they have the authority to execute this Agreement on behalf of his or her/their corporation, partnership or business

entity and warrants and represents that he or she/they has/have the authority to bind OWNER to the performance of its obligations hereunder.

11.22 Prevailing Wage. OWNER, for itself, its successors, and assigns, agrees, covenants, and warrants that the development of the Property, if any, shall comply with all applicable federal and state labor laws (including, without limitation, the requirement under California law to pay prevailing wages and hire apprentices), and all obligations as set forth herein.

11.22.1 CITY makes no representations concerning prevailing wages in compliance with California Labor Code Section 1770 et seq.

11.22.2 OWNER acknowledges and agrees that it shall be independently responsible for reviewing the applicable laws and regulations with respect to the payment of prevailing wages and complying therewith. OWNER shall bear all risks of payment or non-payment of prevailing wages under California law and/or the implementation of Labor Code Section 1781, as the same may be amended from time to time, and/or any other similar law.

11.22.3 The foregoing indemnity shall survive termination of this Agreement and shall continue after completion of the construction and development of the Property by OWNER, its successors or assigns. OWNER shall be solely responsible for determining and effectuating compliance with such laws.

11.22.4 OWNER, ON BEHALF OF ITSELF, ITS SUCCESSORS, AND ASSIGNS, WAIVES AND RELEASES CITY FROM ANY RIGHT OF ACTION THAT MAY BE AVAILABLE TO OWNER PURSUANT TO LABOR CODE SECTION 1781 OR THE DAVIS BACON ACT. RELATIVE TO THE WAIVER AND RELEASE CONTAINED IN THIS SECTION 11.22, OWNER ACKNOWLEDGES THE PROTECTIONS OF CIVIL CODE SECTION 1542, WHICH READS AS FOLLOWS: A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS THAT THE CREDITOR OR RELEASING PARTY DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE, WHICH IF KNOWN BY HIM OR HER MUST HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR OR RELEASED PARTY.

INITIALS. BY INITIALING BELOW, OWNER KNOWINGLY AND VOLUNTARILY WAIVES THE PROVISIONS OF SECTION 1542 SOLELY WITH THE MATTERS WHICH ARE THE SUBJECT OF THE FOREGOING WAIVERS AND RELEASES:

_____
(Owner's Initials)

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year set forth below.

[SIGNATURES CONTAINED ON FOLLOWING PAGE]

SIGNATURE PAGE
TO DEVELOPMENT AGREEMENT FILE NO. PDA25-004

"OWNER"

SLV LC Center LLC
a Florida limited liability company
HCW LC Center LLC
a Florida limited liability company

Strack Farms Land LLC
a Delaware limited liability company

RHV Edison Ave LLC
a Florida limited liability company

MV Edison Ave LLC
a Florida limited liability company

EPC Holdings 938 LLC
a Washington limited liability company

By: _____
John Troutman
Vice President

Date: _____

"CITY"
CITY OF ONTARIO

By:_____
Scott Ochoa
City Manager

Date: _____

ATTEST:

_____
City Clerk, Ontario

APPROVED AS TO FORM:
BEST BEST KRIEGER, LLP

_____
City Attorney

ACKNOWLEDGEMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
COUNTY OF_____)

On _____, 20_____, before me,_____,
Date *Insert Name and Title of the Officer*

personally appeared _____
Name(s) of Signer(s)
_____, who proved to me on the basis of satisfactory evidence to be the person whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity, and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature_____
Signature of Notary Public

Place Notary Seal Above

ACKNOWLEDGEMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
COUNTY OF_____)

On _____, 20_____, before
me_____,
Date *Insert Name and Title of the Officer*

personally appeared
_____
Name(s) of Signer(s)
_____
_____, who proved to me on the basis of satisfactory evidence to be the person whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity, and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature_____
Signature of Notary Public

Place Notary Seal Above

EXHIBIT "A"
TO DEVELOPMENT AGREEMENT

Legal Description of Property

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF ONTARIO, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
PARCEL 1:
PARCEL A OF LOT LINE ADJUSTMENTS NO. LLA 22-024 RECORDED MAY 10, 2023 AS INSTRUMENT NO. 2023-0113164 OF OFFICIAL RECORDS AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:
THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF ONTARIO COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, BEING A PORTION OF THE EAST HALF OF THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 2 SOUTH, RANGE 7 WEST, SAN BERNARDINO BASE AND MERIDIAN, MORE PARTICULARLY Y DESCRIBED BELOW:
COMMENCING AT THE NORTHEAST CORNER OF SECTION 13 AS SHOWN ON RECORD OF SURVEY RECORDED IN BOOK 139, PAGES 66 THROUGH 70, RECORDS OF SURVEY OF SAID COUNTY, SAID CORNER ALSO BEING THE INTERSECTION OF THE CENTERLINES OF SCHAFFER AVENUE AND HAMNER AVENUE; THENCE SOUTH 00°19’17" EAST ALONG THE CENTERLINE OF HAMNER AVENUE, 30 FOOT HALF WIDTH, A DISTANCE OF 1,987.75 FEET;THENCE SOUTH 89°40'43" WEST TO A POINT IN THE WESTERLY RIGHT-OF-WAY OF SAID HAMNER AVENUE, A DISTANCE OF 30.00 FEET; THENCE SOUTH 00°19’17" EAST ALONG SAID WESTERLY RIGHT-OF-WAY, A DISTANCE OF 478.19 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 89°58'36" WEST, A DISTANCE OF 277.94 FEET;
THENCE NORTH 00°05'44" WEST, A DISTANCE OF 479.31 FEET TO A POINT IN THE NORTH LINE OF THE SOUTH HALF OF THE SOUTH HALF OF THE EAST HALF OF THE NORTHEAST QUARTER OF SAID SECTION 13;
THENCE NORTH 89°44'35" WEST, A DISTANCE OF 1,016.39 FEET TO THE NORTHWEST CORNER OF THE SOUTH HALF OF THE SOUTH HALF OF THE EAST HALF OF THE NORTHEAST QUARTER OF SAID SECTION 13;
THENCE SOUTH 00°18'27" EAST, ALONG THE WEST LINE OF THE SOUTH HALF OF THE SOUTH HALF OF THE EAST HALF OF THE NORTHEAST QUARTER OF SAID SECTION 13, A DISTANCE OF 661.14 FEET TO A POINT IN THE CENTERLINE OF EDISON AVENUE;
THENCE SOUTH 89°40'34" EAST, ALONG SAID CENTERLINE, A DISTANCE OF 1,292.62 FEET TO A POINT IN THE WESTERLY RIGHT-OF-WAY OF SAID HAMNER AVENUE; THENCE NORTH 00°19'17" WEST, ALONG SAID

WESTERLY RIGHT OF WAY, A DISTANCE OF 184.45 FEET TO THE POINT OF BEGINNING. ALSO EXCEPTING THEREFROM ALL RIGHTS TO MINERALS, OIL AND HYDROCARBONS, OR GAS LYING BELOW A DEPTH OF 500 FEET, PROVIDED FURTHER THAT GRANTOR SHALL HAVE NO RIGHTS OF SURFACE ENTRY OR INGRESS OR EGRESS FROM PROPERTY DESCRIBED HEREIN, AS RESERVED IN DEED RECORDED JUNE 14, 1956, IN BOOK 3962, PAGE 569, OFFICIAL RECORDS.
APN: 0218-211-40-0-000

EXHIBIT "B"
TO DEVELOPMENT AGREEMENT

Map showing Property and its location

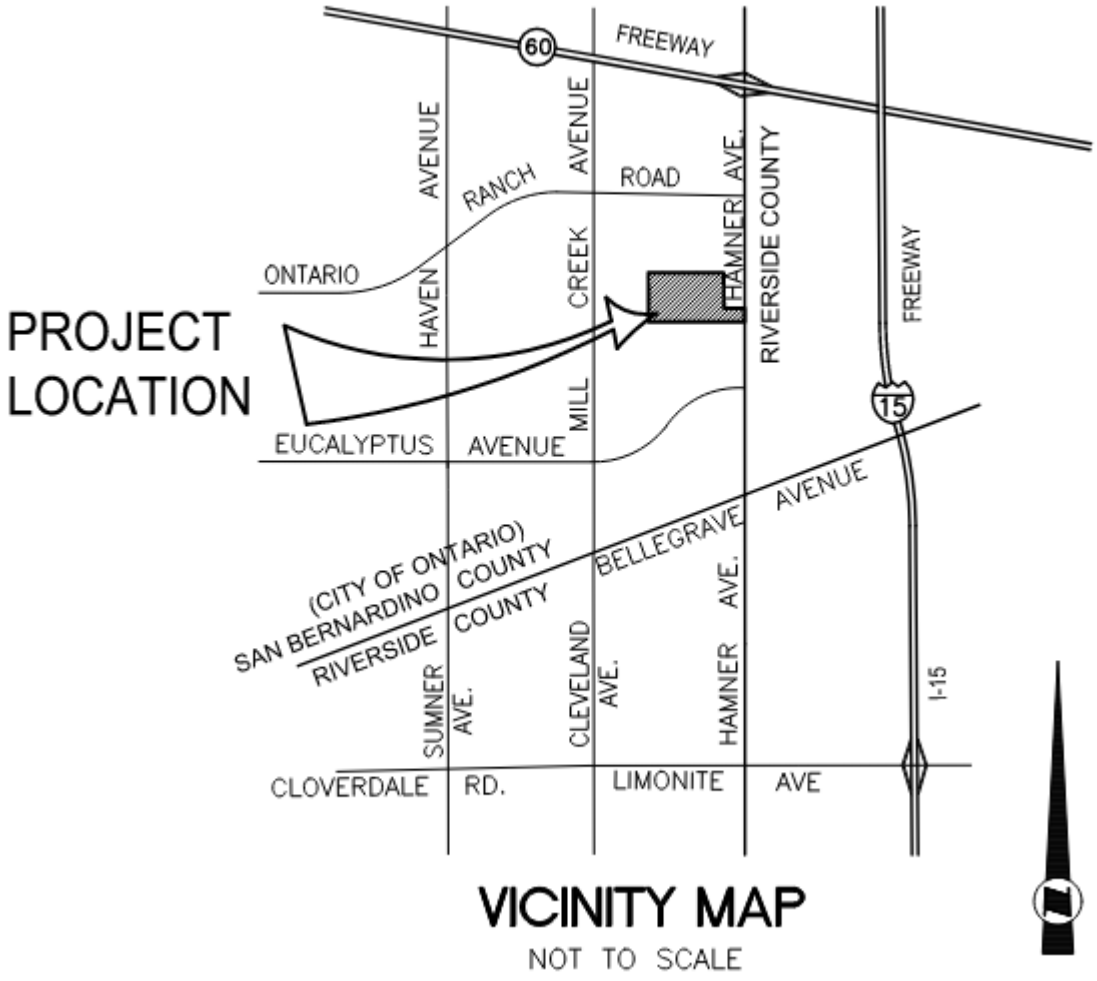


EXHIBIT "C"
TO DEVELOPMENT AGREEMENT

Existing Development Approvals

On October 23, 2007 the Planning Commission:

a) Issued Resolution No. PC07-125 recommending City Council certification of the Rich-Haven Specific Plan EIR (SCH#2006051081).
b) Issued Resolution No. PC07-127 recommending to City Council approval of the Rich-Haven Specific Plan (File No. PSP05-004).

On December 4, 2007, the City Council:

a) Issued Resolution No. 2007-145 certifying the Rich-Haven Specific Plan EIR (SCH#2006051081).
b) Adopted Ordinance No. 2884 approving the Rich-Haven Specific Plan.

On February 23, 2016, the Planning Commission:

a) Issued Resolution No. PC16-003 recommending City Council adoption of an Addendum to the Rich-Haven Specific Plan EIR (SCH#2006051081) and The Ontario Plan EIR (SCH#2008101140).
b) Issued Resolution PC16-004 recommending approval of the Rich-Haven Specific Plan Amendment (File No. PSPA16-001).

On March 15, 2016, the City Council:

a) Issued Resolution No. 2016-024 for the adoption of an Addendum (File No. PSPA16-001) to the Rich-Haven Specific Plan EIR.
b) Issued Resolution No. 2016-025 approving an Amendment (File No. PSPA16-001) to the Rich-Haven Specific Plan EIR (SCH#2006051081) and The Ontario Plan EIR (SCH#2008101140).

On January 23, 2018, the Planning Commission:

a) Issued Resolution No. PC18-014 recommending City Council adoption of an Addendum to The Ontario Plan EIR (SCH#2008101140).
b) Issued Resolution No. PC18-015 recommending City Council adoption of the Rich-Haven Specific Plan Amendment (File No. PSPA16-005).

On February 20, 2018, the City Council:

a) Issued Resolution No. 2018-017 for the adoption of an Addendum (File No. PSPA16-005) to The Ontario Plan EIR (SCH#2008101140).
b) Issued Resolution No. 2018-018 approving an Amendment (File No. PSPA16-005) to the Rich-Haven Specific Plan.

On May 23, 2023, the Planning Commission:

a) Issued Resolution No. PC23-042 recommending City Council adoption of an Environmental Impact Report (State Clearinghouse No. 2022100425) in conjunction with File No. PSPA22-001 for the Rich Haven Specific Plan Amendment.
b) Issued Resolution No. PC23-043 recommending City Council adoption of the Rich-Haven Specific Plan Amendment (File No. PSPA22-001).

On June 20,2023, the City Council:

a) Issued Resolution No. 2023-060 approving an Environmental Impact Report (State Clearinghouse No. 2022100425) in conjunction with File No. PSPA22-001 for the Rich Haven Specific Plan Amendment.
b) Issued Resolution No. 2023-061 approving the Rich-Haven Specific Plan Amendment (File No. PSPA22-001).

EXHIBIT "D"
TO DEVELOPMENT AGREEMENT

Existing Land Use Regulations

These documents are listed for reference only:

1. The Rich-Haven Specific Plan (File No. PSP05-004) Environmental Impact Report, Resolution No. 2007-145.

2. The Rich-Haven Specific Plan (File No. PSP05-004), Ordinance No. 2884.

3. Addendum to the Rich-Haven Specific Plan (File No. PSPA16-001) Environmental Impact Report, Resolution No. 2016-024.

4. Amendment to the Rich-Haven Specific Plan (File No. PSPA16-001), Resolution No. 2016-025.

5. Addendum to the Rich-Haven Specific Plan (File No. PSPA16-005) Environmental Impact Report, Resolution No. 2018-017.

6. Amendment to the Rich-Haven Specific Plan (File No. PSPA16-005), Resolution No. 2018-018.

7. The Rich-Haven Specific Plan Amendment (File No. PSP22-001) Environmental Impact Report (State Clearinghouse No. 2022100425), Resolution No. 2023-060.

8. Amendment to the Rich-Haven Specific Plan (File No. PSPA22-001), Resolution No. 2023-061.

9. City of Ontario Municipal Code
    a. Six – Sanitation & Health
    b. Seven – Public Works
    c. Eight – Building Regulations
    d. Nine – Development Code
    e. Ten – Parks & Recreation

EXHIBIT "E"
TO DEVELOPMENT AGREEMENT

Description of Required Infrastructure Improvements

OWNER shall design, construct, and complete the following Street (ST), Sewer (SW), Storm Drain (SD), Potable Water (PW), Recycled Water (RW), and Fiber Optic (FO) improvements, prior to OWNER's request for building permits for Production Units.

STREETS (ST)

a. Last lane improvements on Hamner Avenue along the project frontage
b. Last lane improvements on Hamner Avenue along the N.A.P. (218-211-41) parcel.
c. East side of Clifton Avenue improvements, including chockers, ADA curb ramps, and sidewalk.

FIBER OPTICS (FO)

a. FO improvements on 'D' Street from Ladybug Paseo to 'A' Street
b. FO improvements on A' Street from 'B' Street to 'D' Street
c. FO improvements on 'B' Street from the northern to southern project boundaries
d. FO improvements on 'C' Street from 'B' Street to 'D' Street
e. FO improvements on Ladybug Paseo from Orchid Paseo to Hamner Avenue
f. FO improvements on Hamner Avenue along the project frontage

SEWER (SW)

a. SW improvements on 'A' Street from Clifton Avenue to 'D' Street
b. SW improvements on 'B' Street from the northern to southern project boundaries
c. SW improvements on 'C' Street from 'B' Street to 'D' Street
d. SW improvements on Orchid Paseo extending north in 'D' Street to south of 'A' Street
e. Proposed SW required to support project in Clifton Avenue, to Eucalyptus Avenue, to Mill Creek Avenue, to point of accepted SW in Bellegrave Avenue

f. Proposed SW required to support project in Orchid Paseo continuing downstream within TM-20451, to Clifton Avenue, to Eucalyptus Avenue, to Mill Creek Avenue, to point of accepted SW in Bellegrave Avenue

POTABLE WATER (PW)

a. PW improvements on ‘D’ Street from Ladybug Paseo to ‘C’ Street
b. PW improvements on ‘A’ Street from ‘D’ Street to Clifton Avenue
c. PW improvements on ‘B’ Street from the northern to southern project boundaries
d. PW improvements on ‘C’ Street from ‘B’ Street to ‘D’ Street
e. Proposed PW is required to support project in Clifton Avenue connecting to Almond Blossom Street, to Mill Creek Avenue, to the point of accepted PW in Ontario Ranch Road.
f. Proposed PW is required to support project in Ladybug Paseo to the point of Accepted PW in Hamner Avenue

RECYCLED WATER (RW)

a. Proposed RW is required to support project in Ladybug Paseo to the point of Accepted RW in Hamner Avenue

STORM DRAIN (SD)

a. SD improvements on ‘A’ Street from ‘B’ Street to ‘D’ Street
b. SD improvements on ‘C’ Street from ‘B’ Street to ‘D’ Street
c. SD improvements on ‘D’ Street from ‘C’ Street to Ladybug Paseo
d. SD improvements within PUE from ‘D’ Street to Hamner Avenue

EXHIBIT "F"
TO DEVELOPMENT AGREEMENT

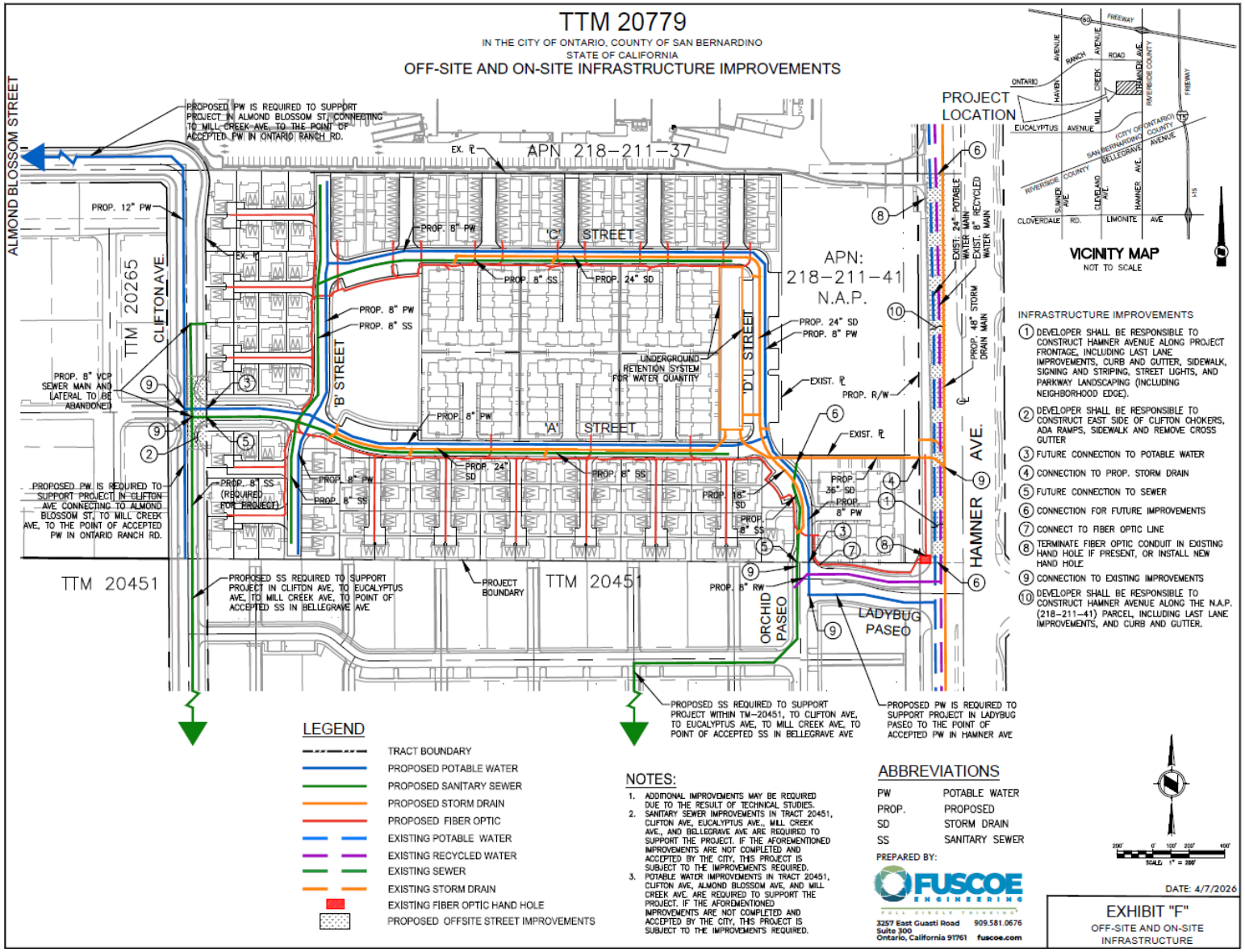
Depiction of Required Infrastructure Improvements

(SEE ATTACHED EXHBITS)

TTM 20779

IN THE CITY OF ONTARIO, COUNTY OF SAN BERNARDINO
STATE OF CALIFORNIA

OFF-SITE AND ON-SITE INFRASTRUCTURE IMPROVEMENTS



PROJECT LOCATION

VICINITY MAP
NOT TO SCALE

INFRASTRUCTURE IMPROVEMENTS

1. DEVELOPER SHALL BE RESPONSIBLE TO CONSTRUCT HAMNER AVENUE ALONG PROJECT FRONTAGE, INCLUDING LAST LANE IMPROVEMENTS, CURB AND GUTTER, SIDEWALK, SIGNING AND STRIPING, STREET LIGHTS, AND PARKWAY LANDSCAPING (INCLUDING NEIGHBORHOOD EDGE).
2. DEVELOPER SHALL BE RESPONSIBLE TO CONSTRUCT EAST SIDE OF CLIFTON CHOKERS, ADA RAMPS, SIDEWALK AND REMOVE CROSS GUTTER
3. FUTURE CONNECTION TO POTABLE WATER
4. CONNECTION TO PROP. STORM DRAIN
5. FUTURE CONNECTION TO SEWER
6. CONNECTION FOR FUTURE IMPROVEMENTS
7. CONNECT TO FIBER OPTIC LINE
8. TERMINATE FIBER OPTIC CONDUIT IN EXISTING HAND HOLE IF PRESENT, OR INSTALL NEW HAND HOLE
9. CONNECTION TO EXISTING IMPROVEMENTS
10. DEVELOPER SHALL BE RESPONSIBLE TO CONSTRUCT HAMNER AVENUE ALONG THE N.A.P. (218-211-41) PARCEL, INCLUDING LAST LANE IMPROVEMENTS, AND CURB AND GUTTER.

LEGEND

- TRACT BOUNDARY
- PROPOSED POTABLE WATER
- PROPOSED SANITARY SEWER
- PROPOSED STORM DRAIN
- PROPOSED FIBER OPTIC
- EXISTING POTABLE WATER
- EXISTING RECYCLED WATER
- EXISTING SEWER
- EXISTING STORM DRAIN
- EXISTING FIBER OPTIC HAND HOLE
- PROPOSED OFFSITE STREET IMPROVEMENTS

NOTES:

1. ADDITIONAL IMPROVEMENTS MAY BE REQUIRED DUE TO THE RESULT OF TECHNICAL STUDIES.
2. SANITARY SEWER IMPROVEMENTS IN TRACT 20451, CLIFTON AVE, EUCALYPTUS AVE., MILL CREEK AVE., AND BELLEGRAVE AVE ARE REQUIRED TO SUPPORT THE PROJECT. IF THE AFOREMENTIONED IMPROVEMENTS ARE NOT COMPLETED AND ACCEPTED BY THE CITY, THIS PROJECT IS SUBJECT TO THE IMPROVEMENTS REQUIRED.
3. POTABLE WATER IMPROVEMENTS IN TRACT 20451, CLIFTON AVE, ALMOND BLOSSOM AVE, AND MILL CREEK AVE. ARE REQUIRED TO SUPPORT THE PROJECT. IF THE AFOREMENTIONED IMPROVEMENTS ARE NOT COMPLETED AND ACCEPTED BY THE CITY, THIS PROJECT IS SUBJECT TO THE IMPROVEMENTS REQUIRED.

ABBREVIATIONS

PW	POTABLE WATER
PROP.	PROPOSED
SD	STORM DRAIN
SS	SANITARY SEWER

PREPARED BY:

FUSCOE ENGINEERING
FULL CIRCLE THINKING
3257 East Guasti Road Suite 300
Ontario, California 91761
909.581.0676
fuscoe.com

SCALE: 1" = 200'

DATE: 4/7/2026

EXHIBIT "F"
OFF-SITE AND ON-SITE INFRASTRUCTURE

EXHIBIT "G"
TO DEVELOPMENT AGREEMENT

FORM OF CERTIFICATE OF NET MDD AVAILABILITY

Pursuant to Section ___ of this Agreement between the City of Ontario, a California municipal corporation, and _____, a _____ company, hereinafter called "OWNER", the terms and definitions of which are hereby incorporated herein by this reference and hereinafter called "Agreement", the City of Ontario hereby certifies based on CITY receipt of payment of OWNER's share of the funding for the Phase 2 Water Improvements, that OWNER is entitled to the following Net MDD Water Availability.

Amount of Net MDD _____ gpm

_____
Scott Ochoa, City Manager

Dated:_____

EXHIBIT "H"
TO DEVELOPMENT AGREEMENT

FORM OF CERTIFICATE OF REGIONAL DIF CREDIT

Pursuant to Section 4.5.2 of this Agreement by and between the City of Ontario and _____, dated _____, 202_, the terms and definitions of which are hereby incorporated herein by this reference and hereinafter called the "Development Agreement', the City of Ontario hereby certifies that OWNER is entitled to the following amount and nature of DIF Credits in the Regional Water DIF Infrastructure Category:

Amount of Credit: $_____

_____
Scott Ochoa, City Manager

Dated:_____

Exhibit "I-1"

ONTARIO RANCH
WATER SUPPLY PHASING PLAN

Phase 2	Water Availability Equivalency	Estimated Net MDD Available[1]
Phase 2 A		
Supply & Storage		
1. 1 - Additional Ground Water Well and Collection lines - Design and Construction	8,250 gpm[2]	**7,750 gpm[2]**
Pipelines (Transmission & Distribution)[2]		
2. 925 Zone Transmission lines – Design and Construction		
3. Temporary Pressure Reducing Station[3] – Design and Construction		
Phase 2B		
Supply & Storage		
4. 1 – Additional Ground Water Well and Collection lines – Design and Construction	10,500 gpm[2]	**9,860 gpm[2]**
5. 1 – 6 million gallon Reservoir – 925 Zone – Design and Construction		

(1) Upon Completion of the construction of all of the improvements described for each Phase a Certificate of Net MDD Availability shall be issued to Developer for the corresponding amount of Net MDD. Net MDD means the maximum daily demand on the potable water supply, net of the water requirements for public schools and parks. The Water Availability Equivalency includes the estimated requirements for public schools and parks. The amount of Net MDD specified is the cumulative amount for which building permits may be issued upon funding of the corresponding and all preceding Phases of improvements.

(2) The ability of a particular development to utilize Net MDD assigned to it by the Developer will require the completion of design and construction of Master-planned potable and recycled water transmission and distribution pipelines for the respective pressure zone. Other factors may include its location, the particular land use and Water Availability Equivalents assigned to it as specified in Exhibit C-2.

(3) Pressure reducing stations are a component of the pipeline transmission and distribution system.

EXHIBIT "I-2"

Available Water Supply - See Exhibit C-1R for Net MDD Available

Table A - Water Demand Equivalents By Land Use

The Ontario Plan	Potable Water			Recycled Water	
Land Use	Water Demand Factor (ADD)		Water Demand Equivalents (WDE)[2]	Recycled Water Demand Factor[1] (ADD)	Recycled Water Demand Of Total Water Demand
	(gpd/du)	(gpd/ac)	(gpm/unit)	(gpd/ac)	(%)
Detached Dwellings (less than 5 units per acre)	544		0.57	900	28%
Detached or Attached Dwellings (between 5 and 11 units per acre)	464		0.48	1,000	21%
Attached Dwellings (between 11 and 25 units per acre)	323		0.34	1,500	18%
High Density Dwellings (25+ units per acre)	152		0.16	1,500	27%
Commercial Lodging	150		0.16	1,700	50%
Retail/Services Uses		2,200	2.29	2,300	51%
Office Uses		3,400	3.54	2,300	40%
Business Park Uses		2,200	2.29	2,200	50%
Industrial Uses		2,000	2.08	2,200	52%
Institutional Use		2,200	2.29	1,600	42%
Parks		1,000	1.04	1,400	58%
Schools		3,500	3.65	1,600	31%

[1]Recycled Water Demands include irrigation for right-of-way (medians and parkways), neighborhood edge, pocket parks, and common areas.

[2] The WDE is based on the Maximum Day Demand (MDD) with a peaking factor of 1.5 in the NMC for all land use categories.

Table B - Example Water Supply Calculation

Land Use	Acres[1] (gross)	Residential Units	WDE Factor (gpm)	Potable MDD (gpm)	Recycled Water ADD (gpm)
Development					
Detached Dwellings (less than 5 units per acre)	1,284	5,061	0.57	2,868	803
Detached or Attached Dwellings (between 5 and 11 units per acre)	369	2,530	0.48	1,223	256
Attached Dwellings (between 11 and 25 units per acre)	194	3,410	0.34	1,147	202
Retail/Services Uses (per acre)[2]	104		2.29	239	166
TOTAL	**1,950**	**11,001**		**5,477**	**1,428**

Three (3) Wells Are required to Support this example, assuming each well produces 2,000 gpm and connection to the Recycled Water System maximizing Recycled Water Use.

[1] Residential Acres are estimated based on the weighted average derived from the average number of units per land use category.

[2] Commercial acreage is calculated from a total square footage of 1,361,000 SF with an average Floor to Area Ratio (FAR) of 0.30 for commercial services in The Ontario Plan.

Exhibit "J"

Form of Plume Disclosure Letter

CITY OF ONTARIO

ONTARIO MUNICIPAL UTILITIES COMPANY

PAUL S. LEON
MAYOR

DEBRA DORST-PORADA
MAYOR PRO TEM

ALAN D. WAPNER
JIM W. BOWMAN
RUBEN VALENCIA
COUNCIL MEMBERS

AL C. BOLING
CITY MANAGER

SHEILA MAUTZ
CITY CLERK

JAMES R. MILHISER
TREASURER

SCOTT BURTON
UTILITIES GENERAL MANAGER

March 2017

DISCLOSURE NOTICE
SOUTH ARCHIBALD TRICHLOROETHYLENE PLUME

Dear Property Owner/Developer/Applicant:

The City of Ontario ("City") has approved or will be approving development in the Ontario Ranch area in the next few years, subject to the appropriate and required statutory process. This letter is intended to serve as notice to all potential property owners of the existence of a groundwater plume, known as the South Archibald Trichloroethylene (TCE) Plume which may exist in, under or near owner's property.

The groundwater plume is in an area in the central Chino Basin south of the Pomona Freeway, west of Turner Avenue, east of Grove Avenue, and north of Kimball Avenue. The plume primarily consists of TCE, a discontinued industrial solvent, and is subject to a clean-up under the oversight and direction of the Santa Ana Regional Water Quality Control Board ("Regional Board").

The Regional Board's approved clean-up procedure involves the removal and treatment of groundwater containing TCE via groundwater wells to reduce the plume concentrations and control its migration. In addition, the City is providing potable water supplies for domestic purposes to residences with private domestic wells affected by the plume. Finally, the Regional Board will continue to monitor all impacted areas and private domestic wells to ensure that residents' health and the environment are properly safeguarded. These remedial actions are documented in a Remedial Action Plan approved by the Regional Board in September 2016.

Further and current information may be found on the Regional Board's Geotracker website at https://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658.

Property owners may wish to include this letter as a part of a Real Estate Transfer Disclosure under California Civil Code Section 1102 et seq.

1425 SOUTH BON VIEW - ONTARIO, CALIFORNIA 91761-4406 - (909) 395-2605 - FAX (909) 395-2601

CITY OF ONTARIO PLANNING DEPARTMENT

PLANNING COMMISSION AGENDA REPORT

April 28, 2026

303 East B Street, Ontario, California 91764 Phone: 909.395.2036 / Email: PlanningDirector@OntarioCA.gov

FILE NOS: PMTT25-007 & PDEV25-010

SUBJECT: A public hearing to consider Tentative Tract Map No. 20779 (File No. PMTT25-007) to subdivide 15.91 acres of land into 99 numbered lots and 16 lettered lots in conjunction with a Development Plan (File No. PDEV25-010) to facilitate the construction of 86 single-family dwelling units and 139 multiple-family dwelling units located on the northwest corner of Hamner Avenue and Ladybug Paseo within Planning Area 10A (Stand Alone Residential Overlay) of the Rich-Haven Specific Plan; (APN: 0218-211-40). **Submitted by Risewell Homes.**

PROPERTY OWNER: SLV LC Center LLC, HCW LC Center LLC, Strack Farms Land LLC, RHV Edison Avenue LLC, MV Edison Ave LLC, and EPC Holdings 938 LLC

RECOMMENDED ACTION: That the Planning Commission adopt Resolutions approving File Nos. PMTT25-007 & PDEV25-010, pursuant to the facts and reasons contained in the staff report and attached Resolutions, and subject to the conditions of approval appended to the attached Resolutions as Attachment A.

BACKGROUND: On December 4, 2007, the City Council certified the Rich-Haven Specific Plan Environmental Impact Report in conjunction with File No. PGPA07-001. The related Rich-Haven Specific Plan, File No. PSP05-004, was approved by the City Council on December 18, 2007. The Specific Plan established the land use designations, development standards, and design guidelines for approximately 512 acres of land, which included the potential development of 4,256 residential units and 889,200 square feet of commercial/office land uses.

On February 20, 2018, the City Council approved an Amendment to the Rich-Haven Specific Plan (File No. PSPA16-005) for the annexation of 72.3 acres of land located at the southeast corner of Haven Avenue and Ontario Ranch Road, into the Mixed-Use district of the Rich- Haven Specific Plan. The amendment included updates to the development standards, exhibits, and text changes to reflect the proposed annexation.

On May 18, 2021, the City Council approved a General Plan Amendment (File No. PGPA19-005), an Amendment to the Rich-Haven Specific Plan (File No. PSPA19-006), and an Addendum to The Ontario Plan (File No. PGPA06-001) Environmental Impact Report State Clearinghouse No. 2008101140). The General Plan and Specific Plan amendments included several land use changes, including the rearrangement of residential land uses

Case Planner:	Jocelyn Torres
Planning Director Approval:	
Submittal Date:	6/19/25

Hearing Body	*Date*	*Decision*	*Action*
DAB	4/20/26	Approval	Recommend
PC	4/28/26		Final
CC			

and densities, the reduction of commercial land use acreage, and the addition of approximately 49 acres of industrial land within Planning Area 7A (Light Industrial). The amendment included updates to the development standards, exhibits, and text changes to reflect the proposed land use changes and overall compliance with the General Plan Amendment.

On June 20, 2023, the City Council certified the Rich-Haven Specific Plan Amendment and Environmental Impact Report (State Clearinghouse No. 2022100425) in conjunction with File No. PSPA22-001. The amendment included land use changes to bring the Rich-Haven Specific Plan into compliance with The Ontario Plan Policy Plan (General Plan) that also included updates to the residential, commercial, and industrial development standards, exhibits, and text changes.

On June 11, 2025, the Applicant submitted a Development Agreement (File No. PDA25-004) application to establish the terms and conditions of the associated Tentative Tract Map No. 20779 at the Project site.

On June 19, 2025, the Applicant submitted Tentative Tract Map No. 20779 (File No. PMTT25-007) to subdivide 15.91 acres of land into 99 numbered lots and 16 lettered lots in conjunction with a Development Plan (File No. PDEV25-010) to facilitate the construction of 86 single-family dwelling units and 139 multiple-family dwelling units located at the Project site.

On April 17, 2026, the Zoning Administrator approved an Administrative Minor Specific Plan Amendment (File No. PSPA26-003) to introduce two new product types within the Rich-Haven Specific Plan which includes the Cluster Single-Family Detached and Duplex (No Driveway) and the Cluster Single-family Detached (Two Street Frontages). The Cluster Single-Family Detached and Duplex (No Driveway) provides the option for a duplex configuration for the end of the internal units of the cluster. The Cluster Single-family Detached (Two Street Frontages) provides design standards for clusters that have two street frontages.

On April 20, 2026, the Development Advisory Board (DAB) conducted a public hearing regarding the proposed Tentative Tract Map (File No. PMTT25-007) and Development Plan (File No. PDEV25-010) and recommended approval to Planning Commission for the proposed Project.

PROJECT SETTING: The Project site consists of 15.9 acres of land located at the northwest corner of Hamner Avenue and Ladybug Paseo, within Planning Area 10A (Stand Alone Residential Overlay) of the Rich-Haven Specific Plan, which is depicted in Exhibit A: Project Location Map. The Project site is currently vacant with natural vegetation and slopes downward from the northwest corner of the site to the southeast corner of the site with a 5-foot differential in grade. The Project site is surrounded by a commercial shopping center currently under construction to the north, commercial buildings to the east, single-family and multi-family residential under construction to the south, and single-

family residential to the west. The existing surrounding land uses, zoning, and Policy Plan (general plan) and specific plan land use designations are summarized in Table 1: Surrounding Zoning & Land Uses.

PROJECT ANALYSIS:

(1) Tentative Tract Map (TTM 20779 - File No. PMTT25-007)

(a) The proposed Tentative Tract Map will subdivide the Project site into 99 numbered lots and 16 lettered lots to facilitate the development of 86 single-family dwelling units and 139 multiple-family dwelling units, along with private streets, common open space areas, and a neighborhood edge along Hamner Avenue (see Exhibit B – Tentative Tract Map, attached).

The Project site will be subdivided for residential condominium purposes to accommodate five residential product types: Conventional (2,700 SF) Single-Family, Cluster Single-family Detached and Duplex (No Driveway), Cluster Single-family Detached (Two Street Frontages), Row Town Homes, and Courtyard Townhomes totaling 225 units. The proposed product types comply with the minimum lot dimensions and lot area as described below:

- **Conventional (2,700 SF) Single-Family** – The Rich-Haven Specific Plan requires the Conventional Single-Family to maintain a minimum lot size of 2,700 square feet. The proposed lot sizes range from 2,930 to 4,958 square feet square feet, with an average lot size of 2,900 square feet. The proposed product type complies with the minimum lot width of 45 feet and the minimum lot depth of 60 feet.

- **Cluster Single-family Detached and Duplex (No Driveway**) - The Rich-Haven Specific Plan requires Single-family Detached and Duplex clusters to maintain a minimum lot size of 2,000 square feet. The proposed lot sizes range from 2,470 to 2,840 square feet, with an average lot size of 2,500 SF.

- **Cluster Single-family Detached (Two Street Frontages)** - The Rich-Haven Specific Plan requires Single-family Detached (Two Steet Frontages) clusters to maintain a minimum lot size of 2,000 square feet. The proposed lot sizes range from 2,142 square feet to 3,638 square feet, with an average lot size of 2,400 square feet.

- **Row Town Homes** - The Rich-Haven Specific Plan requires Row Town Homes to maintain a minimum lot size of 1,800 square feet per unit. The minimum lot sizes have been met for this product type. The proposed lot sizes range from 9,363 to 16,661 square feet.

- **Courtyard Townhomes** - The Rich-Haven Specific Plan requires Courtyard Townhomes to maintain a minimum lot size of 1,800 square feet per unit. The

minimum lot sizes have been met for this product type. The proposed lot sizes range from 25,315 to 25,850 square feet.

As a Condition of Approval, staff will require that CC&Rs be prepared and recorded with the final map. The CC&R's will establish maintenance responsibilities for buildings, parking areas, drive aisles, landscaping, utilities, reciprocal access, and upkeep of the entire site to ensure long-term maintenance of common areas and shared facilities.

In addition, the associated Development Agreement (File No. PDA25-004), which is being processed concurrently with the Project will require infrastructure improvements. These improvements include but are not limited to, the construction of Hamner Avenue adjacent to the Project frontage, including curb and gutter, sidewalk, signage and striping, street lights, and the construction of the neighborhood edge.

(2) Development Plan (File No. PDEV25-010)

(a) Site Design/Building Layout — The proposed Development Plan will allow the construction of Conventional (2,700 SF) Single-Family Detached, Clusters, Rowtown, and Courtyard Townhome product types (see Exhibit C – Site Plan, attached) and are described below:

(i) **Conventional (2,700 SF) Single-Family** - The proposed Conventional Single-Family detached will be located east of B Street and west of D Street and include lots 34-37 and 86 for a total of 5 single-family residential units. The proposed single-family product type will be accessed from private streets and will include 18-foot minimum driveways and a 2-car garage, for a total of four parking spaces per unit. There are 3 distinct floor plans proposed for each single-family unit and 3 elevations per plan. The proposed floor plans are described in further detail below:

- Plan 1B (Fronting B Street): 1,645 square feet, 3 bedrooms, 2.5 baths, entry porch, and two-car garage;
- Plan 2A (Fronting B Street): 1,765 square feet, 3 bedrooms, 2.5 baths, den, entry porch, and two-car garage;
- Plan 2B (Fronting B & D Street): 1,765 square feet, 3 bedrooms, 2.5 baths, den, entry porch, and two-car garage;
- Plan 3A (Fronting B Street): 1,810 square feet, 4 bedrooms, 3 baths, entry porch, and two-car garage; and
- Plan 3C (Fronting B Street): 1,810 square feet, 4 bedrooms, 3 baths, entry porch, and two-car garage.

(ii) **Cluster Single-family Detached and Duplex (No Driveway)** – The proposed Cluster Single-family Detached and Duplex (No Driveway) will be located south of A Street and includes lots 38 to 85 for a total of 48 residential units. The cluster design features a private lane constructed with decorative pavers, providing access to both the garages and front entry access for each unit. The end unit clusters incorporate a duplex

configuration to accommodate proper turning radius and to ensure adequate maneuverability from the garages. The proposed clusters also include front-entry porches and enhanced architectural elevations when visible from the public right-of-way. A total of 4 distinctive floor plans is proposed for each cluster, with 3 elevations per plan. The proposed floor plans are described in further detail below:

- Plans 1A, 1B, and 1C (Center Lots): 1,645 square feet, 3 bedrooms, 2.5 baths, entry porch, and two-car garage;
- Plans 2A, 2B, and 2C (Fronting A Street): 1,765 square feet, 3 bedrooms, 2.5 baths, den, entry porch, and two-car garage;
- Plans 3A, 3B, and 3C (Center Lots): 1,810 square feet, 4 bedrooms, 3 baths, entry porch, and two-car garage; and
- Plans 4A, 4B, 4C (End-Unit Duplex): 1,949 square feet, 4 bedrooms, 3 baths, entry porch, and two-car garage.

(iii) **Cluster Single-family Detached (Two Street Frontages)** - The proposed Cluster Single-family Detached (Two Street Frontages) will be located on the west side of B Street and include lots 1 to 33 for a total of 33 residential units. The cluster layout features a private lane constructed with decorative pavers, providing access to both the garages and front entry access for each unit. The Cluster Single-family Detached (Two Street Frontages) product includes twenty-four 8-pack units, along with one 6-pack and a half-cluster of three units. Clusters fronting Clifton Avenue will provide front entry access from the street, consistent with the existing streetscape. All the clusters provide a front entry porch, including the units along Clifton Avenue which provide varied front porch designs to enhance visual interest and the overall streetscape. A total of 4 distinctive floor plans is proposed for each cluster, with 3 elevations per plan. Enhanced architectural features are provided when visible from the public right-of-way, including adjacent to private and public streets. The proposed floor plans are described in detail below:

- Plans 1A, 1B, and 1C (Center Lots): 1,645 square feet, 3 bedrooms, 2.5 baths, entry porch, and two-car garage;
- Plans 2A, 2B, and 2C (Fronting B Street): 1,765 square feet, 3 bedrooms, 2.5 baths, den, entry porch, and two-car garage;
- Plans 3A, 3B, and 3C (Center Lots): 1,810 square feet, 4 bedrooms, 3 baths, entry porch, and two-car garage; and
- Plans 5A, 5B and 5C (Fronting Clifton Avenue): 2,014 square feet, 4 bedrooms, 3 baths, entry porch, two-car garage.

(iv) **Row Town Homes** – The 5-plex Row Town Homes comprise the northern portion of the site and include lots 85 to 139 for a total of 55 multi-family residential units. A total of eleven buildings is proposed, featuring 3 distinct floor plans with one architectural style. The proposed 5-plexes will have garage access from the private lanes and one building will have access from B Street. Primary pedestrian access to each unit is provided through landscaped internal paseos, which connect to the unit's front

entry and private patios. The proposed Row Town Homes are designed with an open-concept layout. The first floor will include either a bedroom or den, second floor features the kitchen, dining area, great room, and deck, and the third floor contains the bedrooms. The proposed floor plans are further described below:

- Plan 1: 1,901 square feet, 3 bedrooms, 3.5 baths, loft, 2-car garage, deck, and 2-car garage;
- Plan 2: 1,956 square feet, 3 bedrooms, 3.5 baths, optional 4-bedroom, den, deck, porch, and 2-car garage; and
- Plan 3: 2,115 square feet, 4 bedrooms, 3.5 baths, deck, and 2-car garage.

(v) **Courtyard Townhomes** – The proposed 12-plex Courtyard Townhomes are centrally located within the Project site, with an additional 12-plex unit located adjacent to Hamner Avenue, for a total of 84 units. The Courtyard Townhomes include lots 1 to 84 and consist of seven 12-plex buildings with 5 floor plans and one architectural style. The proposed Courtyard Townhome product has garage access from an autocourt, with primary unit entrances fronting the street or landscaped paseo. The paseos are designed with trees and accent shrubs to enhance visual character and promote pedestrian mobility throughout the site. The proposed building feature varied entry designs, private patios on the first floor, second floor laundry facilities, and some units include second floor lofts. The proposed floor plans are further described below:

- Plan 1: 1,645 square feet, 3 bedrooms, 2.5 baths, private open space, and 2-car garage;
- Plan 2: 1,729 square feet, 3 bedrooms, 2.5 baths, private open space, 2-car garage;
- Plan 3: 1,809 square feet, 3 bedrooms, 2.5 baths, loft, optional 4-bedroom, optional 3 baths, private open space, 2-car garage;
- Plan 3X: 1,812 square feet, 3 bedroom, 2.5 baths, loft, optional 4-bedroom, optional 3 baths, private open space, 2-car garage; and
- Plan 4: 2,061 square feet, 4 bedroom, 3 baths, loft, private open space, and 2-car garage.

(b) Site Access/Circulation — The Project site will have one access point from Ladybug Paseo, an east to west private street that will provide shared access to both the Project site and the future residential development to the south. A secondary access point will be provided from Clifton Avenue, a north to south public street located along the project's western boundary.

Tentative Tract Map No. 20779 will facilitate the construction of private streets and establish primary access into Planning Area 10A of the Rich-Haven Specific Plan from both Ladybug Paseo and Clifton Avenue.

(c) Parking — The Project requires 543 vehicle parking spaces as specified in the Rich-Haven Specific Plan and Ontario Development Code, and proposes 543 spaces,

which meets the minimum parking required for the Project. The Project also requires a total of 450 covered parking spaces, and 450 garage parking spaces have been provided complying with the minimum paring requirement. The off-street parking calculations for the Project are summarized in Table 3: Parking Summary.

(d) Architecture — The Conventional (2,700 SF) Single-Family residential and the cluster homes will be developed with three traditional architectural styles including Farmhouse, Spanish, and Ranch which incorporate the following design features (Exhibit D – Elevations, attached):

- **Farmhouse:** Varying gable and shed roofs with flat concrete roof tiles, first and second story pop-out features, sand finish stucco exterior, square entry openings, enhanced gable ends, cementitious vertical siding and trim, stucco over foam trim, recessed windows, and decorative windowsills.

- **Spanish:** Varying shed roofs with "S" concrete roof tiles, first and second story pop-out features, sand finish stucco exterior, arched entry openings, square vinyl windows with stucco over foam trim, decorative shutters, decorative windowsills, horizontal siding, and decorative corbels.

- **Ranch:** Varying gabled roofs with concrete flat tiles, sand finish stucco, cementitious trim, cementitious horizontal siding, first and second story pop-out features, and square entry openings.

The Row Town Homes and Courtyard Townhomes will be developed with a Transitional Ranch architectural style and incorporate the following design features (see Exhibit D – Elevations, attached):

- **Ranch:** Varying gabled roofs with "S" concrete roof tiles, barge board, decorative fascia, gabled end details, vinyl windows with foam trim, sand finish stucco, horizontal siding, pot shelfs, squared and arched entry openings, and first and second story popout features.

(e) Landscaping — The Project proposes approximately 18 percent landscape coverage throughout the Project site consistent with the Rich-Haven Specific Plan (see Exhibit E – Landscaping Plans, attached). The Landscape Plan provides a variety of 24, 36, and 48-inch box trees including the Coast Live Oak, Wilson Olive, California Sycamore, and Crape Myrtle along Hamner Avenue, as well as Golden Rain tree along Clifton Avenue. Additional trees are proposed throughout the Project site, including within the interior landscaped paseos, open space amenities, and throughout the buildings. A 45-foot-wide neighborhood edge is proposed on the west side of Hamner Avenue, consisting of a 25-foot-wide landscape buffer, 5-foot-wide walkway, and a 15-foot-wide parkway.

The proposed Row Town Homes and Courtyard Townhomes include landscaped paseos with a 3-FT high courtyard wall with entry gates, providing connections to interior landscaped paseos and open space amenities. The private lanes and auto courts are designed with finger planters to soften the massing and visual impact of the garages. Landscape installation will be the responsibility of the builder, while ongoing maintenance will be the responsibility of the homeowner's association. The homeowner will be responsible for all rear yard landscape improvements.

Along the eastern portion of the site, the proposed residential Project will have a pedestrian connection to the future commercial development to the east. Staff worked with the Applicant on the overall design and will include a passive park with an open lawn area, benches, picnic areas, walkways, decorative pot pedestals, and natural boulders to encourage pedestrian activity and connectivity to the future commercial to the east (see Exhibit F – Pedestrian Entry to Future Commercial Elevation).

(f) Wall and Fences - Walls and fences are proposed throughout the Project site. Along the eastern portion of the site, a 6-foot-high slump block wall with decorative pilasters is proposed. To provide pedestrian connectivity between the proposed residential development and the future commercial development to the east, a pedestrian gate is proposed towards the northeastern portion of the site. This portion will include a 6-foot-high combination wall with a slump block base and tubular steel above. The gate will operate with a key fob and will be limited to residents entering from the commercial site to the residential development. Additionally, the commercial development to the north is currently constructing an 8-foot-high wall along the north property line to separate the commercial center from the proposed residential development. The southern boundary of the site will include the construction of a 6-foot-high masonry block wall.

(g) Open Space/Amenities – TOP Policy PR1-1 requires new developments to provide a minimum of 2 acres of Private Park per 1,000 residents. The proposed Tract Map (TTM 20779) will facilitate the construction of an active recreation center, passive park, paseos, sidewalks, and parkways within the tract. The Tract Map requires a total of 1.58 acres of parkland and 1.64 acres of parkland has been provided, exceeding the minimum requirements. The Tract Map will include the construction of a 0.91-acre recreation center located east of B Street, 0.39-acre passive park on the west side of D Street, 0.30-acre east-west pedestrian paseo connecting the recreation center to the passive park, and a 0.04-acre open lawn area at the southeast corner of the site. Pedestrian paseos will be located throughout the site providing pedestrian connectivity to the open space amenities and connectivity to the future commercial development to the east. The open space amenities are described in further detail below (Exhibit G: Open Space Exhibit, attached):

- **Recreation Center**: The 0.91-acre recreation center will include an entry monument sign, picnic areas, BBQ counters and dining areas, a tot lot with play equipment areas and shade sails, a swimming pool and spa, pre-

fabricated shade structures over pool lounge areas, a dog park, concrete seat kernel, a community mailbox area, walkways, and bike racks.

- **Passive Park:** The 0.39-acre passive park area will include picnic and seating areas, an open lawn, walkways, accent trees and shrubs, and natural boulders. The park is designed to support walkable connections to nearby commercial uses and provide inviting gathering spaces for residents. The walkway to the future commercial from the passive park will incorporate decorative pavers and planter pot pedestals to enhance the overall visual character.

- **Pedestrian Paseo:** The 0.30-acre pedestrian paseo will be centrally located between the proposed recreation center and passive park, providing an east-west pedestrian connection. The paseo will be landscaped with trees and accent shrubs to enhance connectivity and overall pedestrian environment.

(h) Signage — All Project signage is required to comply with sign regulations provided in Ontario Development Code Division 8.1 and the Rich-Haven Specific Plan. Prior to the issuance of a Building Permit for the installation of any new on-site signage, the Applicant is required to submit Sign Plans for Planning Department review and approval.

(i) Utilities (drainage, sewer) — To serve the proposed residential development, the Project will be required to construct infrastructure improvements per the proposed Development Agreement (File No. PDA25-004). Furthermore, the Applicant has submitted a Preliminary Water Quality Management Plan (PWQMP), which establishes the Project's compliance with storm water discharge/water quality requirements. The PWQMP includes site design measures that capture runoff and pollutant transport by minimizing impervious surfaces and maximizes low impact development (LID) best management practices (BMPs), such as retention and infiltration, biotreatment, and evapotranspiration. The PWQMP proposes the use of underground retention basin to receive, retain, and treat storm water runoff located within the proposed lawn area along the eastern portion of the site. Any overflow drainage will be conveyed to the public street by way of parkway drains and culverts.

PUBLIC NOTIFICATION: The subject application was advertised as a public hearing in at least one newspaper of general circulation in the City of Ontario (the Inland Valley Daily Bulletin newspaper). In addition, notices were mailed to all owners of real property located within a minimum of 600 feet of the exterior boundaries of the property that is the subject of the hearing, as shown on the records of the County Assessor.

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

occupants of properties surrounding the Project site or from the public in general, regarding the subject application.

AGENCY/DEPARTMENT REVIEWS: Each City agency/department has been provided the opportunity to review and comment on the subject application and recommend conditions of approval to be imposed upon the application. At the time of the Resolutions preparation, recommended conditions of approval were provided and are appended to the attached Resolutions as Attachment A.

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

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

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

(1) City Council Goals

- Invest in the Growth and Evolution of the City's Economy
- Maintain the Current High Level of Public Safety
- 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 Ontario Ranch

(2) Vision

Distinctive Development that integrates our varied and diverse focal points, districts, centers, corridors, and neighborhoods to provide a feeling of coherence without sacrificing uniqueness.

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

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

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

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

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

Housing Element

Goal H-2 Housing Supply & Diversity: Diversity of types of quality housing that are affordable to a range of household income levels, accommodate changing demographics, and support and reinforce the economic sustainability of Ontario.

- H-2.4 Ontario Ranch. We support a premier lifestyle community in the Ontario Ranch, distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.

- H-2.5 Housing Design. We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices, and other best practices.

Goal H-5 Special Needs: A full range of housing types and community services that meet the special housing needs for all individuals and families in Ontario, regardless of income level, age, or other status.

Community Economics Element:

Goal CE-1 Complete Community: A complete community that provides for all incomes and stages of life.

- CE-1.6 Diversity of Housing. We collaborate with residents, housing providers, and the development community to provide housing opportunities for every stage of life; we plan for a variety of housing types and price points to encourage the development of housing supportive of our efforts to attract business in growing sectors of the community while being respectful of existing viable uses.

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

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

- CE-2.2 Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create

appropriately unique, functional, and sustainable places that will compete well with their competition within the region.

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

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

Safety Element

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

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

Community Design Element

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

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

- CD-1.2 Place Types. We establish Place Types in urban, mixed use, and transit-oriented areas to foster the City's identity as a premier community and require new development within each Place Type to incorporate prescribed urban patterns, forms, and placemaking priorities.

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

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

1. Building volume, massing, and height to provide context-appropriate scale and proportion;

2. 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

3. Exterior building materials that are articulated, high quality, durable, and appropriate for the architectural style.

- CD-2.2 Neighborhood Design. We create distinct residential neighborhoods that promote a sense of community and identity by emphasizing access, connectivity, livability, and social interaction through such elements as:

  1. A pattern of smaller, walkable blocks that promote activity, safety, and access to nearby amenities and services;

  2. Varied parcel sizes and lot configurations to accommodate a diversity of housing types;

  3. Traffic calming measures to slow traffic and promote walkability while maintaining acceptable traffic flows and emergency evacuation access;

  4. 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

  5. Landscaped parkways, with sidewalks separated from the curb and designed to maximize safety, comfort, and aesthetics for all users.

- CD-2.4 Urban, Mixed Use, and Transit-oriented Areas. We establish Place Types to require mixed use, urban, and transit-oriented areas to be designed and developed as pedestrian oriented areas that are integrated with adjacent neighborhoods and promote a vibrant, comfortable, and functional environment, as defined for each Place Type.

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

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

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

- CD-2.10 Parking Areas. We require all development, including single-family residential, to minimize the visual impact of surface, structured, and garage parking areas visible from the public realm in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include: surface parking: shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field.

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

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

Goal CD-3 Urban, Mixed Use, and Transit-Oriented Place Types: Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages between and within developments that are conveniently located, visually appealing and safe during all hours.

- CD-3.2 Comfortable, Human-Scale Public Realm. We require that public spaces, including streets, parks, and plazas on both public and private property be designed to maximize safety, comfort and aesthetics and connect to the citywide pedestrian, vehicular, and bicycle networks.

- CD-3.3 Complete and Connected Network. We require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated to provide connections internally and externally to adjacent neighborhoods and properties (existing and planned) through a system of local roads and trails that promote walking and biking to nearby destinations (including existing and planned parks, commercial areas, and transit stops) and are designed to maximize safety, comfort, and aesthetics.

- CD-3.4 Context-Aware and Appropriate Design. We require appropriate building and site design that complements existing development, respects the intent and identity of the Place Type, and provides appropriate transitions and connections between adjacent uses to ensure compatibility of scale, maintain an appropriate level of privacy for each use, and minimize potential conflicts.

- CD-3.5 Active Frontages. We create lively pedestrian streetscapes by requiring primary building, business, and residential entrances, outdoor dining, and storefronts be located on ground floors adjacent to sidewalks or public spaces and designed to maximize safety, comfort, aesthetics, and the intended functionality (as defined by the Place Type).

- CD-3.6 Managed Infrastructure. We collaborate with developers and property owners to facilitate development that realizes the envisioned character and functionality of the Place Type through the use of green and shared infrastructure within each Place Type.

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

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

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

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

ENVIRONMENTAL REVIEW: The environmental impacts of this Project were previously reviewed in conjunction with the Rich-Haven Specific Plan Amendment (File No. PSPA22-001), for which an Environmental Impact Report (State Clearinghouse No. 2022100425) was adopted by the City Council on June 20, 2023. 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.

TECHNICAL APPENDIX:

Table 1: Surrounding Zoning and Land Uses

	Existing Land Use	***Policy Plan Designation***	***Zoning Designation***	***Specific Plan Land Use***
Site	Vacant	MU-Mixed Use: 14.0 to 50.0 du/ac; 0.7 FAR office/retail	Rich-Haven Specific Plan	Planning Area 10A (Stand Alone Residential Overlay)
North	Commercial shopping center (under construction)	MU-Mixed Use: 14.0 to 50.0 du/ac; 0.7 FAR office/retail	Rich-Haven Specific Plan	Planning Area 8 (Regional Commercial)
South	Single-Family & Multi-Family Residential (under construction)	MDR (Medium Density Residential): 11.1 to 25.0 du/ac	Esperanza Specific Plan	PA-3 (RD-8/Motorcourt Townhomes)
East	Commercial buildings	City of Eastvale	City of Eastvale	City of Eastvale
West	Single-Family Residential	MDR (Medium Density Residential): 11.1 to 25.0 du/ac	Rich-Haven Specific Plan	Planning Area 9 (Stand Alone Residential Overlay)

Table 2-1: General Site & Building Statistics – Tentative Tract Map

Item	***Required Min./Max.***	***Provided (Ranges)***	***Meets Y/N***
Project area (in gross acres):	N/A	15.9 acres	Y
Conventional Single-Family Min. Lot Size (SF)	2,700 SF	2,930 to 4,958 SF	Y
Cluster Min. Lot Size (SF)	2,000 SF	2,142 to 3,638 SF	Y
Row Town Homes Min. Lot Size (SF)	1,800 SF (per unit)	Min. 1,872 SF (per unit)	Y
Courtyard Townhome Min. Lot Size (SF)	1,800 SF (per unit)	Min. 2,109 SF (per unit)	Y
Project Density (du/ac)	14.0 to 50.0 du/ac	14.2 du/ac	Y

Table 2-2: General Site & Building Statistics – 2,700 SF Conventional Single-Family

Item	***Required Min./Max.***	***Provided (Ranges)***	***Meets Y/N***
Maximum coverage (in %):	55%	24% to 41%	Y
Front yard setback (in FT):	10-FT	15.1-FT to 25.9-FT	Y
Side yard setback (in FT):	5-FT	5-FT to 6.7-FT	Y
Rear yard setback (in FT):	10-FT	10-FT to 20.3-FT	Y
Maximum height (in FT):	35-FT	25-FT to 27-FT	Y

Table 2-3: General Site & Building Statistics – Cluster Single-family Detached and Duplex (No Driveway)

Item	*Required Min./Max.*	*Provided (Ranges)*	*Meets Y/N*
Maximum coverage (in %):	65%	42% to 55%	Y
Front yard setback (in FT):	10-FT	10-FT	Y
Side yard setback (in FT):	4-FT	4-FT to 4.6-FT	Y
Rear yard setback (in FT):	5-FT	7.1-FT to 9.8-FT	Y
Maximum height (in FT):	35-FT	24.5-FT to 27.6-FT	Y

Table 2-4: General Site & Building Statistics – Cluster Single-family Detached (Two Street Frontages)

Item	*Required Min./Max.*	*Provided (Ranges)*	*Meets Y/N*
Maximum coverage (in %):	65%	38% to 56%	Y
Front yard setback (in FT):	10-FT Clifton Avenue: 8-FT	10-FT to 12.3-FT Clifton Avenue: 8.2-FT to 8.6-FT	Y
Side yard setback (in FT):	4-FT	4-FT to 11.9-FT	Y
Rear yard setback (in FT):	5-FT	6.7-FT to 22.9-FT	Y
Maximum height (in FT):	35-FT	24.5-FT to 27.6-FT	Y

Table 2-5: General Site & Building Statistics – Row Town Homes

Item	*Required Min./Max.*	*Provided (Ranges)*	*Meets Y/N*
Maximum coverage (in %):	60%	45% to 55%	Y
Front yard setback (in FT):	10-FT	10-FT to 26.1-FT	Y
Rear yard setback (in FT):	5-FT	10.9-FT to 11-FT	Y
Building Separation Front to Front (in FT):	25-FT	31-FT	Y
Garage to Garage setback (in FT)	30-FT	30-FT	Y
Maximum height (in FT):	35-FT	Building Height: 28-FT 36.2-FT to top of ridge	Y

Table 2-6: General Site & Building Statistics – Courtyard Townhomes

Item	*Required Min./Max.*	*Provided (Ranges)*	*Meets Y/N*
Maximum coverage (in %):	60%	54% to 55%	Y
Front yard setback (in FT):	10-FT	10-FT to 12.3-FT	Y
Rear yard setback (in FT):	10-FT	13.4-FT	Y
Building Separation Front to Front (in FT):	25-FT	26-FT	Y

Item	Required Min./Max.	Provided (Ranges)	Meets Y/N
Garage to Garage setback (in FT)	30-FT	34.9-FT	Y
Maximum height (in FT):	35-FT	30.1-FT to top of ridge	Y

Table 3-1: Parking Summary

Type of Use	Number of Units	Parking Ratio	Spaces Required
Single-Family Residential Units	86	2 spaces/du	172
Multi-Family Residential (3-Bedroom Units)	139	2.5 spaces/du	347.5
Guest Parking (Multi-Family Residential)	139	0.17 spaces/du	23.6
TOTAL			**543 spaces**

Table 3-2: Parking Provided

Type of Parking	Spaces Provided
Garage Spaces	450 spaces
On-site Guest Spaces	69 spaces
Off-street Guest Spaces	20 spaces
ADA Parking	4 spaces
TOTAL	**543 spaces**

Table 4.1: Dwelling Unit Statistics - 2,700 SF Conventional Single-Family

Unit Type	Unit Size (in SF)	No. Bedrooms	No. Bathrooms	No. Stories
Plan 1B	1,645 SF	3	2.5	2
Plan 2A	1,745 SF	3	2.5	2
Plan 2B	1,745 SF	3	2.5	2
Plan 3A	1,810 SF	4	3	2
Plan 3C	1,810 SF	4	3	2

Table 4.2: Dwelling Unit Statistics - Clusters

Unit Type	Unit Size (in SF)	No. Bedrooms	No. Bathrooms	No. Stories
Plan 1A, 1B, 1C	1,645 SF	3	2.5	2
Plan 2A, 2B, 2C	1,765 SF	3	2.5	2
Plan 3A, 3B, 3C	1,810 SF	4	3	2
Plan 4A, 4B, 4C	1,949 SF	4	3	2
Plan 5A, 5B, 5C	2,014 SF	4	3	2

Table 4.3: Dwelling Unit Statistics – Row Town Homes

Unit Type	*Unit Size (in SF)*	*No. Bedrooms*	*No. Bathrooms*	*No. Stories*	*Private Open Space (in FT)*
Plan 1	1,901 SF	3	3.5	3	219 SF
Plan 2	1,956 SF	3 or optional 4 bedrooms	3.5	3	237 SF
Plan 3	2,115 SF	4	3.5	3	185 SF

Table 4.4: Dwelling Unit Statistics – Courtyard Townhomes

Unit Type	*Unit Size (in SF)*	*No. Bedrooms*	*No. Bathrooms*	*No. Stories*	*Private Open Space (in FT)*
Plan 1	1,645 SF	3	2.5	2	150 SF
Plan 2	1,729 SF	3	2.5	2	144 SF
Plan 3	1,809 SF	3 or optional 4 bedrooms	2.5 or optional 3 baths	2	147 SF
Plan 3X	1,812 SF	3 or optional 4 bedrooms	2.5 or optional 3 baths	2	262 SF
Plan 4	2,061 SF	4	3	2	405 SF

Exhibit A: PROJECT LOCATION MAP

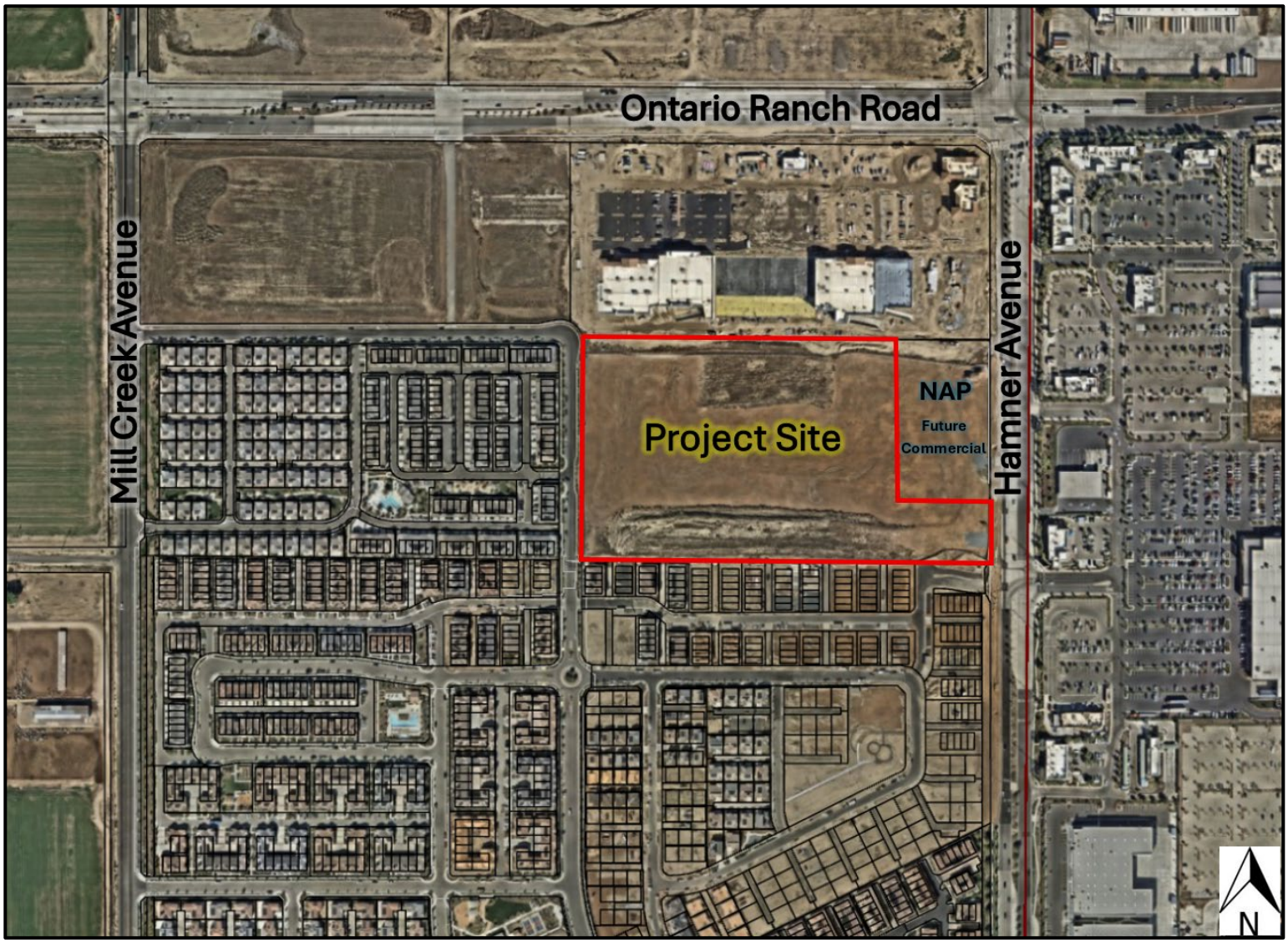


Exhibit B: TENTATIVE TRACT MAP NO. 20779

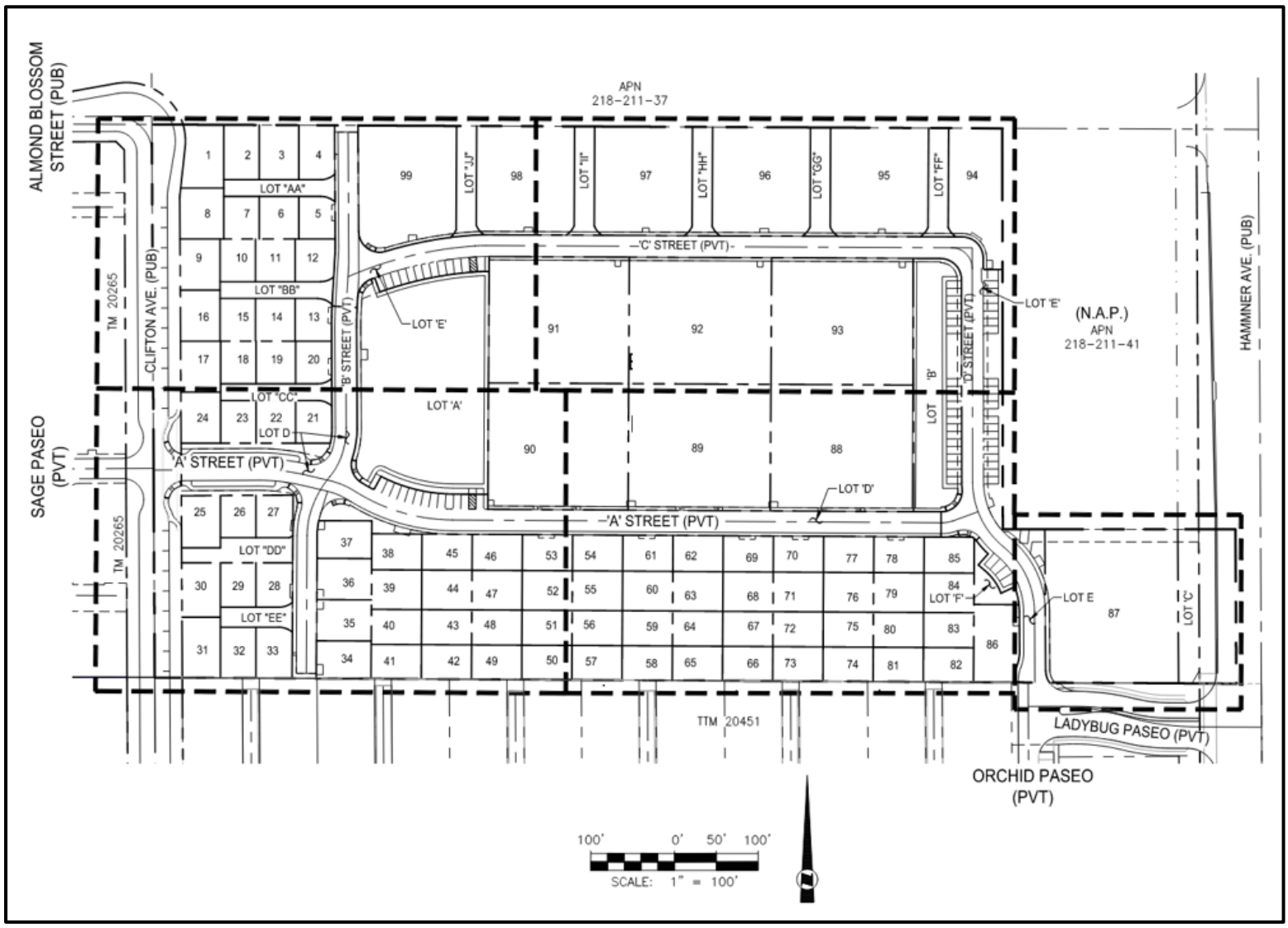


Exhibit C: SITE PLAN

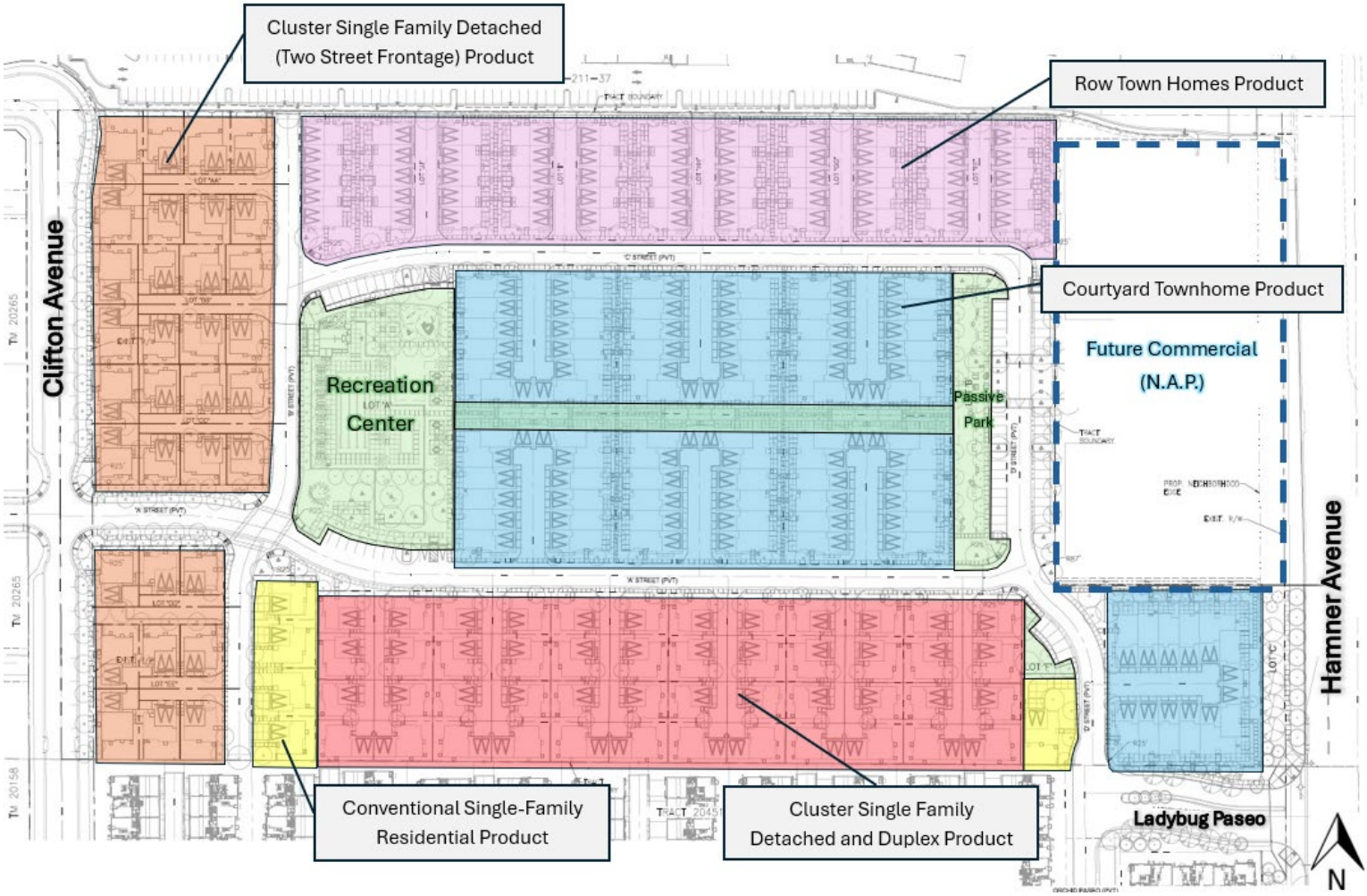
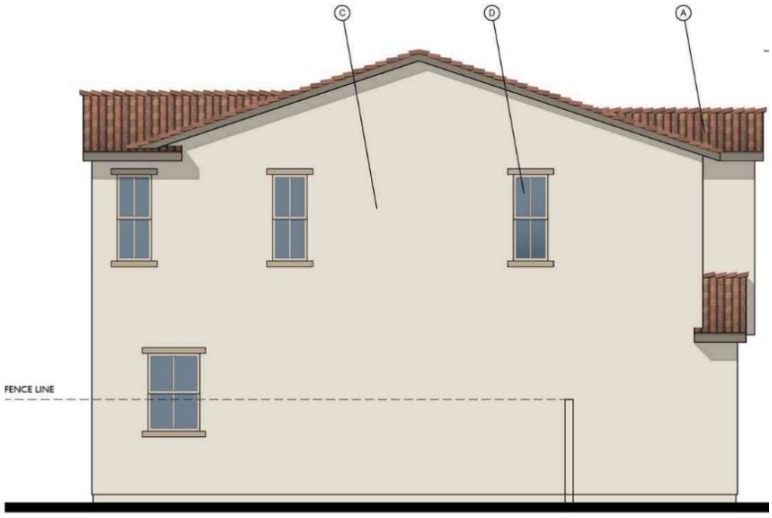


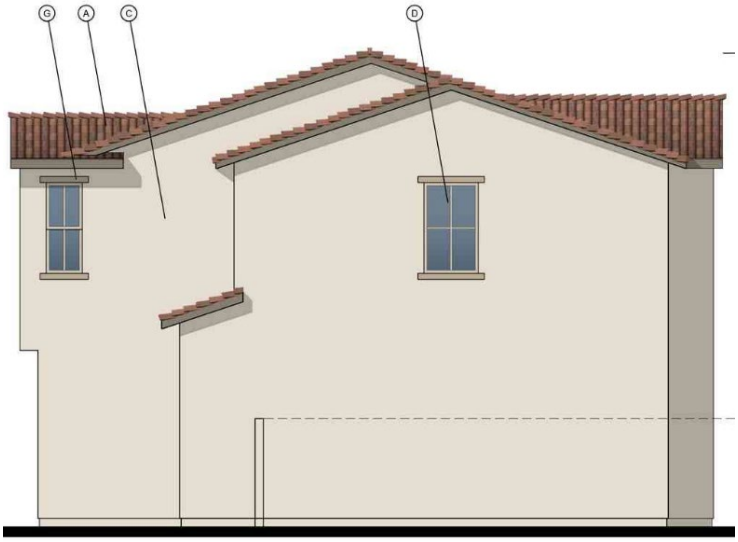
Exhibit D: ELEVATIONS (CLUSTER PLAN 1A – TRANSITIONAL SPANISH – CENTER UNIT)



LEFT



FRONT TRANSITIONAL SPANISH

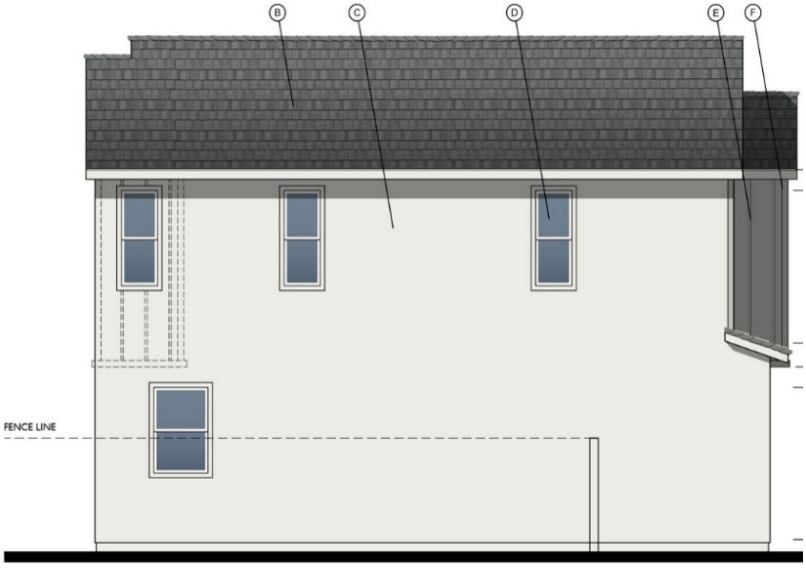


RIGHT



REAR

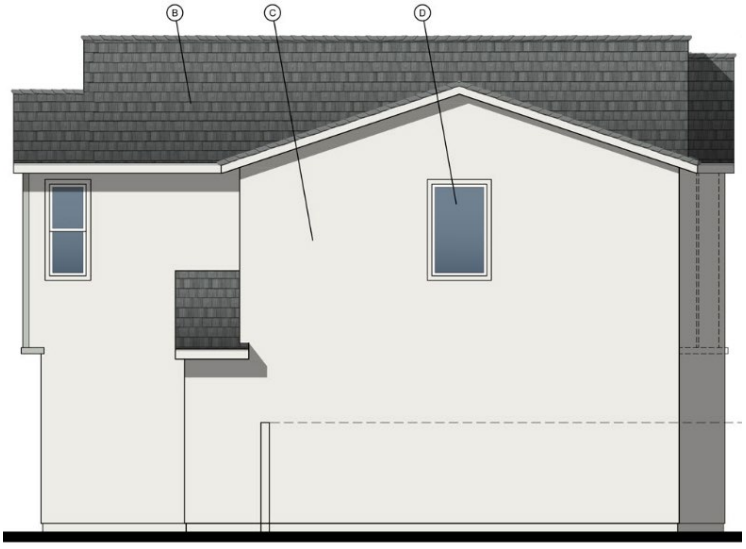
Exhibit D: ELEVATIONS (CLUSTER PLAN 1B – TRANSITIONAL FARMHOUSE – CENTER UNIT)



LEFT



FRONT TRANSITIONAL FARMHOUSE

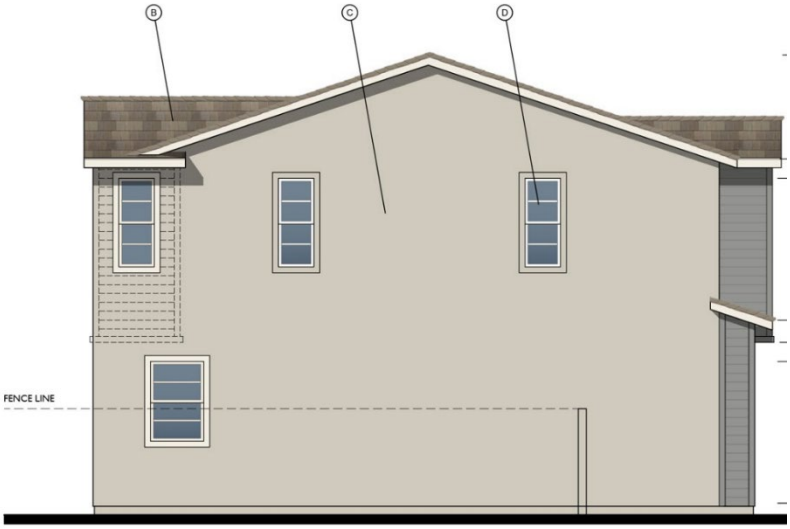


RIGHT



REAR

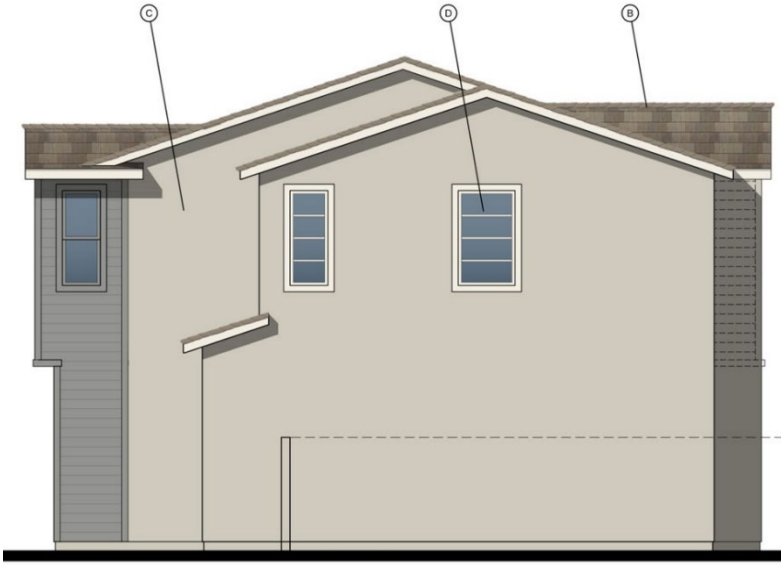
Exhibit D: ELEVATIONS (CLUSTER PLAN 1C – TRANSITIONAL RANCH – CENTER UNIT)



LEFT



FRONT TRANSITIONAL RANCH



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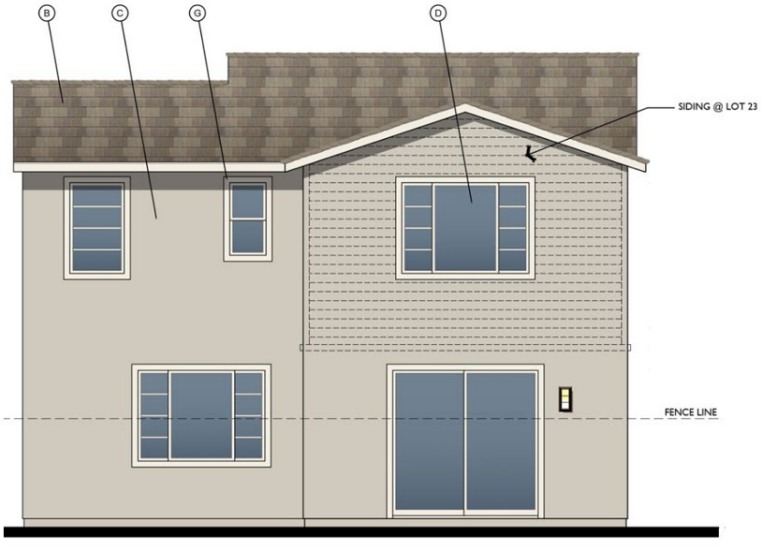
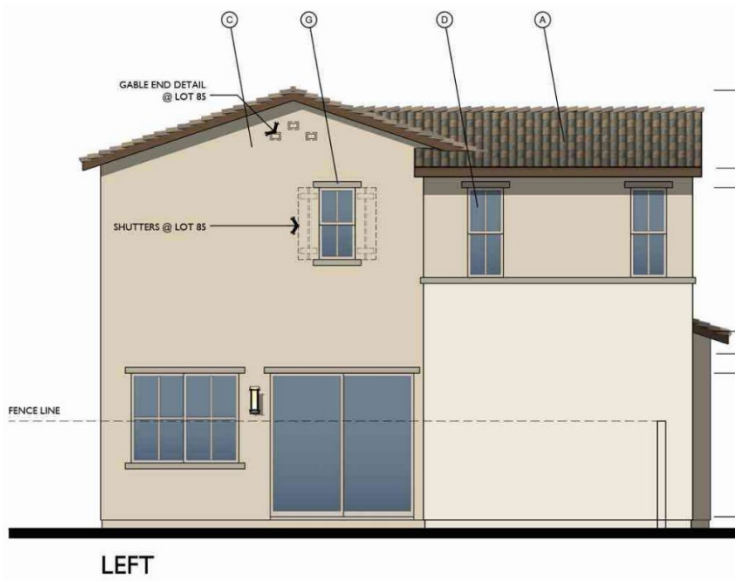


REAR

Exhibit D: ELEVATIONS (CLUSTER PLAN 2A – TRANSITIONAL SPANISH – FRONTING A & B STREET)



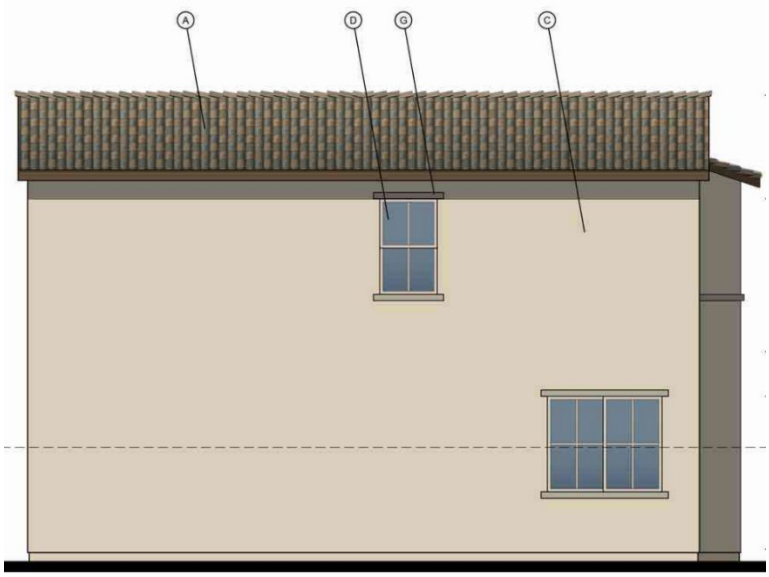
LEFT



FRONT TRANSITIONAL SPANISH

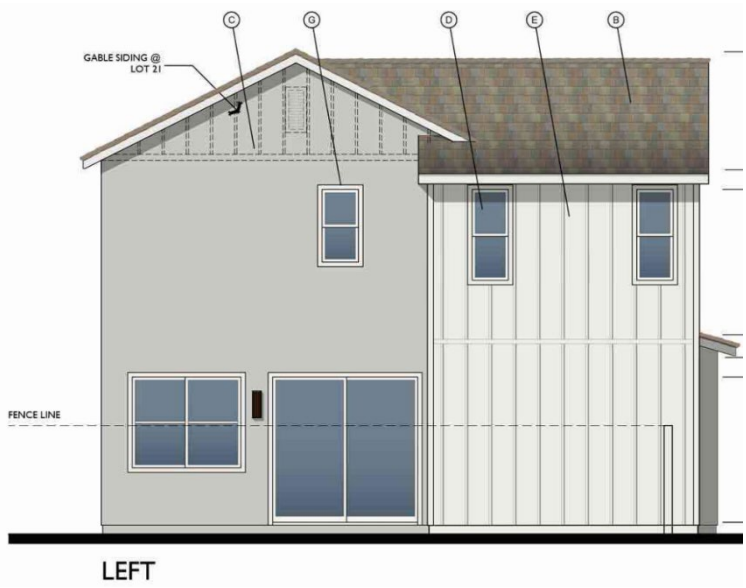


RIGHT



REAR

Exhibit D: ELEVATIONS (CLUSTER PLAN 2B – TRANSITIONAL FARMHOUSE – FRONTING A & B STREET)



LEFT



FRONT TRANSITIONAL FARMHOUSE



RIGHT

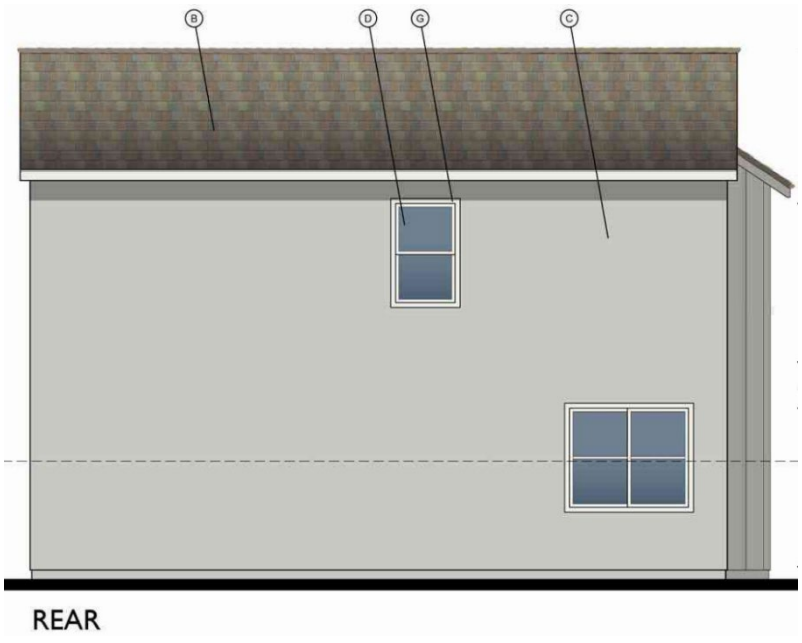


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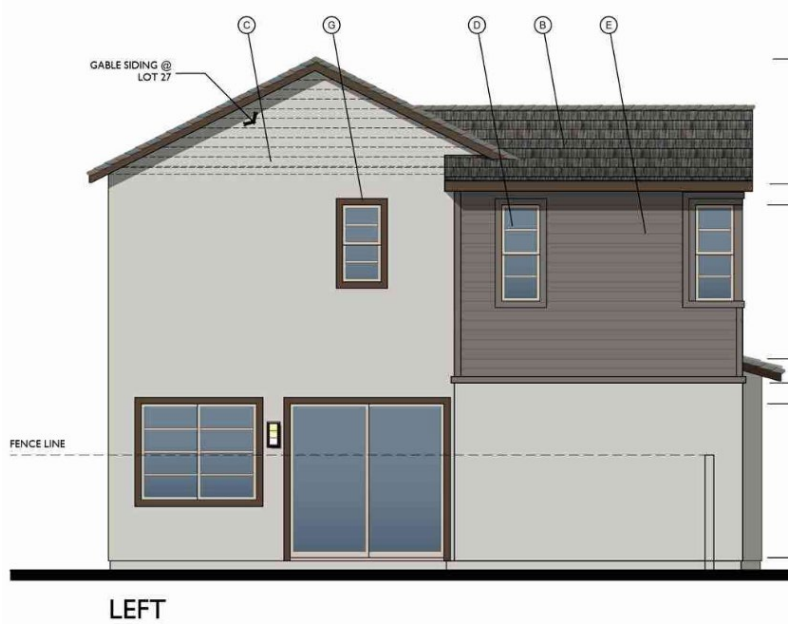
Exhibit D: ELEVATIONS (CLUSTER PLAN 2C – TRANSITIONAL RANCH – FRONTING A & B STREET)



LEFT



FRONT TRANSITIONAL RANCH



RIGHT

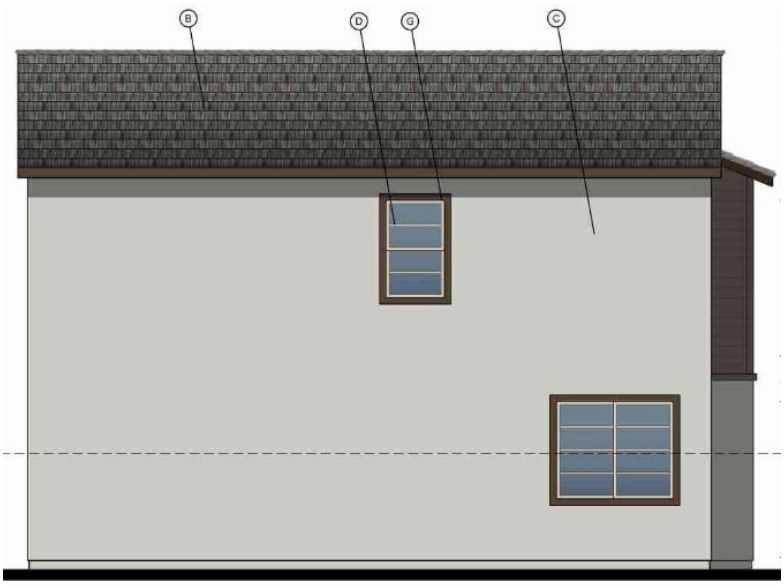


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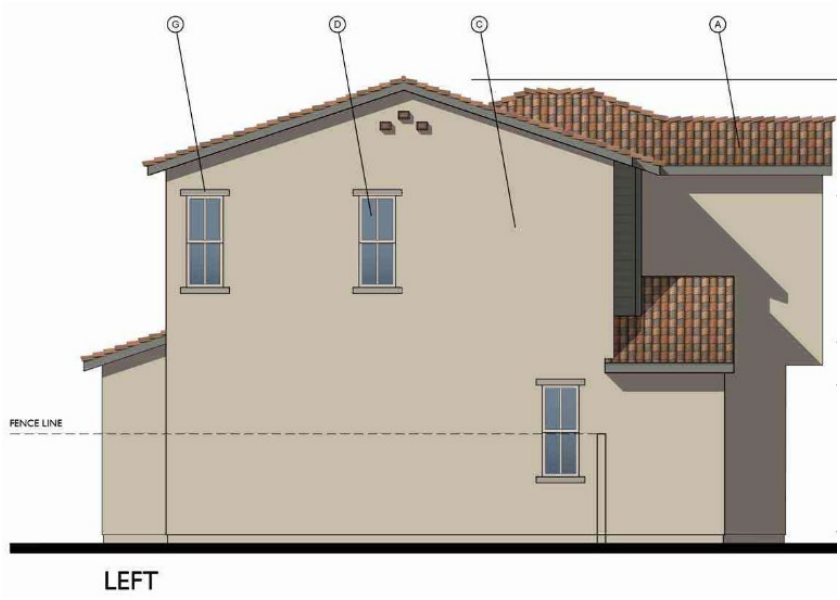
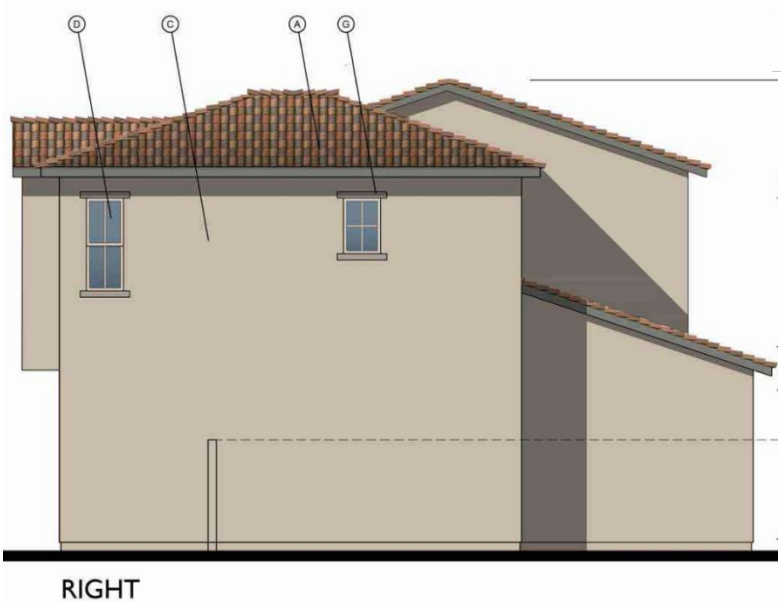
Exhibit D: ELEVATIONS (CLUSTER PLAN 3A – TRANSITIONAL SPANISH – CENTER UNIT)



LEFT



FRONT TRANSITIONAL SPANISH



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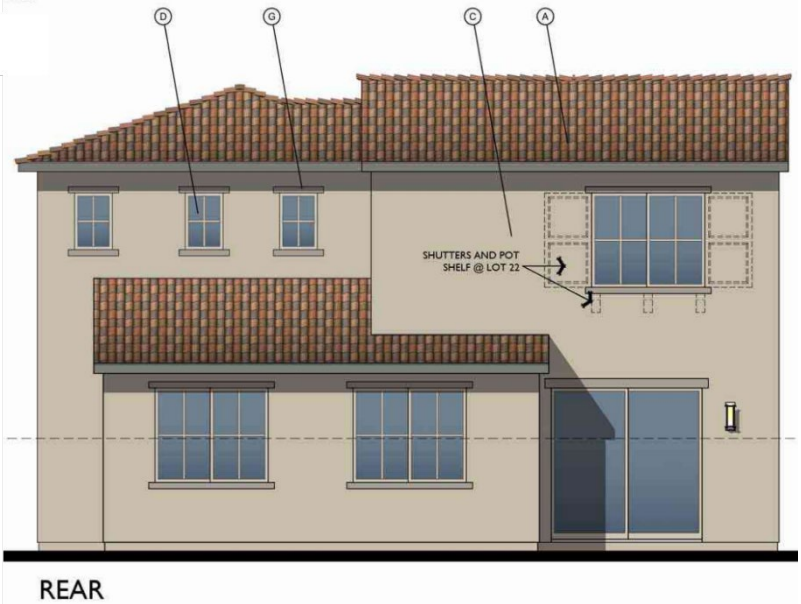
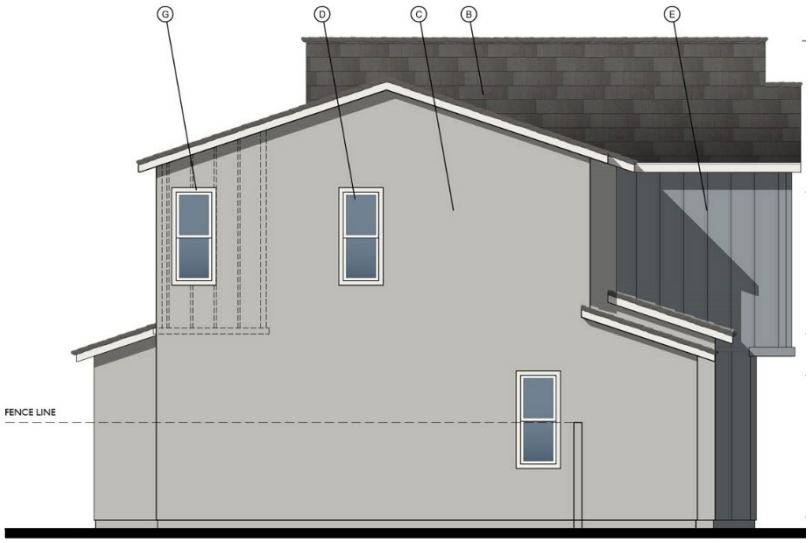


REAR

Exhibit D: ELEVATIONS (CLUSTER PLAN 3B – TRANSITIONAL FARMHOUSE – CENTER UNIT)



LEFT



FRONT TRANSITIONAL FARMHOUSE

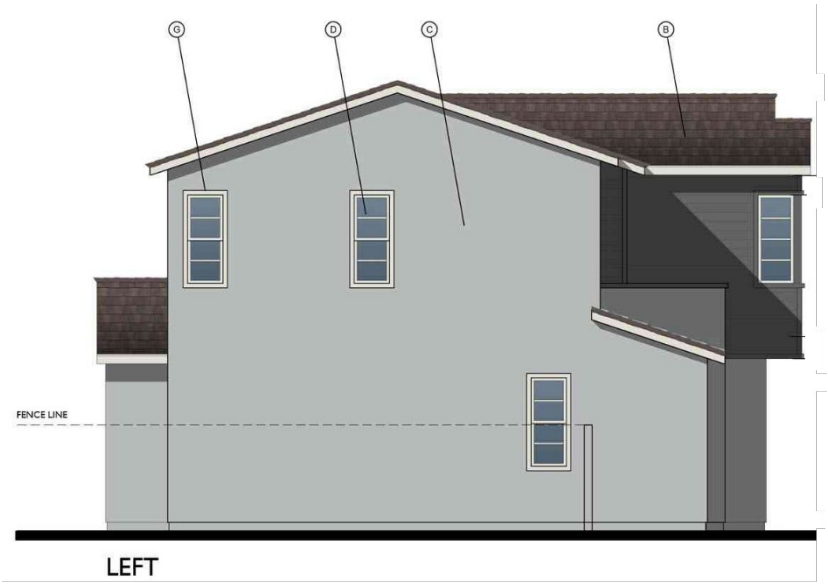


RIGHT



REAR

Exhibit D: ELEVATIONS (CLUSTER PLAN 3C – TRANSITIONAL RANCH – CENTER UNIT)



LEFT



FRONT TRANSITIONAL RANCH



RIGHT

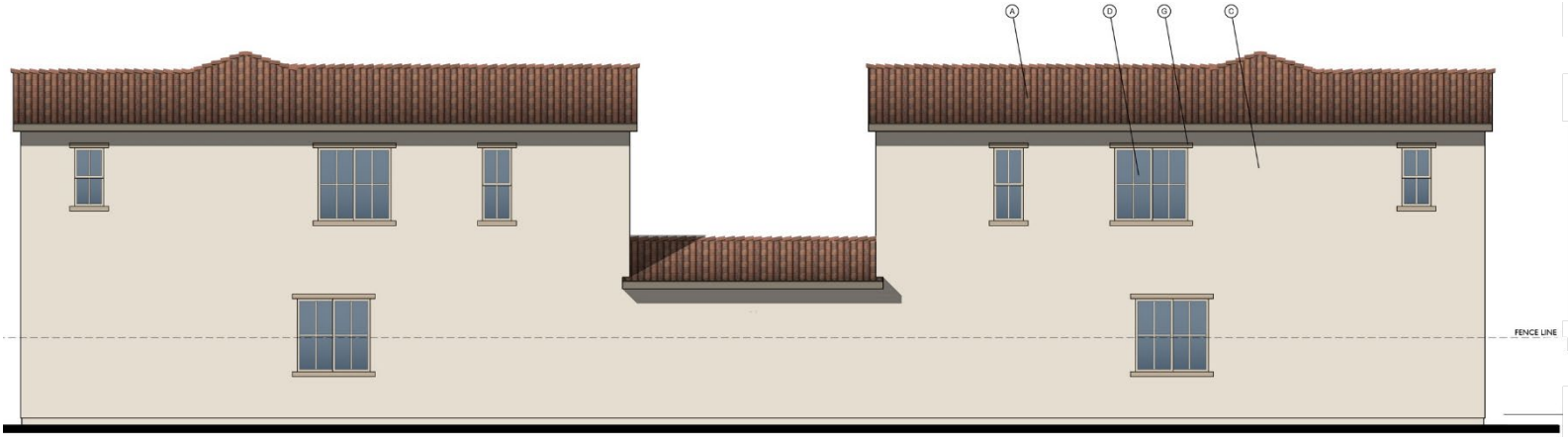


REAR

Exhibit D: ELEVATIONS (CLUSTER PLAN 4A – TRANSITIONAL SPANISH – DUPLEX UNIT)



FRONT TRANSITIONAL SPANISH



REAR



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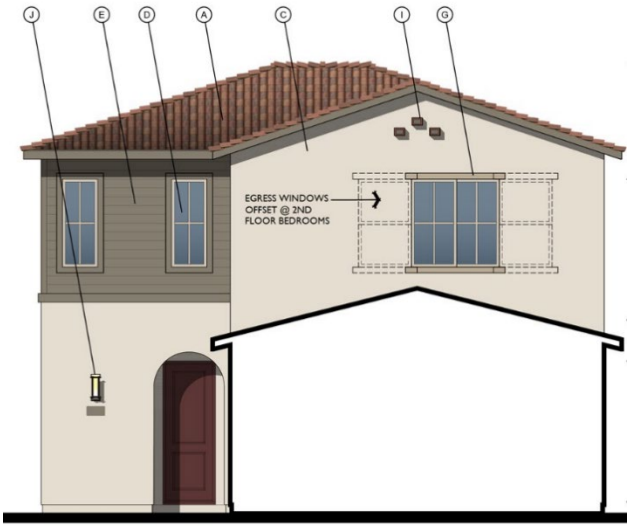
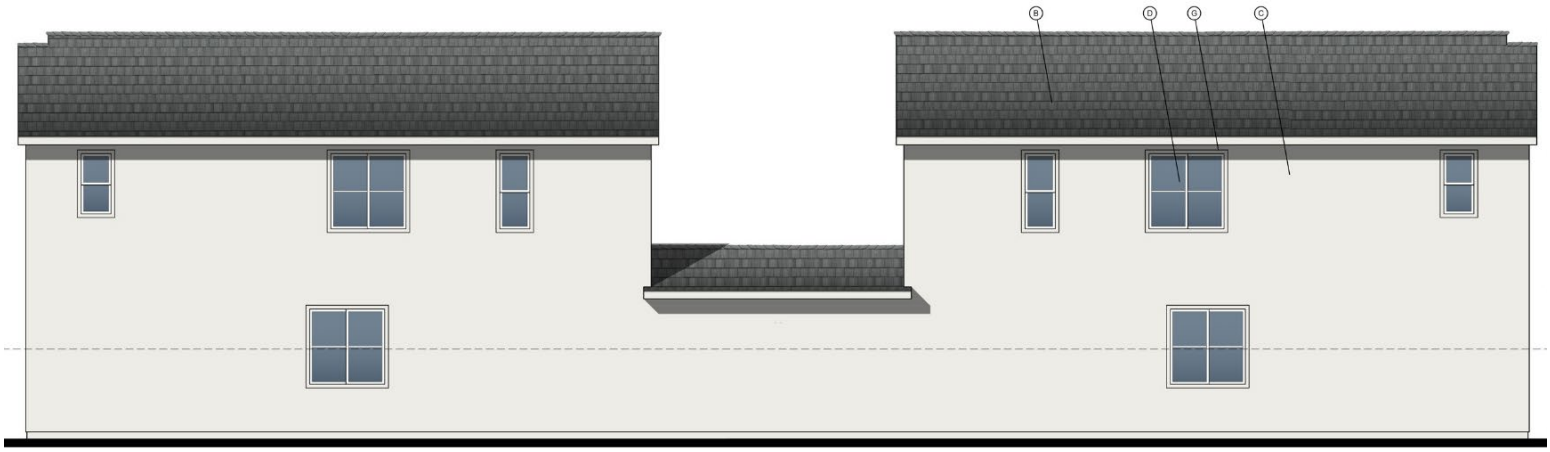


SECTION THRU GARAGE @ ENTRY DOOR

Exhibit D: ELEVATIONS (CLUSTER PLAN 4B – TRANSITIONAL FARMHOUSE – DUPLEX UNIT)



FRONT TRANSITIONAL FARMHOUSE



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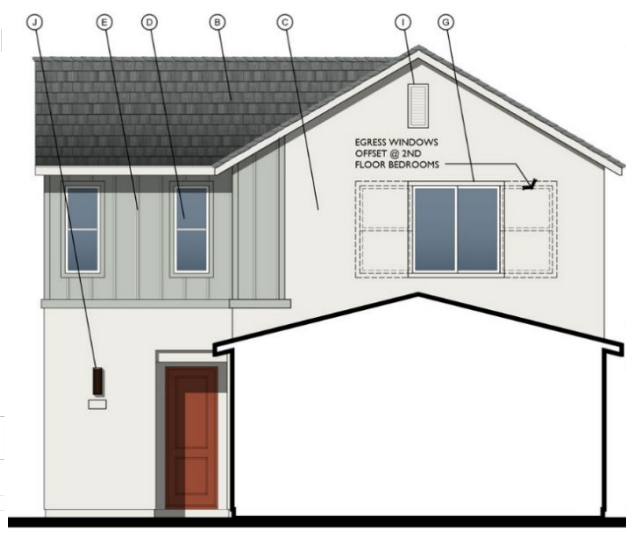
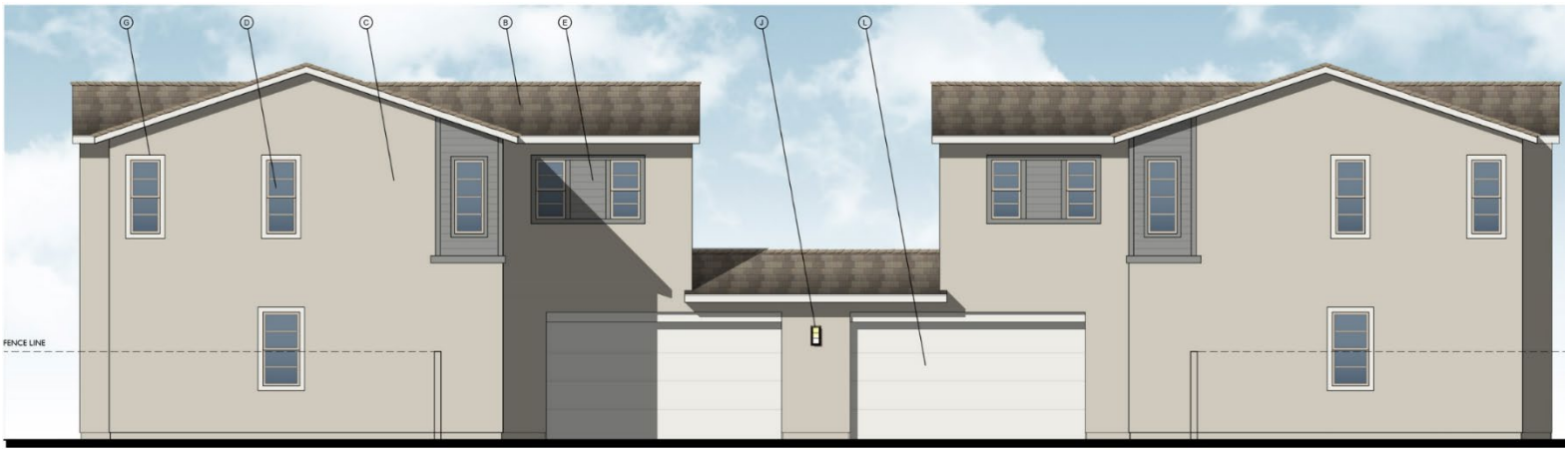
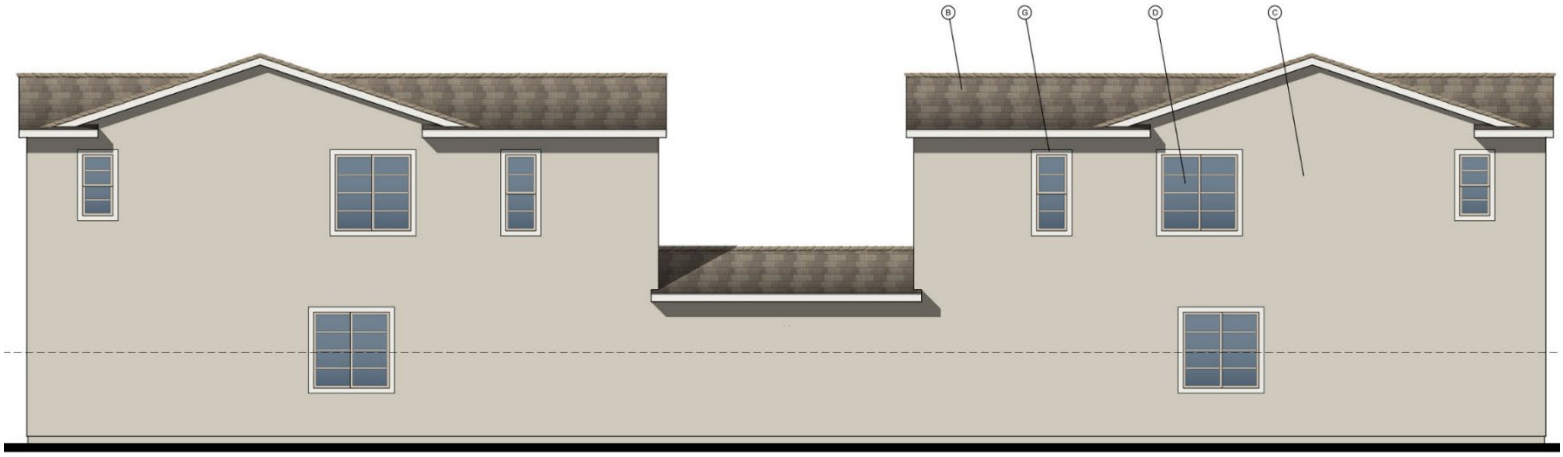


SECTION THRU GARAGE @ ENTRY DOOR

Exhibit D: ELEVATIONS (CLUSTER PLAN 4C – TRANSITIONAL RANCH – DUPLEX UNIT)



FRONT TRANSITIONAL RANCH



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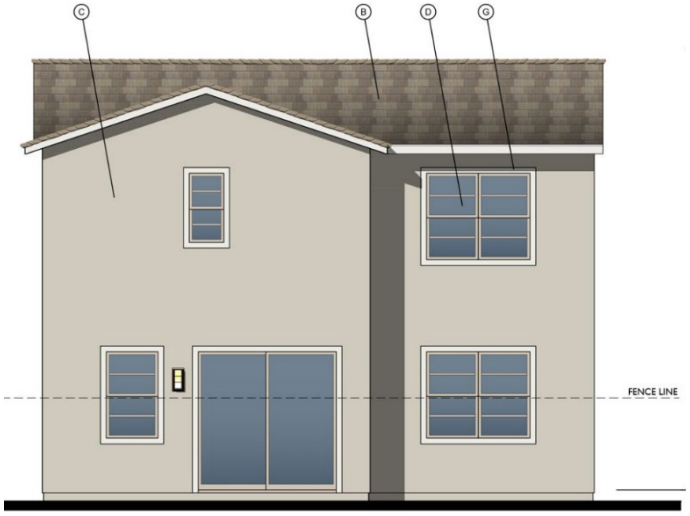

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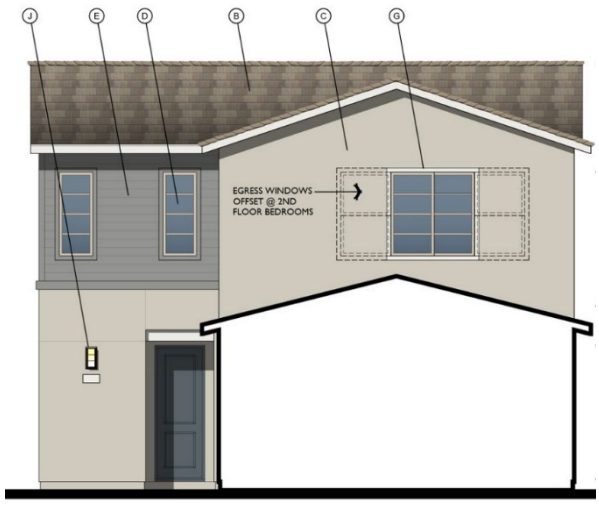
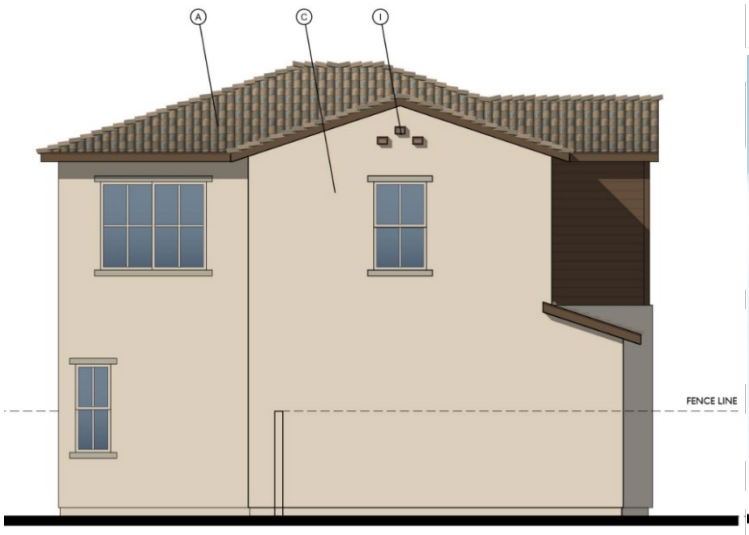


SECTION THRU GARAGE @ ENTRY DOOR

Exhibit D: ELEVATIONS (CLUSTER PLAN 5A – TRANSITIONAL SPANISH – FRONTING CLIFTON)



LEFT



FRONT TRANSITIONAL SPANISH

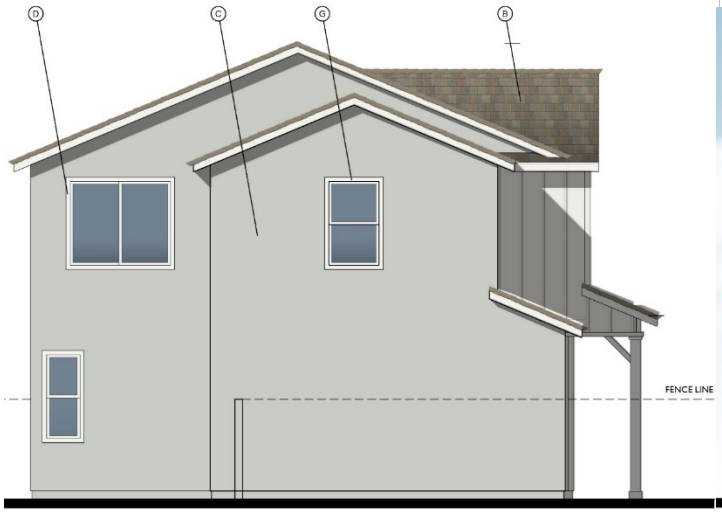


RIGHT



REAR

Exhibit D: ELEVATIONS (CLUSTER PLAN 5B – TRANSITIONAL FARMHOUSE – FRONTING CLIFTON)



LEFT



FRONT

TRANSITIONAL FARMHOUSE



RIGHT



REAR

Exhibit D: ELEVATIONS (CLUSTER PLAN 5C – TRANSITIONAL RANCH – FRONTING CLIFTON)



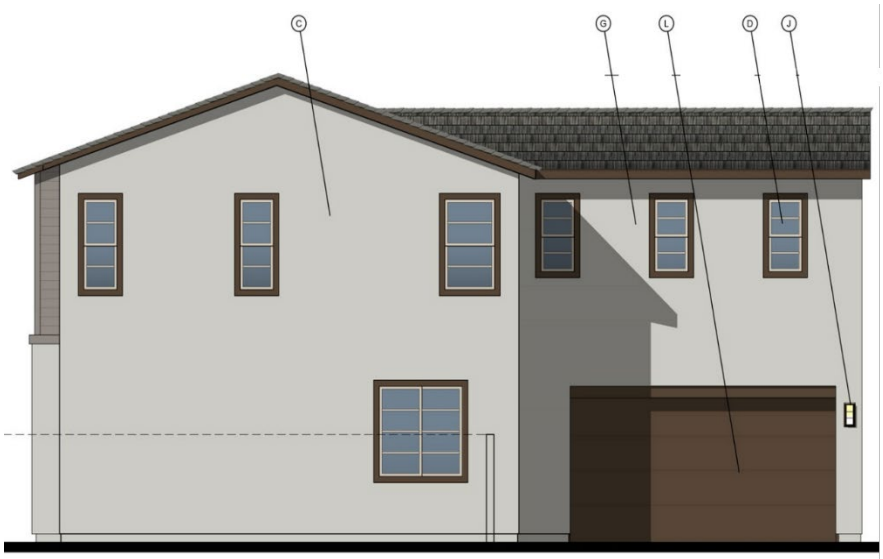
LEFT



FRONT TRANSITIONAL RANCH



RIGHT



REAR

Exhibit D: ELEVATIONS (ROW TOWN HOMES)



FRONT



REAR



RIGHT



LEFT

Exhibit D: ELEVATIONS (COURTYARD TOWNHOMES)



FRONT TRANSITIONAL SPANISH



LEFT



RIGHT



REAR

Exhibit E: LANDSCAPE PLAN





Exhibit E: LANDSCAPE PLAN – RECREATION CENTER

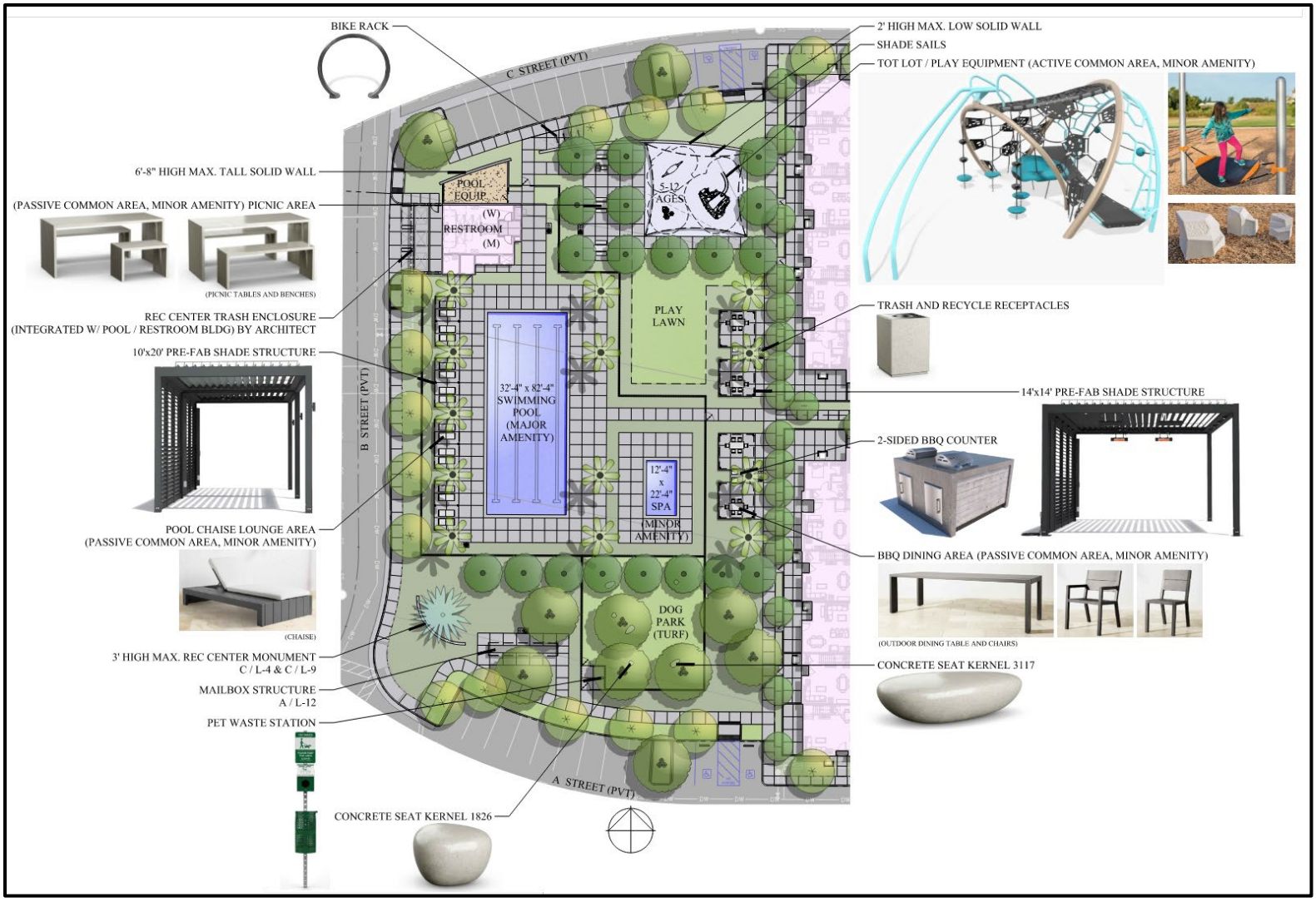


Exhibit F-1 – PASSIVE PARK & CONNECTION TO FUTURE COMMERCIAL

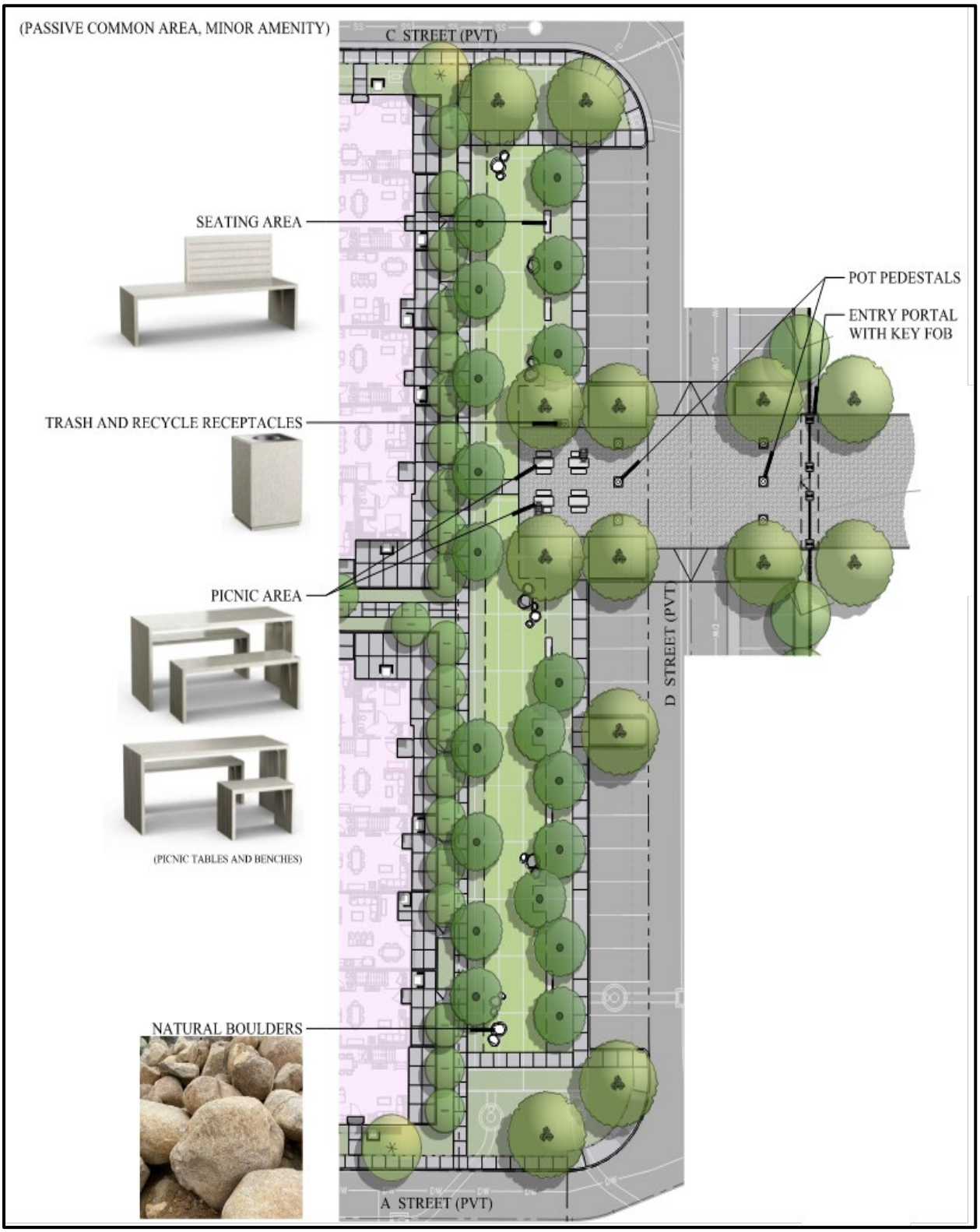


Exhibit F-2 – PEDESTRIAN ENTRY TO FUTURE COMMERCIAL



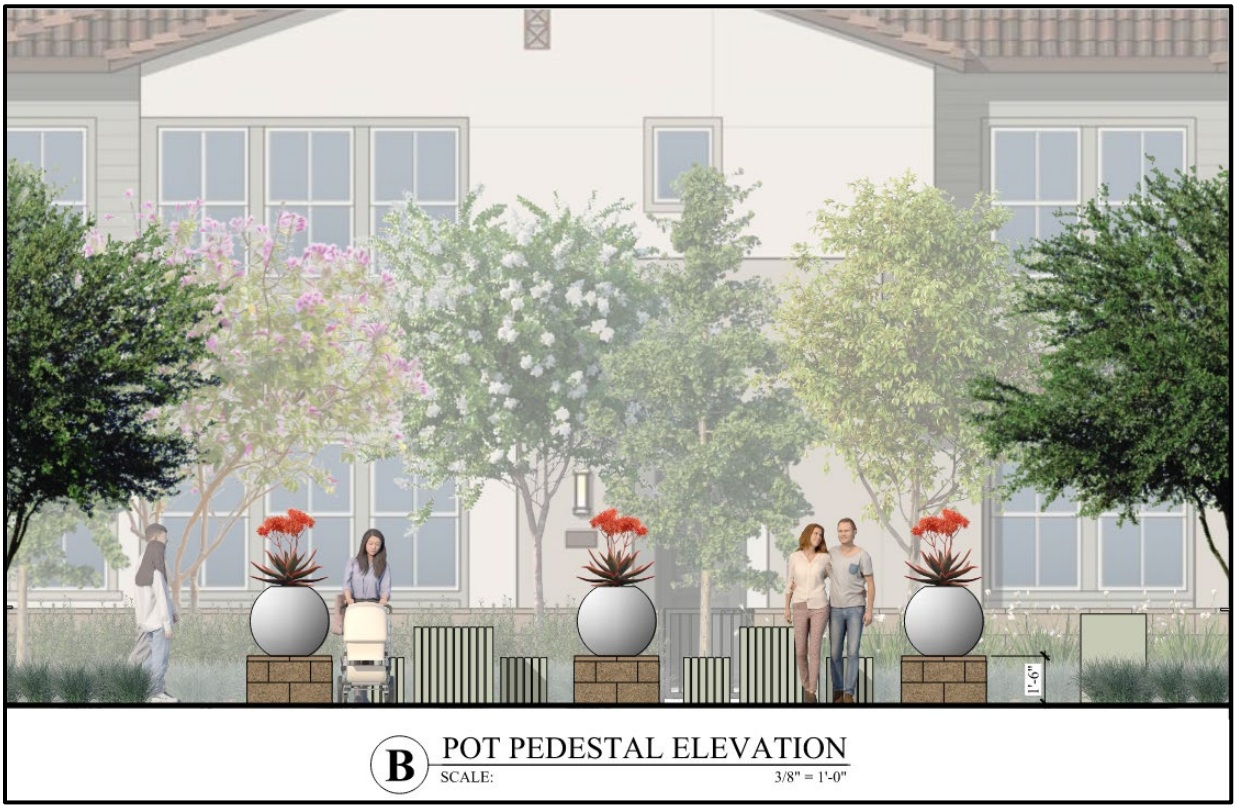
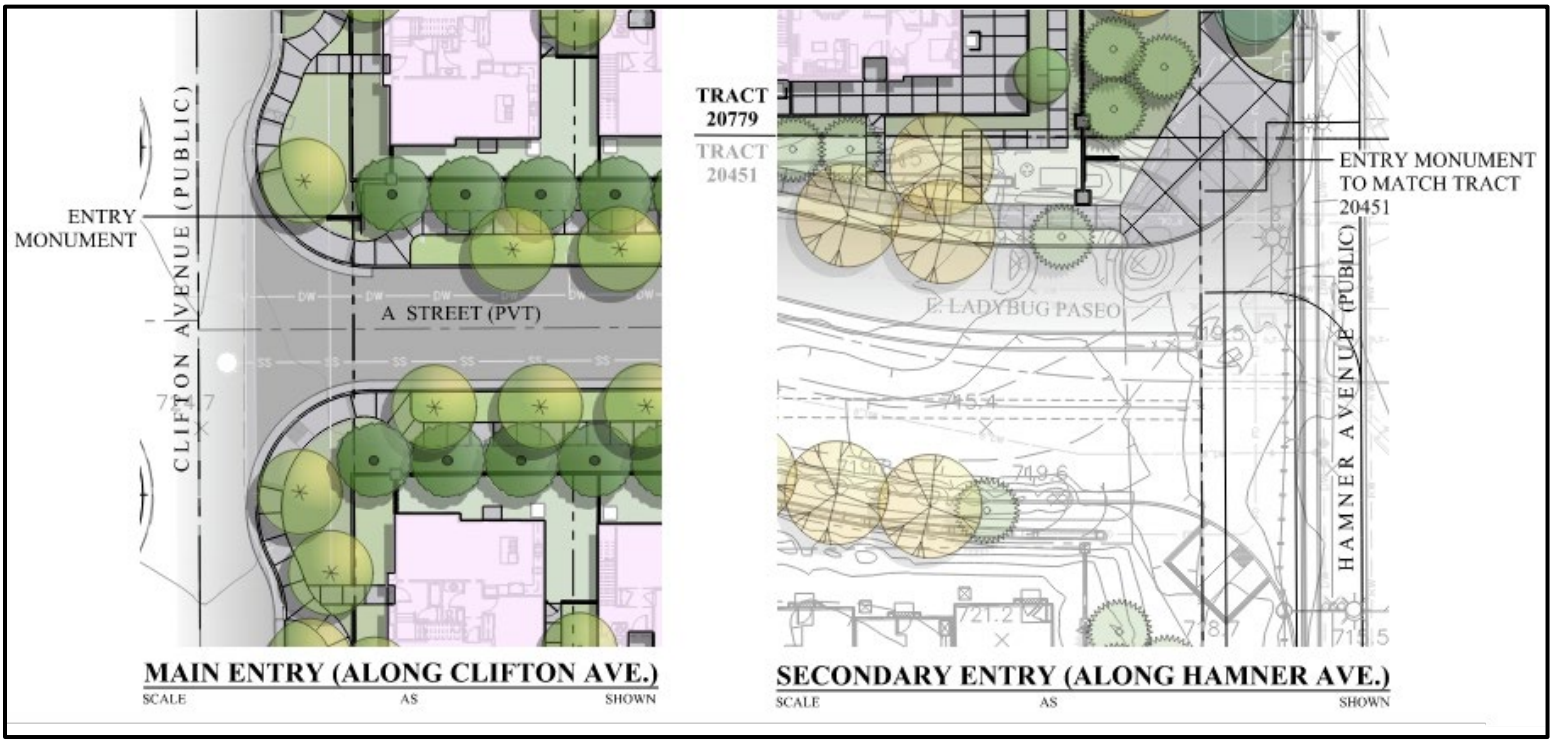


Exhibit F-3 – MAIN ENTRIES & ENTRY MONUMENT SIGNS





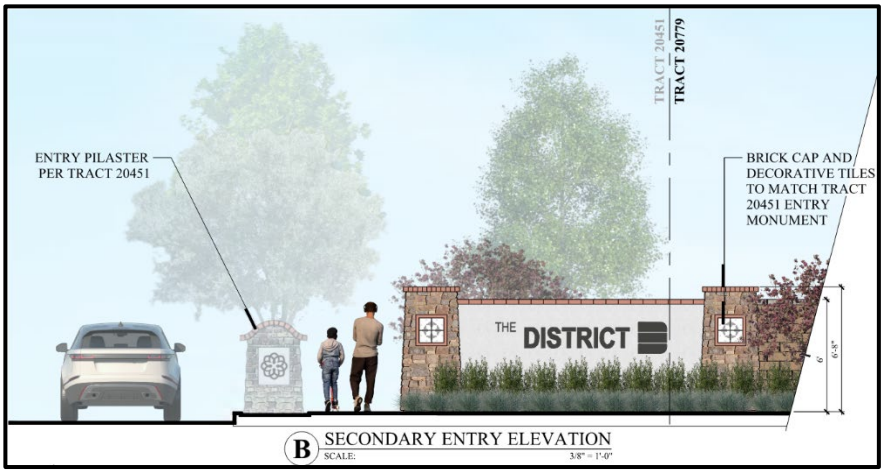
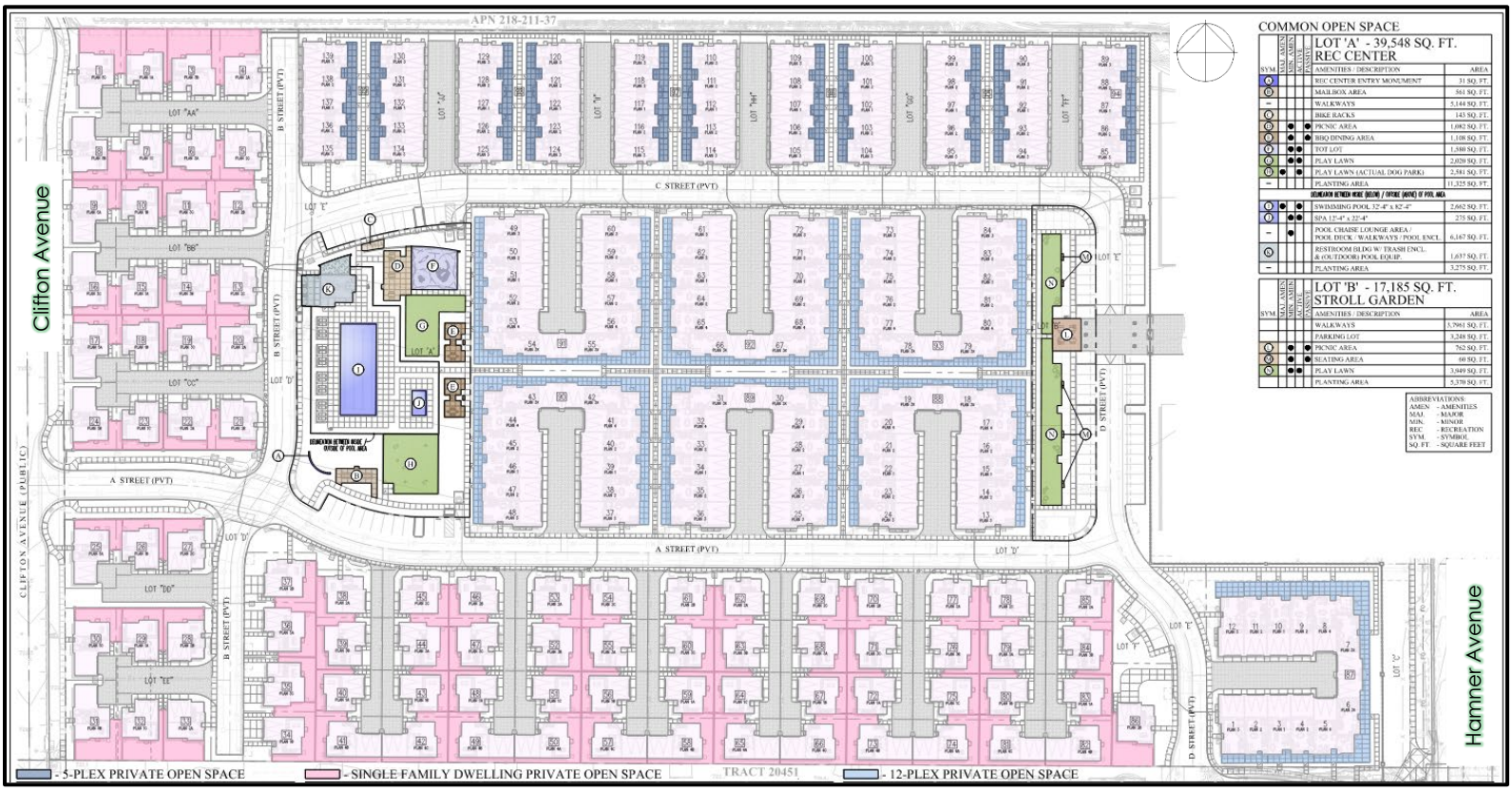


Exhibit G: OPEN SPACE



Attachment A:

Resolutions for File Nos. PMTT25-007 (TTM 20779) & PDEV25-010

(Document to follow this page)

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PMTT25-007, A TENTATIVE TRACT MAP (TTM 20779) TO SUBDIVDE 15.91 ACRES OF LAND INTO 99 NUMBERED LOTS AND 16 LETTERED LOTS LOCATED AT THE NORTHWEST CORNER OF HAMNER AVENUE AND LADYBUG PASEO WITHIN PLANNING AREA 10A (STAND ALONE RESIDENTIAL OVERLAY) OF THE RICH-HAVEN SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF—APN: 0218-211-40

WHEREAS, RISEWELL HOMES ("Applicant") has filed an Application for the approval of Tentative Tract Map 20779, File No. PMTT25-007, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 15.91 acres of land generally located at the northwest corner of Hamner Avenue and Ladybug Paseo within Planning Area 10A (Stand Alone Residential Overlay) of the Rich-Haven Specific Plan, and is presently vacant; and

WHEREAS, the property to the north of the Project site is within Planning Area 8 (Regional Commercial) of the Rich-Haven Specific Plan, and will be developed with a commercial shopping center that is currently under construction. The property to the east is within the City of Eastvale, and is developed with commercial buildings. The property to the south is within PA-3 (RD-8/Motorcourt Townhomes) of the Esperanza Specific Plan, and will be developed with single-family and multi-family residential. The property to the west is within Planning Area 9 (Stand Alone Residential Overlay) of the Rich-Haven Specific Plan, and is developed with single-family residential; and

WHEREAS, the proposed Tentative Tract Map No. 20779 will subdivide the Project site into 99 numbered lots and 16 lettered lots for residential condominium purposes, private streets, landscape neighborhood edges, and common open space purposes. The Project site will accommodate five residential product types: Conventional (2,700 SF) Single-Family, Cluster Single Family Detached and Duplex (No Driveway), Cluster Single Family Detached (Two Street Frontages), Row Town Homes, and Courtyard Townhomes, totaling 225 units; and

WHEREAS, the Conventional (2,700 SF) Single-Family will be located east of B Street and west of D Street and includes lots 34-37 and lot 86 for a total of 5 single-family residential units. The Rich-Haven Specific Plan requires the Conventional Single-Family to maintain a minimum lot size of 2,700 square feet. The proposed lot sizes range from 2,930 to 4,958 square feet square feet, with an average lot size of 2,900 square feet. The proposed product type complies with the minimum lot width of 45 feet and the minimum lot depth of 60 feet; and

WHEREAS, the Cluster Single Family Detached and Duplex (No Driveway) will be located south of A Street and includes lots 38 to 85 for a total of 48 residential units. The Rich-Haven Specific Plan requires Single Family Detached and Duplex clusters to maintain a minimum lot size of 2,000 square feet. The proposed lot sizes range from 2,470 to 2,840 square feet, with an average lot size of 2,500 SFs; and

WHEREAS, the Cluster Single Family Detached (Two Street Frontages) will be located on the west side of B Street and include lots 1 to 33 for a total of 33 residential units. The Rich-Haven Specific Plan requires Single Family Detached (Two Steet Frontages) clusters to maintain a minimum lot size of 2,000 square feet. The proposed lot sizes range from 2,142 to 3,638 square feet, with an average lot size of 2,400 SF; and

WHEREAS, the Row Town Homes comprise the northern portion of the site and include lots 85 to 139 for a total of 55 multi-family residential units. The Rich-Haven Specific Plan requires Row Town Homes to maintain a minimum lot size of 1,800 square feet per unit. The proposed lot sizes range from 9,363 to 16,661 square feet; and

WHEREAS, the proposed Courtyard Townhomes are centrally located within the Project site, with an additional 12-plex unit located adjacent to Hamner Avenue, for a total of 84 units. The Rich-Haven Specific Plan requires Courtyard Townhomes to maintain a minimum lot size of 1,800 square feet per unit. The proposed lot sizes range from 25,315 to 25,850 square feet; and

WHEREAS, the Project site will have one access point from Ladybug Paseo, an east to west private street that will provide shared access to both the Project site and the future residential development to the south. A secondary access point will be provided from Clifton Avenue, a north to south public street located along the project's western boundary; and

WHEREAS, the Project requires 543 vehicle parking spaces as specified in the Rich-Haven Specific Plan and Ontario Development Code, and proposes 543 spaces, which meets the minimum parking required for the Project. The Project also requires a total of 450 covered parking spaces, and 450 garage parking spaces have been provided complying with the minimum parking requirement; and

WHEREAS, the Project is required to provide 1.58 acres of parkland to meet the minimum TOP private park requirement and 1.64 acres of parkland have been provided, exceeding the minimum private park requirement; and

WHEREAS, Development Agreement (File No. PDA25-004) was filed on June 11, 2025, to facilitate infrastructure improvements that will serve the site. The approval of the Tract Map application is contingent upon City Council approval of the Development Agreement; and

WHEREAS, a Development Plan (File No. PDEV25-010) was filed on June 19, 2025 to facilitate the construction of 86 single-family dwellings and 139 multiple-family dwelling units located at the Project site; and

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

WHEREAS, the environmental impacts of this Project were previously reviewed in conjunction with the Rich-Haven Specific Plan Amendment (File No. PSPA22-001), for which an Environmental Impact Report (State Clearinghouse No. 2022100425) was adopted by the City Council on June 20, 2023. 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; and

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

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

WHEREAS, the Project has been reviewed for consistency with the Housing Element of the Policy Plan component of The Ontario Plan 2050, as State Housing Element law (as prescribed in Government Code Sections 65580 through 65589.8) requires that development projects must be consistent with the Housing Element, if upon consideration of all its aspects, it is found to further the purposes, principals, goals, and policies of the Housing Element; and

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

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

WHEREAS, on April 20, 2026, the Development Advisory Board of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date, voting to issue Decision No. DAB26-012, recommending the Planning Commission approve the Application; and

WHEREAS, on April 28, 2026, 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: ***Environmental Determination and Findings.*** As the decision-making authority for the Project, the Planning Commission has reviewed and considered the information contained in the previous Certified EIR and supporting documentation. Based upon the facts and information contained in the previous Certified EIR and supporting documentation, the Planning Commission finds as follows:

(1) The environmental impacts of this Project were previously reviewed in conjunction with the Rich-Haven Specific Plan Amendment (File No. PSPA22-001), for which an Environmental Impact Report (State Clearinghouse No. 2022100425) was adopted by the City Council on June 20, 2023; and

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

(3) The previous Certified EIR was completed in compliance with CEQA and the Guidelines promulgated thereunder; and

(4) The previous Certified EIR reflects the independent judgment of the Planning Commission; and

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

SECTION 2: ***Subsequent or Supplemental Environmental Review Not Required.*** Based on the information presented to the Planning Commission, and the specific findings set forth in Section 1, above, the Planning Commission finds that the

preparation of a subsequent or supplemental Certified EIR is not required for the Project, as the Project:

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

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

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

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

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

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

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

SECTION 3: ***Housing Element Compliance.*** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the decision-making authority for the Project, the Planning Commission finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the Project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan 2050, as the Project site is not one of the properties in the Housing Element Sites Inventory contained in Tables B-1 and B-2 of the Housing Element Technical Report.

SECTION 4: ***Airport Land Use Compatibility Plan ("ALUCP") Compliance.*** The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the

State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan.

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

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

(1) ***The proposed Tentative Tract 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 2050, and applicable area and specific plans, and planned unit developments.*** The proposed Tentative Tract Map is located within the Mixed Use – Rich-Haven (MU-Rich-Haven) land use district of the Policy Plan Land Use Map, and Planning Area 10A (Stand Alone Residential Overlay) of the Rich-Haven Specific Plan. The proposed subdivision is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan 2050, as the Project will contribute to providing "a spectrum of housing types and price ranges that match the jobs in the City, and that make it possible for people to live and work in Ontario and maintain a quality of life" (Goal LU-1). Furthermore, the Project will promote the City's policy to "incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers, and visitors have a wide spectrum of choices of where they can live, work, shop, and recreate within Ontario" (Policy LU-1.6 *Complete Community*).

(2) ***The design or improvement of the proposed Tentative Tract 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 2050, and applicable specific plans and planned unit developments.*** The proposed Tentative Tract Map is located within the Mixed Use – Rich-Haven (MU-Rich-Haven) land use district of the Policy Plan Land Use Map, and Planning Area 10A (Stand Alone Residential Overlay) of the Rich-Haven Specific Plan. The proposed design or improvement of the subdivision is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan 2050, as the Project will contribute to providing "[a] high level of design quality resulting in neighborhoods, commercial areas, public spaces, parks, and streetscapes that are attractive, safe, functional, human-scale, and distinct" (Goal CD-2). Furthermore, the Project will promote the City's policy to "create distinct residential neighborhoods that promote a sense of community and identity by emphasizing access, connectivity, livability, and social interaction through such elements as:

- A pattern of smaller, walkable blocks that promote activity, safety, and access to nearby amenities and services;
- Varied parcel sizes and lot configurations to accommodate a diversity of housing types;
- Traffic calming measures to slow traffic and promote walkability while maintaining acceptable traffic flows and emergency evacuation access;
- Floor plans that encourage views onto the street and de-emphasize the visual and physical dominance of garages (introducing the front porch as the "outdoor living room"), as appropriate; and
- Landscaped parkways, with sidewalks separated from the curb and designed to maximize safety, comfort, and aesthetics for all users." (Policy CD-2.2 *Neighborhood Design*).

(3) ***The site is physically suitable for the type of development proposed.*** The Project site meets the minimum lot area and dimensions of Planning Area 10A (Stand Alone Residential Overlay) of the Rich-Haven Specific Plan, and is physically suitable for the type of residential development proposed in terms of zoning, land use and development activity proposed, and existing and proposed site conditions.

(4) ***The site is physically suitable for the density/intensity of development proposed.*** The Project site is proposed for residential development at a density of 14.2 DUs/acre. The Project site meets the minimum lot area and dimensions of Planning Area 10A (Stand Alone Residential Overlay) of the Rich-Haven Specific Plan and is physically suitable for this proposed density / intensity of development.

(5) ***The design of the subdivision or the proposed improvements thereon, are not likely to cause substantial environmental damage, or substantially and***

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

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

(7) ***The design of the subdivision, or the type of improvements thereon, will not conflict with easements acquired by the public at large for access through, or use of property within, the proposed subdivision.*** The proposed subdivision has provided for all necessary public easements and dedications for access through, or use of property within, the proposed subdivision. Furthermore, all such public easements and dedications have been designed pursuant to: (a) the requirements of the Policy Plan component of The Ontario Plan 2050 and applicable area plans; (b) applicable specific plans or planned unit developments; (c) applicable provisions of the City of Ontario Development Code; (d) applicable master plans and design guidelines of the City; and (e) applicable Standard Drawings of the City.

SECTION 6: ***Planning Commission Action.*** Based upon the findings and conclusions set forth in the Sections above, the Planning Commission hereby APPROVES the herein described Application, subject to each and every condition set forth in the Department reports attached hereto as "Attachment A," and incorporated herein by this reference.

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

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

SECTION 9: ***Certification to Adoption.*** The Secretary shall certify to the adoption of the Resolution.

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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 28th day of April 2026, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Nancy DeDiemar
Planning Commission Chairperson

ATTEST:

Henry K. Noh
Planning Director and
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. ____ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on April 28, 2026, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

File No. PMTT25-007 (TTM 20779)
Departmental Conditions of Approval

(Departmental conditions of approval to follow this page)

LAND DEVELOPMENT DIVISION CONDITIONS OF APPROVAL

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

Date Prepared: 4/2/2026

File No: PMTT25-007

Related Files: PDEV25-010 & PDA25-004

Project Description: A Tentative Tract Map (TTM 20779) to subdivide 15.91 acres of land into 99 numbered lots and 16 lettered lots located at the northwest corner of Hamner Avenue and Ladybug Paseo within Planning Area 10A (Stand Alone Residential Overlay) of the Rich Haven Specific Plan; (APN: 0218-211-40); **submitted by Risewell Homes.**

Prepared By: Jocelyn Torres, Associate Planner
Phone: 909.395.2424 (direct)
Email: jocelyntorres@ontarioca.gov

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

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

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

2.1 Time Limits.

(a) Tentative Tract Map approval shall become null and void 2 years following the effective date of application approval, unless the final tract map has been recorded, or a time extension has been approved by the Planning Commission pursuant to Development Code Section 2.02.025 (Time Limits and Extensions). This Permit does not supersede any individual time limits specified herein for performance of specific conditions or improvements.

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

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

2.3 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.

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

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

(b) The CC&Rs shall be in a form and contain provisions satisfactory to the City. The articles of incorporation for the property owner's 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 to enforce 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 owner's association for all costs incurred.

2.5 Environmental Requirements.

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

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

2.6 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 will result in the extension of the statute of limitations for the filing of a CEQA lawsuit from 30 days to 180 days.

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

2.8 Related Applications. PMTT25-007 approval shall not be final and complete until such time that related File No. PDA25-004 has been approved by the City Council.

2.9 Tribal Consultation Conditions.

(a) The project developer shall retain a Native American Monitor of (Gabrieleno Band of Mission Indians - Kizh Nation) Ancestry (the "Tribe" or the "Consulting Tribe" that was consulted on this project pursuant to Assembly Bill A52 - SB18) to conduct a Native American Indian Sensitivity Training for construction personnel prior to commencement of any excavation activities. The training session shall include a handout and focus on how to identify Native American resources encountered during earthmoving activities and the procedures followed if resources are discovered, the duties of the Native American Monitor of (Gabrieleno Band of Mission Indians - Kizh Nation) Ancestry and the general steps the Monitor would follow in conducting a salvage investigation.

(b) The project developer shall retain a Native American Monitor of(Gabrieleno Band of Mission Indians - Kizh Nation) Ancestry (the "Tribe" or the "Consulting Tribe" that was consulted on this project pursuant to Assembly Bill A52 - SB18) to be on-site during all project-related, ground-disturbing construction activities (e.g., pavement removal, auguring, boring, grading, excavation, potholing, trenching, and grubbing) of previously undisturbed native soils to a maximum depth of 30 feet below ground surface. A copy of the executed contract shall be submitted to the City of Ontario Planning Department prior to the issuance of any grading permit (any ground-disturbing activity). At their discretion, a Native American Monitor of (Gabrieleno Band of Mission Indians - Kizh Nation) Ancestry can be present during the removal of dairy manure to native soil, but not at the developers' expense.

(c) A qualified archaeologist and a Native American Monitor of (Gabrieleno Band of Mission Indians - Kizh Nation) Ancestry (the "Tribe" or the "Consulting Tribe" that was consulted on this project pursuant to Assembly Bill A52 - SB18) shall evaluate all archaeological resources unearthed by project construction activities. If the resources are Native American in origin, the Tribe shall coordinate with the developer regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. If archeological features are discovered, the archeologist shall report such findings to the Ontario Planning Director. If the archeological resources are found to be significant, the archeologist shall determine the appropriate actions, in cooperation with the City that shall be taken for exploration and/or salvage in compliance with CEQA Guidelines Section 15064.5(f).

(d) Prior to the start of ground disturbing activities, the developer shall arrange a designated site location within the footprint of the project for the respectful reburial of Tribal human remains and/or ceremonial objects. All human skeletal material discoveries shall be reported immediately to the County Coroner. The Native American Monitor shall immediately divert work a minimum of 50 feet from the discovery site and place an exclusion zone around the burial. The Native American Monitor shall notify the construction manager who shall contact the San Bernardino County Coroner. All construction activity shall be diverted while the San Bernardino County Coroner determines if the remains are Native American. The discovery shall be confidential and secure to prevent further disturbance. If Native American, the San Bernardino

County Coroner shall notify the Native American Heritage Commission (NAHC) as mandated by state law who will then appoint a Most Likely Descendent. In the case where discovered human remains cannot be documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard shall be posted outside working hours. The Tribe shall make every effort to recommend diverting the project and keep the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. If data recovery is approved by the Tribe, documentation shall be taken, which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or means necessary to ensure complete recovery of all material. If the discovery of human remains includes four (4) or more burials, the location is considered a cemetery and a separate treatment plan shall be created. The project developer shall consult with the Tribe regarding avoidance of all cemetery sites. Once complete, a final report of all activities shall be submitted to the NAHC.

(e) There shall be no Scientific study or the utilization of any invasive diagnostics on any Native American human remains.

(f) If the San Bernardino County Coroner determines the remains represent a historic non-Native American burial, the burial shall be treated in the same manner of respect with agreement of the San Bernardino County Coroner. Reburial will be in an appropriate setting. If the San Bernardino County Coroner determines the remains to be modern, the San Bernardino County Coroner shall take custody of the remains.

(g) Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed to a secure container on site if possible. These items shall be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site, but at a location agreed upon between the Tribe and the developer and protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

ENGINEERING DEPARTMENT
CONDITIONS OF APPROVAL

(Land Development Division, Environmental Section, Traffic & Transportation Division, Ontario Municipal Utilities Company, Broadband Department, and Financial Services Agency Conditions incorporated)

☒ **DEVELOPMENT PLAN** ☐ OTHER	☐ PARCEL MAP ☒ **TRACT MAP** ☐ FOR CONDOMINIUM PURPOSES
PROJECT FILE NO. TM-20779 **RELATED FILE NO(S). PMTT25-007, PDEV25-010, PDA25-004**	
☒ **ORIGINAL** ☐ REVISED: __/__/__	

CITY PROJECT ENGINEER & PHONE NO:	**David Zurita (909) 395-2155**
CITY PROJECT PLANNER & PHONE NO:	**Jocelyn Torres (909) 395-2424**
DAB MEETING DATE:	**April 20, 2026**
PROJECT NAME / DESCRIPTION:	**A tentative Tract Map to subdivide 15.9 acres of land into 100 numbered and 21 lettered lots to facilitate the development of a combination of 226 single- and multi-family dwellings.**
LOCATION:	**Rich Haven Specific Plan; East of Clifton Ave, West of Hamner Ave, North of Ladybug Paseo, and South of Ontario Ranch Road (APN: 0218-211-40)**
APPLICANT:	**Risewell Homes**
REVIEWED BY:	Raymond Lee 4/13/26 **Raymond Lee, P.E.** **Date** **Assistant City Engineer**
APPROVED BY:	4-13-26 **Khoi Do, P.E.** **Date** **City Engineer**

Last Revised: 4/13/2026

THIS PROJECT SHALL COMPLY WITH THE REQUIREMENTS SET FORTH IN THE GENERAL STANDARD CONDITIONS OF APPROVAL ADOPTED BY THE CITY COUNCIL (RESOLUTION NO. 2017-027) AND THE PROJECT SPECIFIC CONDITIONS OF APPROVAL SPECIFIED HEREIN. ONLY APPLICABLE CONDITIONS OF APPROVAL ARE CHECKED. THE APPLICANT SHALL BE RESPONSIBLE FOR THE COMPLETION OF ALL APPLICABLE CONDITIONS OF APPROVAL PRIOR TO FINAL MAP 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 to achieve:** **a. Property line corner cut-back at the northwest corner of Hamner Avenue and Ladybug Paseo.**	☐
☒	**1.02**	**Dedicate to the City of Ontario, the following easement(s):** **a. Varying width public utility easement along 'A' Street, 'B' Street, 'C' Street, and 'D' Street.** **b. 15' wide public utility easement through portions of Lot E, Lot 87, and Lot C.** **c. 25' wide landscape easement for neighborhood edge purposes on the west side of Hamner Avenue along the project frontage (Lot C).**	☐
☐	1.03	Restrict vehicular access to the site as follows: _____	☐
☒	**1.04**	**Vacate the following street(s) and/or easement(s):** **a. All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company.**	☐
☒	**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.** **a. Work with property to the south (TM-20451) to record an ingress and egress easement along Ladybug Paseo.**	☐
☒	**1.06**	**Provide (original document) Covenants, Conditions and Restrictions (CC&Rs) as applicable to the project and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&Rs shall provide for, but not be limited to, common ingress and egress, joint maintenance responsibility for all common access improvements, common facilities, parking areas, utilities, median and landscaping improvements and drive approaches, in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project. The CC&Rs shall also address the maintenance and repair responsibility for public improvements/utilities (sewer, water, storm drain, recycled water, etc.) located within open space/easements. In the event of any maintenance or repair of these facilities, the City shall only restore disturbed areas to current City Standards.**	☐
☐	1.07	For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at *http://tceplumecleanup.com/*), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at *http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658*.	☐
☐	1.08	File an application for Reapportionment of Assessment, together with payment of a reapportionment processing fee, for each existing assessment district listed below. Contact the Financial Services Department at (909) 395-2124 regarding this requirement. (1) _____ (2) _____	☐

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

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

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

☒ **1.12** **File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Financial Services Agency at (909) 395-2015 or email CFD@ontarioca.gov to initiate the CFD application process.** ☐

☒ **1.13** **Ontario Ranch Developments:** ☐
☐ 1) Provide evidence of final cancellation of Williamson Act contracts associated with this tract, prior to approval of any final subdivision map. Cancellation of contracts shall have been approved by the City Council.
☒ **2) Provide evidence of sufficient storm water capacity availability equivalents (Certificate of Storm Water Treatment Equivalents).**
☒ **3) Provide evidence of sufficient water availability equivalents (Certificate of Net MDD Availability).**

☒ **1.14** **Other conditions:** ☐
a. The Parcel Map and the Development Plan will comply with the approved Rich Haven Specific Plan and amendments as well as the Development Agreement and its amendments.
b. Public and private improvements shall be maintained in accordance with the Maintenance Responsibility Matric in the Rich Haven Specific Plan and its amendments.
c. Applicant/Developer shall obtain all right-of-way/easement necessary to construct the required public improvements identified in Section 2 of these Conditions of Approval.

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

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

☒ **2.01** **Record Tract Map No. 20779 pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.** ☐

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

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

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

☐ 2.05 Apply for a: ☐

☐ Certificate of Compliance with a Record of Survey;

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

☐ Make a Dedication of Easement.

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

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

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

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

- ☐ State of California Department of Transportation (Caltrans)
- ☐ 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: City of Eastvale** [2.40.b.3]

☐ 2.10 Dedicate to the City of Ontario the right-of-way described below: ☐

_____ feet on _____

Property line corner 'cut-back' required at the intersection of _____ and _____.

☐ 2.11 Dedicate to the City of Ontario the following easement(s):_____ ☐

_____

☐ 2.12 Vacate the following street(s) and/or easement(s): ☐
A. All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company.

☒ **2.13 Ontario Ranch Developments:** ☐

☐ 1) Submit a copy of the permit from the San Bernardino County Health Department to the

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

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

☒ **3) Design proposed retaining walls to retain up to a maximum of three (3) feet of earth. In no case shall a wall exceed an overall height of nine (9) feet (i.e. maximum 6-foot high wall on top of a maximum 3-foot high retaining wall.**

☐ 2.14 Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein valued at 100% of the approved construction cost estimate. Security deposit shall be in accordance with the City of Ontario Municipal Code. Security deposit will be eligible for release, in accordance with City procedure, upon completion and acceptance of said public improvements. ☐

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

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

☐ 2.17 Other conditions: _____ ☐

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

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

Improvement	Hamner Avenue	Clifton Avenue	'A', 'B', 'C', 'D' Street (Private)	Ladybug Paseo (Private)[2.40.c]
Curb and Gutter	☒ **New; 54-ft. from C/L** [a] ☐ Replace damaged ☐ Remove and replace	☒ **New; chokers** ☒ **Replace damaged** ☐ Remove and replace	☒ **New (both sides)** ☐ Replace damaged ☐ Remove and replace	☒ **New (both sides)** ☐ Replace damaged ☐ Remove and replace
AC Pavement	☐ Replacement ☒ **Widen 14-ft**[a,b]	☐ Replacement ☐ Widen ____ additional feet along frontage, including pavm't transitions	☒ **New** ☐ Widen ____ additional feet along frontage, including pavm't transitions	☒ **New** ☐ Widen ____ additional feet along frontage, including pavm't transitions
PCC Pavement (Truck Route Only)	☒ **New** [a,b] ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing
Drive Approach	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace
Sidewalk	☒ **New** [c] ☐ Remove and replace	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace
ADA Access Ramp	☒ **New** [2.40.c] ☐ Remove and replace	☒ **New** [2.40.e] ☐ Remove and replace	☒ **New** [2.40.f] ☐ Remove and replace	☒ **New** ☐ Remove and replace
Parkway	☒ **Trees** [c] ☒ **Landscaping (w/irrigation)** [c]	☒ **Trees** ☒ **Landscaping (w/irrigation)**	☐ Trees ☐ Landscaping (w/irrigation)	☐ Trees ☐ Landscaping (w/irrigation)
Raised Landscaped Median	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace
Fire Hydrant	☒ **New** ☐ Relocation	☐ New ☐ Relocation	☒ **New** ☐ Relocation	☐ New ☐ Relocation
Sewer (see Sec. 2.C)	☐ Main ☐ Lateral	☐ Main ☐ Lateral	☒ **Main(public)** ☒ **Lateral (public)**	☐ **Main (public)** ☐ Lateral
Water (see Sec. 2.D)	☐ Main ☐ Service	☐ Main ☐ Service	☒ **Main (public)** ☒ **Service (public)**	☒ **Main (public)** ☐ Service

Recycled Water (see Sec. 2.E)	☐ Main ☐ Service	☐ Main ☐ Service	☐ Main ☐ Service	☒ **Main (public)** ☐ Service
Traffic Signal System (see Sec. 2.F)	☐ New ☒ **Modify existing**	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing
Traffic Signing and Striping (see Sec. 2.F)	☒ **New** [2.40.c.4] ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing
Street Light (see Sec. 2.F)	☒ **New** [c] ☐ Relocation	☐ New ☐ Relocation	☐ New ☐ Relocation	☐ New ☐ Relocation
Bus Stop Pad or Turn-out (see Sec. 2.F)	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing
Storm Drain (see Sec. 2G)	☐ Main ☐ Lateral	☐ Main ☐ Lateral	☒ **Main (public)** ☒ **Lateral (public)**	☐ Main ☐ Lateral
Fiber Optics (see Sec. 2K)	☒ **Conduit / Appurtenances** [c]	☐ Conduit / Appurtenances	☒ **Conduit / Appurtenances**	☒ **Conduit / Appurtenances**
Overhead Utilities	☐ Underground ☐ Relocate	☐ Underground ☐ Relocate	☐ Underground ☐ Relocate	☐ Underground ☐ Relocate
Removal of Improvements	_____ _____ _____	☒ **Abandon portion of sewer main** [Exh B. 12.f]	_____ _____ _____	_____ _____ _____
Other Improvements	_____ _____	_____ _____	_____ _____	_____ _____

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

a. **Along project frontage and the future commercial site (APN: 218-211-41).**
b. **Widen Hamner Avenue to ultimate 54-ft half-street width. Replace any damaged AC/PCC as applicable.**
c. **Along project frontage only.**

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

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

☒ **2.21 Depending on site conditions and number of utility service cuts at time of construction, additional pavement restoration may be required.** ☐

☐ 2.22 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. ☐

☐ 2.23 Overhead utilities shall be under-grounded, in accordance with Title 7 of the City's Municipal Code (Ordinance No. 2804 and 2892). Developer may pay in-lieu fee, approximately _____, for undergrounding of utilities in accordance with Section 7-7.302.e of the City's Municipal Code. ☐

☐ 2.24 Other conditions: _____ ☐

C. SEWER

☐ 2.25 A _____inch sewer main is available for connection by this project in _____ (Ref: Sewer Drawing Number: _____) ☐

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

☐ 2.27 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. ☐

☒ **2.28 Other conditions:** ☐
a. See Exhibit B for OMUC Sewer Conditions of Approval.

D. WATER

☐ 2.29 A _____inch water main is available for connection by this project in _____ (Ref: Water Drawing Number: _____) ☐

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

☒ **2.31 Other conditions:** ☐
a. See Exhibit B for OMUC Water Conditions of Approval.

E. RECYCLED WATER

☐ 2.32 A _____inch recycled water main is available for connection by this project in _____. (Ref: Recycled Water Drawing Number:_____) ☐

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

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

☐ 2.35 Submit one (1) electronic copy, in PDF format, of the Supplemental Engineering Report (ER), for the use of recycled water to OMUC's Water Quality Programs at OMUCWQPlanCheck@ontarioca.gov for review and subsequent submittal to the California State Water Board (Division of Drinking Water) for final approval. ☐

Note: The Division of Drinking Water review and approval process may take up to four (4) months. Contact the OMUC's Water Quality Programs at (909) 395-2678 or email OMUCWQPlanCheck@ontarioca.gov regarding this requirement. *Failure to obtain an approval letter from the Division of Drinking Water authorizing the use of recycled water will delay meter installation and if applicable, occupancy release for new developments.*

☐ 2.36 Submit one (1) electronic copy, in PDF format, of the Landscape Plans (on-site & off-site) to OMUC's Water Quality Programs at OMUCWQPlanCheck@ontarioca.gov for review and approval.

☒ **2.37 Other conditions:** ☐
a. See Exhibit B for OMUC Water Conditions of Approval.

F. TRAFFIC / TRANSPORTATION

☐ 2.38 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

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

☒ **2.40 Other conditions:** ☐

a. The Applicant/Developer shall provide a reciprocal access easement for the future development south of the proposed tract entry street onto Hamner Avenue. (See1.05)

b. The Applicant/Developer shall be responsible to design and construct half-width frontage improvements along Hamner Avenue starting from the project's signalized tract entrance (Ladybug Paseo) to project's northern property line. The improvements on Hamner Avenue shall be in accordance with conditions issued by the City's Land Development Division. These and all other street improvements required herein shall include, but may not be limited to, concrete curb and gutter, sidewalk, LED street lights, signing and striping, and parkway landscaping.

c. If at the time of development for PMTT25-007/PDEV25-010, the street improvements for TM-20451 have not yet been constructed, the Applicant/Developer shall be responsible for completing the following improvements:

1. In addition to the widening of Hamner Avenue to its ultimate half-width along the project frontage, the segment from the northern property line to approximately 720 feet north of Ladybug Paseo shall be widened to its ultimate half-width with curb and gutter.

2. The Applicant/Developer shall align the proposed tract entry street onto Hamner Avenue with the existing signalized driveway on the eastside of Hamner Avenue (The Station). The proposed project tract entry street shall be wide enough to accommodate a single in-bound lane (20-feet wide) that aligns with the westbound thru lane on The Station. The proposed project tract entry street must also provide a raised median (4-feet wide), an out-bound left turn lane (10-feet wide) and out-bound thru-right turn lane (20-feet wide). The intersection traffic signal and signing/striping design shall be subject to review and approval by the City of Eastvale.

3. The Applicant/Developer shall be responsible to design and construct modifications to the existing traffic signal at Hamner Avenue and proposed tract entry street/existing signalized driveway (The Station). The traffic signal modification shall address relocation or upgrade of any affected equipment including poles, video detection, CCTV, fiber optic communication cable and conduit, fiber optic communication equipment, emergency vehicle preemption systems, and bicycle detection to the satisfaction of the City Engineer. All new signal equipment shall be installed at its ultimate location, unless precluded by right-of-way limitations. The Applicant/Developer shall design and construct the ultimate signing and striping improvements on Hamner Avenue and The Station necessary to accommodate the proposed tract entry street.

4. The Applicant/Developer shall be responsible to design and construct the necessary southbound pavement and striping transitions from existing roadway conditions to the widened roadway portions along Hamner Avenue. Striping improvements shall include the removal of existing interim signing and striping beyond the project frontage limits on Hamner Avenue starting from approximately 1,100-feet north of Ontario Ranch Road as necessary to accommodate the installation of ultimate signing and striping.

d. The Applicant/Developer shall be responsible to design and construct an ADA ramps per City of Ontario Standard Drawing No. 1213 at the following locations:

a. Southwest and northwest corners of 'A' Street at 'D' Street
b. 'B' Street at 'C' Street
c. 'A' Street at 'B' Street

e. The Applicant/Developer shall be responsible to design and construct ADA ramps and intersection chokers on the east side of Clifton Avenue at 'A' Street per City of Ontario Standard Drawings No's. 1110 and 1213.

f. The Applicant/Developer shall install an all-way stop and crosswalks on all legs of the intersection at 'A' Street and 'B' Street.

g. Hamner Avenue shall be signed "No Stopping Anytime" along the property frontage.

h. All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.

i. The Applicant/Developer's engineer-of-record shall meet with City Engineering staff prior to designing and submitting for plan check the signing/striping and traffic signal design plans to define limits of improvements.

G. DRAINAGE / HYDROLOGY

☒ **2.41** **A 48-inch storm drain main is available to accept flows from this project in Hamner Avenue. (Ref: Storm Drain Drawing Number: D14596)** ☐

☒ **2.42** **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.** ☐

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

☐ 2.44 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. ☐

☐ 2.45 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. ☐

☒ **2.46** **Other conditions:** ☐
a. Install 24-inch storm drain main in 'A' Street, 'C' Street, and 'D' Street.
b. Install 36-inch storm drain main within the PUE through Lot 87 and Lot C.

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

☐ 2.47 401 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.

☐ 2.48 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. ☐

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

☒ **2.50 Other conditions:** ☐

a. This project will be conditioned in the Engineering DAB Report to prepare a WQMP based on the approved PWQMP. The WQMP template is available at: http://www.sbcounty.gov/dpw/land/npdes.asp or on the City's website under Engineering/Environmental Services.

b. This project is located within the Priority Land Use (PLU) area, which is an area consisting of high-density residential (10 dwelling units per acre or higher), industrial, commercial, mixed urban, and public transportation station land uses and shall comply with the statewide Trash Provisions adopted by the State Water Resources Control Board (SWRCB) by installing State certified Full Trash Capture System devices on each proposed/refurbished catch basin. Full capture devices must be selected from the approved list on the State Water Board website. https://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/trash_implementation/certified_fcsdevicelist_16Feb2021.pdf

c. Activities resulting in land disturbance of one acre or more is required to obtain coverage under the Construction General Permit (CGP). The owner is the legally responsible person (LRP) of the site and shall have a Stormwater Pollution Prevention Plan (SWPPP) developed and submitted through the SMARTS website at https://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.xhtml

J. SPECIAL DISTRICTS

☒ **2.51 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Financial Services Agency at (909) 395-2015 or email CFD@ontarioca.gov to initiate the CFD application process.** ☐

☐ 2.52 Other conditions: _____ ☐

K. FIBER OPTIC

☒ **2.53** **A fiber optic line is available for connection by this project on Hamner Avenue. (Ref: Fiber Optic Drawing Number: O11157)** ☐

☒ **2.54** **Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole. Generally located at the northwest corner of Hamner Avenue and Ladybug Paseo.** ☐

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

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

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

☐ 3.02 Complete all requirements for recycled water usage. ☐

☐ 1) Procure from OMUC a copy of the letter of confirmation from the California State Water Board (Division of Drinking Water) 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 Site Supervisor training of on-site personnel in the use of recycled water, in accordance with the ER, upon availability/usage of recycled water.

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

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

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

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

4. PRIOR TO FINAL ACCEPTANCE, APPLICANT SHALL:

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

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

☒ **4.03** **The applicant/developer shall submit a written request for the City's final acceptance of the project addressed to the City Project Engineer. The request shall include a completed** ☐

Acceptance and Bond Release Checklist, state that all Conditions of Approval have been completed and shall be signed by the applicant/developer. Upon receipt of the request, review of the request shall be a minimum of 10 business days. Conditions of Approval that are deemed incomplete by the City will cause delays in the acceptance process.

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

EXHIBIT 'A'

ENGINEERING DEPARTMENT
First Plan Check Submittal Checklist

Project Number: PDEV25-010 and Tract Map No. 20779 (PMTT25-007)

All plan check submittals are to be done digitally through the City Of Ontario Citizen Portal Access. The plan check fee includes up to three (3) reviews. Additional plan checks may require an additional fee of up to 100% of the original plan check fee at the City Engineer's discretion. The following items are to be included with the first plan check submittal:

1. ☒ **A copy of this check list**
2. ☒ **Payment of fee for Plan Checking**
3. ☒ **Engineering Cost Estimate (on City form) with engineer's wet signature and stamp.**
4. ☒ **Project Conditions of Approval**
5. ☒ **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. ☒ **Public Street improvement plan with street cross-sections**
7. ☒ **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)**
8. ☐ 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)
9. ☒ **Public Sewer improvement plan**
10. ☒ **Public Storm Drain improvement plan**
11. ☐ Public Street Light improvement plan
12. ☒ **Signing and Striping improvement plan**
13. ☒ **Fiber Optic plan (include Auto CAD electronic submittal)**
14. ☒ **HOA Landscape improvement plans. Show corner sight line distance per engineering standard drawing 1309.**
15. ☒ **CFD Landscape improvement plans. Show corner sight line distance per engineering standard drawing 1309.**
16. ☒ **Dry Utility plans within public right-of-way (at a minimum the plans must show existing and ultimate right-of-way, curb and gutter, proposed utility location including centerline dimensions, wall to wall clearances between proposed utility and adjacent public line, street work repaired per Standard Drawing No. 1306. Include Auto CAD electronic submittal)**
17. ☐ Traffic Signal improvement plan and One (1) copy of Traffic Signal Specifications with modified Special Provisions. Please contact the Traffic Division at (909) 395-2154 to obtain Traffic Signal Specifications.
18. ☒ **Water Quality Management Plan (WQMP), including one (1) copy of the approved Preliminary WQMP (PWQMP).**
19. ☒ **Hydrology/Drainage study**

20. ☒ **Soils/Geology report**

21. ☒ **Payment for Final Map/Parcel Map processing fee**

22. ☒ **Final Map/Parcel Map**

23. ☒ **Approved Tentative Map**

24. ☒ **Preliminary Title Report (current within 30 days)**

25. ☒ **Traverse Closure Calculations**

26. ☒ **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.**

27. ☐ Supplemental Engineering Report, in electronic format (PDF format), for recycled water use only. Must be reviewed and submitted to the Division of Drinking Water by OMUC Water Quality Programs before clearing plan check workflows (includes grading and landscape plan reviews). *Approval letter issued by the Division of Drinking Water must be obtained before meter installation and if applicable, occupancy release.*

28. ☒ **Other:**
- **a. Minor Offsite Improvement Plan**
- **b. Private Street Improvement Plan**

EXHIBIT 'B'

CITY OF ONTARIO MEMORANDUM

DATE:	April 1, 2026
TO:	David Zurita, Engineering Department
CC:	Jocelyn Torres, Planning Department
FROM:	Heather Young, OMUC Engineering
SUBJECT:	DPR#4.1 - OMUC Engineering Conditions of Approval (COA)
PROJECT NO.:	TM-20779 (PMTT25-007), PDEV25-010

BRIEF DESCRIPTION:

A Development Plan and a Tentative Tract Map to facilitate the construction of 86 single-family dwelling units and 139 multiple-family dwellings on approximately 15.9 acres of land located at the northwest corner of Hamner Avenue and Ladybug Paseo within Planning Area 10A (Stand Alone Residential Overlay) of the Rich Haven Specific Plan.

OMUC UTILITIES ENGINEERING DIVISION CONDITIONS OF APPROVAL

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

General Conditions:

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

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

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

2. Inherited Requirements and Conditions of Approval: This project is subject to all the Requirements and Conditions of Approval of related entitlements, PDA25-004, and the Rich Haven Specific Plan, as amended. For any conflict in Conditions of Approval and requirements, the Conditions of Approval below for this Project will supersede.
3. Final Utilities Systems Map (USM): Submit a Final Utilities Systems Map (USM) as part of the precise grading plan submittal that meets all the City's USM requirements. These requirements include to show and label all existing and proposed utilities (including all appurtenances such as backflow devices, DCDAs, etc.), sizes, points of connection, and any easements. The final utility design shall comply with all Division of Drinking Water (CCR §64572) Separation Requirements. See Utility Systems Map (USM) Requirements document for details.

4. Design Utilities to Comply with Division of Drinking Water (DDW) Separation Requirements and California Code of Regulations (CCR) § 64572: All DDW Separation Requirements under CCR § 64572 must be met. In order to assure compliance with CCR § 64572, label the separation dimensions, measure from outside wall of the conveyances [CCR §64572(g)], between potable water to any other non-potable conveyance (sewer, storm drain, storm water, storm water infiltration, recycled water, recycled water irrigation, high pressure gas/petroleum, etc.) publicly or privately maintained. Provide one label per sheet per conveyance and additional labels where separation dimensions and alignments change. For any facilities not currently meeting the following separation requirements, revise plans so that the facilities meet the following separations requirements:
    a. Minimum Separations (and Alignment Requirements) for Conveyances running Parallel to Potable Water Mains, Services, Laterals, and Conveyances (services, meters, fire hydrants, blowoff, air vacs, etc.):
        i. At least 10 feet horizontally from and one foot vertically above, any parallel pipeline conveying Sewer or Fluid Fuels. [CCR §64572(a)]
        ii. At least 4 feet horizontally from, and one foot vertically above, any parallel pipeline conveying Recycled Water, Storm Drainage, or Raw Ground Water. [CCR §64572(b) & CCR §64572(c)]
    b. Minimum Separations (and Alignment Requirements) for Conveyances Crossing Potable Water Mains, Services, Laterals and Conveyances: [CCR §64572(d)]
        i. Potable Water Conveyances shall cross no less than 45-degrees to and at least one foot above any pipeline conveying Sewer, Fluid Fuels, Recycled Water, Storm Drainage, Raw Ground Water, or Private Water.
        ii. No connection joints shall be made in the Potable Water Conveyance within eight horizontal feet of crossing the non-potable conveyance.
    c. Other Minimum Separations for Potable Water Mains, Services, Laterals and Conveyances [CCR §64572(f)]:
        i. 100 horizontal feet of the nearest edge of any sanitary landfill, wastewater disposal pond, or hazardous waste disposal site.
        ii. 25 horizontal feet of the nearest edge of any cesspool, septic tank, sewage leach field, or seepage pit.
        iii. 25 horizontal feet of the nearest edge of any underground hazardous material storage tank.
        iv. 25 horizontal feet of the nearest edge of any facilities for storm water retention, storm water infiltration, bioswale, or groundwater recharge site.

5. Public Utilities and Public Right-of-Way including Public Utility Easements (PUE): All City of Ontario Public Utilities shall be installed within a Public Right-of-Way (RoW), or within a Public Utility Easements (PUE), or within a combination of RoW and PUE. In this case, Public Utilities is referring to the mains and connected appurtenances of the following City of Ontario/OMUC Utilities: Public Potable Water; Public Recycled Water; and Public Sanitary Sewer. Public Utilities shall be subject to the Minimum RoW/PUE Area Requirements and PUE Restrictions:

    a. Minimum RoW Area Requirements: Public Utilities shall be installed within in existing RoW/PUE in alignments/locations that meet the following minimum RoW/PUE areas surrounding the Public Utilities, and/or additional RoW/PUE shall be dedicated/granted to the City to provide the following minimum RoW/PUE areas surrounding the Public Utilities:
        i. For each main, the RoW/PUE Area shall be a minimum of 20 feet wide, centered on the utility main with a minimum of 10 feet of RoW/PUE on each side of the main and this minimum area shall extend a minimum for 10 feet past the end of a main;
        ii. For each Service/Lateral, the RoW/PUE Area shall be a minimum of 10 feet wide, centered on the service/lateral with a minimum of 5 feet of RoW on each side of each service/lateral;
        iii. For each water meter box, the RoW/PUE Area shall be a minimum of 5 feet behind and 5 feet on each side of a water meter box;

iv. For each water appurtenances (fire hydrants, blowoffs, airvacs, etc), the RoW/PUE Area shall be a minimum of 5 feet on each side surrounding the water appurtenances (fire hydrants, blowoffs, airvacs, etc);
v. The RoW/PUE minimum areas for separate Public Utilities may overlap, provide that all minimum separations and PUE Restrictions are met.

b. PUE Restrictions: The Minimum PUE Area required surrounding Public Utilities shall be subject to the following restrictions:
   i. The Minimum PUE Area required surrounding Public Utilities shall not contain:
      A. Any storm water quality improvements (infiltration, detention, retention, bioswale, etc);
      B. Landscaping with thick or intrusive root structures,
      C. Any trees;
      D. Any private utilities, plumbing lines, private fire system, or irrigation lines; or,
      E. Any permanent structures or overhangs of permanent structures.
   ii. The PUE surface shall be designed to allow vehicle access over and along the full length of the utility main by any City maintenance vehicle.
   iii. Minimum Separations: Within a PUE, all Department of Drinking Water (DDW) Water Main Separations per California Code of Regulations (CCR) §64572 shall be met for all Public Potable Water Mains and Services between: all Public City Utilities; Non-City Utilities; and Private Utilities. Additionally, the following Minimum Separations shall be met:
      A. At minimum there shall be a 4 feet horizontal separation between each utility as measured between the outside walls of the utility pipelines, or in the case of a Joint Utility Trench, between the outside edge of the Joint Utility Trench and the outside wall of the Utility Pipeline. The minimum 4 feet horizontal separation also includes between services and service appurtenances and: other utilities (public or private) and utility appurtenances; any other objects or potentials obstructions (boxes, handholes, vaults, transformers, panels, poles and standards, signs, driveway approaches and wings/curb returns, trees, controllers, etc.); and any other items, as determined by the Ontario Municipal Utilities Company (OMUC).
      B. Public Utility mains shall not be located behind curb or under curb & gutter and shall be located at minimum of 8 feet from curbface. With specific written permission of OMUC Management Staff, in rare circumstances, this 8 feet minimum can be reduced to 5 feet in specific locations where the 8 feet is not feasible, but at all locations the utilities alignments shall be optimized to meet this minimum location, while still maintaining all other minimum separation.

6. Well Abandonment: All existing Ground Water Wells shall be abandoned per County and State requirements prior to grading if they are not authorized to remain in service by the City's Water Resources Section.

7. Septic Tank Abandonment: All existing septic tank(s) on the property shall be abandoned per City, County, and State regulations and standards.

8. Public Improvement Plan Sets Requirements: Prior to the approval of any building permits, Public Improvement Plan Sets shall be submitted to the Public Works Engineering Department for review and approval by the Public Works Engineering Department and the OMUC Utilities Engineering Department, and all related construction shall be through an Encroachment Permit issued by the Public Works Engineering Department and under the inspection of a Public Works Inspector. The design and installation (and/or abandonment/relocation) of all public water and sewer improvements, including services and laterals, shall be included within public improvement plan sets as a fresh/new clean set of plans for the Project; and, not as delta revisions, construction sets on older plan sheets/sets, or unrelated plan types (Street, Storm Drain, Building Plans, etc.).

a. Public Minor Offsite Improvement Plan Submittals: Submit a Minor Offsite Improvement Plan for construction or abandonment of any water services and sewer laterals for the Project. The Minor Offsite Improvement Plan shall be included with the first plan check submittal to the Engineering Department.

    i. Project Specific Improvements Requiring a MOIP: The proposed recycled water service on Ladybug Paseo shall be on a Minor Offsite Improvement Plan.

9. Unused Service Abandonment: All adjacent water services (along with connected appurtenances) and sewer laterals along the frontages of the project site not used to provide service to this Development Project shall be abandoned back to the main in accordance with City Standards and Practices.

10. Relocated Services: For any existing water services and sewer laterals to be relocated, the service or lateral shall be abandoned back to the main connection and the service or lateral and its appurtenances shall be installed new per related City Standards.

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

11. Sewer Sub-Area Master Plan (SSAMP): Submit a Final Sewer Sub-Area Master Plan (SSAMP) pursuant to Section 4-8 of the Sewer Master Plan (SMP) and submit it to OMUC for review and approval with the first submittal of the sewer plans and prior to issuance of any permits.

12. Sanitary Sewer Infrastructure: Sanitary sewer infrastructure in Clifton Avenue and in Orchid Paseo within TM-20451, continuing downstream to Eucalyptus Avenue, to Mill Creek Avenue, and to Bellegrave Avenue is required to support this development. If the sanitary sewer infrastructure is not completed and the City does not accept these improvements, then this development is subject to the improvements required.

    a. Install an 8-inch sewer main from point of connection in Orchid Paseo extending in ‘D’ Street north into the project site to service the Not A Part commercial parcel.

    b. Install an 8-inch sewer main in ‘A’ Street from point of connection in Clifton and extending east to ‘D’ Street.

    c. Install an 8-inch sewer main in ‘B’ Street from the northern to southern project boundaries connecting to the proposed sewer main in ‘A’ Street.

    d. Install an 8-inch sewer main in ‘C’ Street from the proposed sewer main in ‘B’ Street extending east to ‘D’ Street.

    e. All public sewer mains shall be sized per the Final SSAMP.

    f. The existing unused 8-inch sewer main and lateral in Clifton Avenue north of the project’s point of connection shall be abandoned.

    g. Design and installation (and/or abandonment) of all public improvements shall be included with the in-tract public improvement plan set as a fresh/new clean set of plans, not as delta revisions or construction sets on older plan sheets.

13. Sanitary Sewer Service:

    a. Sewer Laterals:

        i. Single-family detached residences on its own parcel/lot: Each single-family detached residence and its onsite private sewer system shall discharge wastewater to the Public Sanitary Sewer System through a Public Sewer Lateral per Standard #2003.

        ii. Single-family detached residences that share an alleyway or driveway (alley loaded, cluster, etc.) or share a parcel/lot: the residences shall share an onsite private sewer system that discharges wastewater to the Public Sanitary Sewer System through a shared Public Sewer Lateral per Standard #2003. Maintenance of the shared onsite private sewer system shall be established through the HOA and/or Covenants, Conditions, and Restrictions (CC&Rs).

iii. Multifamily attached residential buildings or single-family attached residences: the residences and buildings shall share an onsite private sewer system that discharges wastewater to the Public Sanitary Sewer System through a shared Public Sewer Lateral per Standard #2003. If not under one ownership, the maintenance of the shared onsite private sewer system shall be established through the HOA and/or Covenants, Conditions, and Restrictions (CC&Rs).

iv. Non-Residential Amenity Buildings: Non-Residential Amenity Buildings that generate wastewater and its onsite private sewer system shall discharge wastewater to the Public Sanitary Sewer System through a Public Sewer Lateral per Standard #2003.

v. Not A Part Commercial Parcel: Install a Public Sewer Lateral per Standard #2003 within the project site for the Not A Part commercial parcel for future development.

b. Public Sewer Laterals and Storm Water Quality Improvements: No storm water quality improvements (infiltration, detention, retention, bioswale, etc) shall be installed above or within 5 feet of any Public Sewer Lateral.

c. Private Onsite Sewer System and Plumbing: The Onsite Sewer System shall be privately maintained by the property owner and shall meet the following requirements:

i. Private Onsite Sewer and Storm Water Quality Improvements: No storm water quality improvements (infiltration, detention, retention, bioswale, etc) shall be installed above or within 5 feet of any Private Onsite Sewer pipes.

14. Not A Part Commercial Parcel: Install a public sewer lateral in 'D' Street for the Not A Part commercial parcel. The public sewer lateral shall be located within the project (TM-20779) boundaries within a Public Utility Easement and be accessible for maintenance. Install a private sewer within a private sewer easement connecting from the public sewer lateral and extending onsite of the Not A Part commercial parcel for future use. A private sewer easement shall be provided to the Not A Part commercial parcel.

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

15. Potable Water Infrastructure: Potable water infrastructure connecting in TM-20451 in Ladybug Paseo to Hamner Avenue and potable water infrastructure connecting in Clifton Avenue to Almond Blossom Street to Mill Creek Avenue to Ontario Ranch Road is required to provide two points of connection to support this development. If the potable water infrastructure is not completed and the City does not accept these improvements, then this development is subject to the improvements required.

a. Install an 8-inch potable water main in 'D' Street connecting from the potable water main in Ladybug Paseo to the proposed potable water main in 'C' Street.

b. Install an 8-inch potable water main in 'A' Street connecting from the proposed potable water main in 'D' Street to the potable water main in Clifton Ave.

c. Install an 8-inch potable water main in 'B' Street from the northern to southern project boundaries.

d. Install an 8-inch potable water main in 'C' Street connecting from the proposed potable water main in 'B' Street the proposed potable water main in 'D' Street.

e. All public potable water mains installed in private streets shall be within a Public Utility Easement that complies with the requirements above. All public potable water mains and appurtenances shall be designed to comply with all separation requirements including DDW Separation requirements. If the design is unable to meet all separation requirements, then additional street widths and PUE will be required.

f. Design and installation (and/or abandonment) of all public improvements shall be included with the in-tract public improvement plan set as a fresh/new clean set of plans, not as delta revisions or construction sets on older plan sheets.

16. Potable Water Service:

a. Domestic Service:

i. Single-family detached residences on its own parcel/lot: Each single-family detached residence shall have its own domestic potable water service and meter connected to the Public Potable Water System located at least 5 feet from the shared driveway approach.

ii. Eight (8) or less Single-family detached residences that share an alleyway or driveway (alley loaded, cluster, etc.): Each single-family detached residence within an 8-pack, 6-pack, or 3-pack shall have its own domestic potable water meter from a manifolded service connected to the Public Potable Water System located at least 5 feet from the shared driveway approach.

1. Meters within Sidewalk: Due to the project specific circumstances, the manifolded meters for the multi-pack detached single-family residences may be within sidewalk. No other service meters shall be within the sidewalk other than these specified.

iii. Multifamily attached residential buildings or single-family attached residences: the residences shall be sub-metered and share an onsite private domestic water system that connects to the Public Potable Water System through a shared a domestic potable water service and public master meter connected to the Public Potable Water System with onsite private backflow prevention device. If not under one ownership, maintenance of the shared onsite private domestic water system shall be established through the HOA and/or Covenants, Conditions, and Restrictions (CC&Rs).

iv. Any Non-Residential Uses: Any Non-Residential Uses needing a potable water service shall have its own potable water service and meter with backflow prevention device connected to the Public Potable Water System for indoor/domestic uses.

b. Irrigation Service: For landscape irrigation uses that are not served by Recycled Water, the landscape irrigation uses shall have a separate irrigation water service and meter with backflow prevention device connected to the Public Potable Water System separate from the domestic water uses and the onsite plumbing systems shall be also separate from each other.

i. Community Service District (CFD) Maintained Irrigation Areas: Any irrigated areas that are to be maintained by a Community Service District (CFD) and not by the property owner or owners association require irrigation services and meters separate from those that are maintained by the property owner or owners association.

c. Backflow Prevention:

i. A Backflow Prevention Device is required for each Meter connected to the Public Potable Water System that: serves any residential use that is more than one (1) single family residential unit; or, any non-residential use; or, only irrigation use.

1. A Meter connected to the Public Potable Water System that serves only one (1) single family residential unit (and an ADU and/or JADU) in most cases does not require a backflow device.

ii. Backflow Prevention Device Location: In order to reduce the risk of contamination to the Public Potable Water System, a Backflow Prevention Device location shall comply with the following requirements:

1. As measured along the pipe connecting to the Backflow Prevention Device, the backflow concrete pad shall be located a minimum of 3 feet and a maximum of 5 feet from:

1. The Right-Of-Way line for Publicly Dedicated Streets; or,

2. The back of the sidewalk or the meter box (where there is no sidewalk), whichever is closer, for mains within PUEs and not within Right-Of-Way for Publicly Dedicated Streets.

2. Only one single bend of up to 90 degrees maximum is allowed along the pipe to the Backflow and the single bend must be located at one of the following places: either the along the 90-degree riser connecting at the backflow assembly; or, at the end of the 12-inch stub at the back of the meter box.
3. All the minimum DDW Separations also apply to the pipeline connecting between the Main/Meter-Box to a Backflow Device (or DCDA) and any Backflow Device (or DCDA). This also includes storm water quality improvements (infiltration, detention, retention, bioswale, etc). Also, no public or private non-potable water conveyances (private utilities, plumbing lines, sewer, private fire system, storm drain) shall cross the pipeline connecting between the Main/Meter-Box to a Backflow Device (or DCDA) or under any Backflow Device (or DCDA).

d. Fire Water Service: For onsite private Fire System uses: Where the domestic water service and meters connected to the Public Potable Water System that serves any use that is more than one (1) single family detached residential unit, or any non-residential use: if an onsite private fire system is required, then a separate Fire Service with Double Check Detector Assembly (DCDA) per City Standard #4208 connected to the Public Potable Water System is required, to serve the onsite private fire system. The onsite fire system and onsite domestic water plumbing system shall be separate. The DCDA location shall be the same as the Backflow Prevention Device above.
    i. If not under one ownership, maintenance of the shared onsite private fire water system shall be established through the HOA and/or Covenants, Conditions, and Restrictions (CC&Rs).
e. Fire Hydrants: Install public fire hydrants per City Standard along the public potable water mains fronting and within the Project with adequate spacing and in locations as required by the Fire Department.
f. Public Utility Easement: All public potable water appurtenances shall be within a Public Utility Easement (PUE) that complies with the Public Utility Easement requirements above unless otherwise specified below.
    i. The PUE may be reduced to 3 feet on one side of the meter where the meter's backflow device is located at the back of the PUE.

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

17. City Ordinance 2689: This development shall comply with City Ordinance 2689 and make use of recycled water for all approved uses, including but not limited to landscape irrigation. Appropriately sized public and private mains shall be installed throughout the Project to meet this requirement, as approved by the City.
18. Recycled Water Infrastructure: In order to comply with City Ordinance 2689: Recycled water infrastructure connecting in TM-20451 in Ladybug Paseo to Hamner Avenue is required to support this development. If the recycled water infrastructure is not completed and the City does not accept these improvements, then this development is subject to the improvements required.
19. RW Program Requirements: In order to receive RW service, the applicant shall comply with each of the following:
    a. Prior to Precise Grading Plan Approval and Building Permits Issuance:
        i. Submit one (1) electronic copy, in PDF format, of the Landscape Plans (on-site & off-site) to OMUC's Water Quality Programs at OMUCWQPlanCheck@ontarioca.gov for review and approval.

ii. Submit one (1) electronic copy, in PDF format, of the Supplemental Engineering Report (ER), for the use of recycled water to OMUC's Water Quality Programs at OMUCWQPlanCheck@ontarioca.gov for review and subsequent submittal to the California State Water Board (Division of Drinking Water) for final approval.

Note: The Division of Drinking Water review and approval process may take up to four (4) months. Contact the OMUC's Water Quality Programs at (909) 395-2678 or email OMUCWQPlanCheck@ontarioca.gov regarding this requirement. Failure to obtain an approval letter from the Division of Drinking Water authorizing the use of recycled water will delay meter installation and if applicable, occupancy release for new developments.

b. Prior to Occupancy Release/Finalizing:

i. Procure from OMUC a copy of the letter of confirmation from the California State Water Board (Division of Drinking Water) that the Engineering Report (ER) has been reviewed and the subject site is approved for the use of recycled water.
ii. 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.
iii. Complete Site Supervisor training of on-site personnel in the use of recycled water, in accordance with the ER, upon availability/usage of recycled water.

20. Recycled Water Service: In order to comply with City Ordinance 2689:

a. Homeowners Association (HOA) Maintained Irrigation Areas: The project shall have its own separate recycled water service with meter connected to the Public Recycled Water main in Ladybug Paseo to serve the project's private HOA-maintained landscape irrigation uses. Any irrigated areas that are to be maintained by the HOA require an irrigation service and meter, separate from those that are maintained by the CFD.
b. Community Service District (CFD) Maintained Irrigation Areas: Any irrigated areas that are to be maintained by a Community Service District (CFD) and not by the property owner or owners association require irrigation services and meters separate from those that are maintained by the property owner or owners association.

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

CONDITIONS OF APPROVAL	
Sign Off	
Ricardo Diaz Gutierrez, Associate Landscape Planner	03/31/2026 Date

Reviewer's Name:	Phone:
Ricardo Diaz, Associate Landscape Planner	**(909) 395-2237**

D.A.B. File No.:	Case Planner:
PDEV25-010, PMTT25-007	Jocelyn Torres

Project Name and Location:

The District – Rich Haven – PA10A – 230 SFR & MF Dwellings
TM20779

Applicant/Representative:

Landsea Homes – Shannon Whittaker, swhittaker@landseahomes.com
7525 Irvine Center Dr., Suite 200
Irvine, CA 92618

☒	**Preliminary Plans (03/17/2026) meet the Standard Conditions for New Development and have been approved considering that the following conditions below be met upon submittal of the landscape construction documents.**
☐	**Preliminary Plans () have not been approved. Corrections noted below are required before Preliminary Landscape Plan approval.**

A RESPONSE SHEET IS REQUIRED WITH RESUBMITTAL OR PLANS WILL BE RETURNED AS INCOMPLETE.
DIGITAL SUBMITTALS MUST BE 10MB OR LESS.

Civil/ Site Plans

1. Show on demo plans and landscape construction plans trees to be preserved, removed or mitigation measures for trees removed. Tree trunk removed totaled at 18", typical mitigation shown below.
   a. New 15 gallon trees min 1" diameter trunk, in addition to trees required. 18 additional 15 Gal trees.
   b. New 24" box trees min 1.5" diameter trunk, in addition to trees required. 12 additional 24" box trees.
   c. Upsizing trees on the plan one size larger such as 15 gallon to 24" box, or 24" to 36" box size. Upsize 18 – 24" box trees to 36" box trees.
   d. Monetary value of the trees removed as identified in the "Guide for Plant Appraisal," approved certified arborist plant appraiser, may be equal to the value of the installation cost of planting, fertilizing, staking, and irrigating 15-gallon trees (100$ each) to the City of Ontario Historic Preservation Fund for city tree planting or city approved combination of the above items. Pay Mitigation fee of $1,800.00
2. Show and dimension transformers set back 5' from paving all sides. Coordinate with landscape plans. Transformer Screening: Where setbacks are limited, alternative screening measures will be determined during plan check in coordination with the design team, SCE, and Planning staff; possible solutions may include utility wraps, and strategic tree and planting locations in adjacent planters to screen views. If SCE requires bollards, permanent decorative bollards will be installed and approved by the Planning Department.
3. Show and dimension backflow devices set back 4' from paving on all sides.
4. Show location of light standards, coordinate plans with landscape plans.

5. Use the Acceptable Alternative to Hammerhead (60’ from street centerline to end of street), north end of B street to allow for a five foot back up at lots with garages. Confirmed with Joel Gonzalez, Fire Protection Analyst, on Feb. 19, 2026.

Landscape Plans

6. Street trees for this project are: Clifton street tree to be Koeleruteria paniculata spaced 30’ on center. Show Melaleuca linarifolia behind sidewalk. Hamner Ave street tree to be Quercus agrifolia and behind sidewalk trees shall be clusters of Platanus racemosa and Lagerstroemia indica ‘Muskogee’.
7. Locate light standards to not conflict with required tree locations. Coordinate civil plans with landscape plans.
8. During plan check, side yard access walkway shall connect to driveway for lots 34 through 36, to match lot 37.
9. Provide accent planting and trees along pedestrian corridors and entries.
10. A/C units in private patios shall be screened. A/C units screening shall be coordinated during plan check to match community theme / elevation style. A/C unit screening shall be durable and high quality.
11. Private patios shall include a hose bib for washing down concrete or future irrigation.
12. On lots thirty-four through thirthy-six (34-36) sideyard walkway shall connect to driveway to match lot thirty-seven (37).
13. Show 25% of trees as California native (Platanus racemosa, Quercus agrifolia, Quercus wislizenii, Quercus douglasii, Cercis occidentalis, etc.) in appropriate locations.
14. Tighten tree spacing to buffer common bbq spaces from private patios.
15. Common open space at the commercial connection shall be organized to cater for small groups coming from the future commercial and for residents. Pot pedestal to match decorative entry pilasters finish veneer. Amenities provided to match the community theme, be permanent and of high quality.
16. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See https://www.ontarioca.gov/Planning/Landscape
17. After a project’s entitlement approval, the applicant shall pay all applicable fees for landscape plan check and inspections at a rate established by resolution of the City Council.

CITY OF ONTARIO
MEMORANDUM

TO: **Jocelyn Torres, Associate Planner**
Planning Department

FROM: **Joel Gonzalez, Fire Protection Analyst**
Fire Department

DATE: **February 25, 2026**

SUBJECT: **PMTT25-007 – 14100 S MILLIKEN AV – A TENTATIVE TRACT MAP (TTM20779) TO SUBDIVIDE 15.42 ACRES OF LAND INTO 104 NUMBERED AND 21 LETTERED LOTS TO FACILITATE THE DEVELOPMENT OF A COMBINATION OF 230 SINGLE-FAMILY AND MULTIPLE-FAMILY DWELLINGS, GENERALLY LOCATED EAST OF CLIFTON AVENUE, WEST OF HAMNER AVENUE, NORTH OF EAST PEONY PASEO, AND SOUTH OF ONTARIO RANCH ROAD, WITHIN PLANNING AREA 10A LAND USE DISTRICT OF THE RICH HAVEN SPECIFIC PLAN (APN(S): 0218-211-40)RELATED FILE(S): PDA-25-004; PDEV25-010.**

☒ The plan **does** adequately address Fire Department requirements at this time.

☒ Standard Conditions of Approval apply, as stated below.

SITE AND BUILDING FEATURES:

A. 2022 CBC Type of Construction: Type V-B

B. Type of Roof Materials: non-rated

C. Ground Floor Area(s): Various

D. Number of Stories: 2 and 3

E. Total Square Footage: Various

F. 2022 CBC Occupancy Classification(s): R-3

CONDITIONS OF APPROVAL:

1.0 GENERAL

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

☒ 1.2 These Fire Department conditions of approval are to be included on any and all construction drawings.

2.0 FIRE DEPARTMENT ACCESS

☒ 2.1 Fire Department vehicle access roadways shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved. Roadways shall be paved with an all-weather surface and shall be a minimum of twenty-four (24) ft. wide. See Standard #B-004.

☒ 2.2 In order to allow for adequate turning radius for emergency fire apparatus, all turns shall be designed to meet the minimum twenty five feet (25') inside and forty-five feet (45') outside turning radius per Standard #B-005.

☒ 2.3 Fire Department access roadways that exceed one hundred and fifty feet (150') in length shall have an approved turn-around per Standard #B-002.

☒ 2.7 Any time PRIOR to on-site combustible construction and/or storage, a minimum twenty-four (24) ft. wide circulating all weather access roads shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved by fire department and other emergency services.

3.0 WATER SUPPLY

☒ 3.1 The required fire flow per Fire Department standards, based on the 2022 California Fire Code, Appendix B, is 1500 gallons per minute (g.p.m.) for 2 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.

☒ 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.

☒ 3.4 The public water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

4.0 FIRE PROTECTION SYSTEMS

☒ 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 13 D. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.

5.0 BUILDING CONSTRUCTION FEATURES

☒ 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.

☒ 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Homes that do not front street shall be provided with an address entry sign at the street. Address numbers shall contrast with their background. See Section 9-1 6.06 of the Ontario Municipal Code and Standards #H-003 and #H-002.

☒ 5.3 Single station smoke alarms and carbon monoxide alarms are required to be installed per the California Building Code and the California Fire Code.

☒ 5.4 All residential chimneys shall be equipped with an approved spark arrester meeting the requirements of the California Building Code.

☒ 5.5 Multiple unit building complexes shall have building directories provided at the main entrances. The directories shall be designed to the requirements of the Fire Department, see Section 9-1 6.06 of the Ontario Municipal Code and Standard #H-003.

☒ 5.6 Multiple unit building complexes shall have building directories provided at the main entrances. The directories shall be designed to the requirements of the Fire Department, see Section 9-1 6.06 of the Ontario Municipal Code and Standard #H-003. .

DEVELOPMENT ADVISORY BOARD CONDITIONS
* * * BUILDING DEPARTMENT * * *

File No(s): PDEV25-010, PDA-25-004, PMTT25-007

Planner: Jocelyn Torres, Associate Planner

Applicant: Landsea Homes of California, LLC

Location: 14100 S. Milliken Ave.

Project: A Development Plan approval to construct a combination of 230 single-family and multiple-family dwellings on approximately 15.42 acres of land generally located East of Clifton Avenue, West of Hamner Avenue, North of East Peony Paseo, And

APN(s): 0218-211-40

Reviewed By: Kia J. Kerr Date: 7-22-25

Following Standard Building Department Conditions of Approval
Are Applicable to This Project:

See checked boxes below

Specific Conditions:

A)

Specific Comments (NOTE: THESE COMMENTS ARE NOT CONDITIONS!):

A)

(NOTE: Standard Conditions of Approval are attached.)

Form Revised: 12/12/23

BUILDING DEPARTMENT

GENERAL CONDITIONS

☒ 1. Shall comply with the latest adopted edition of the following codes as applicable:

A. California Building Code
B. California Residential Code
C. California Existing Building Code
D. California Electrical Code
E. California Mechanical Code
F. California Plumbing Code
G. California Energy Code.
H. California Fire Code
I. California Green Building Standards Code.

☒ 2. The property owner/business operator shall comply with all applicable City of Ontario Municipal Codes and Ordinances.

☐ 3. The requirements of the Department of Environmental Health Services and the Air Quality Management District shall be satisfied prior to the issuance of any permit if hazardous materials are stored and/or used.

☒ 4. Pursuant to the California Business and Professions Code Section 6737, most projects are required to be designed by a California Licensed Architect or Engineer. The project owner or developer should review the section of the California Codes and comply with the regulation

☒ 5. All perimeter / boundary walls shall be designed and constructed so that the outer/exterior face of the wall is as close as possible to the lot line. In any case, the outer/exterior face of the wall shall be within two (2) inches of the lot line. Distances greater than two (2) inches may be approved prior to construction by the Building Official on a case-by-case basis for extenuating circumstances.

☐ 6. All lot lines, easement lines, etc. shall be located and/or relocated in such a manner as to not cause any existing structure to become non-conforming with the requirements of the latest adopted edition of the Building Code, or any other applicable law, ordinance, or code.

☒ 7. The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall obtain clearances from each department and division prior to requesting a final building inspection from the Building Department. Each department shall sign the Building Department Job Card

☐ 8. All signs shall be Underwriters Laboratories, or equal, approved.

☐ 9. Permits are required prior to the removal and/or demolition of structures.

☐ 10. In addition to approval from Building Department, approval is required from the County of San Bernardino, Department of Public Health and the California Regional Water Quality Control Board, Santa Ana Region for the Private Sewage Disposal System.

☐ 11. The existing private sewage system will have to be modified as required to accommodate the new use. Plans and/or supporting data will have to be submitted to, and approved by, the Building Department regarding the new use and necessary modifications. Additionally, approval from the Regional Water Quality Control Board, Santa Ana Region, is required for the new use.

☐ 12. The coach shall bear a State of California, Department of Housing and Community Development (HCD) insignia indicating the occupancy group and design loads that the coach conforms to, and other relevant information regarding exiting, fire safety, electrical, plumbing and mechanical. The foundation system, porch and awning shall comply with plans that bear the HCD "Standard Plan Approval" stamp. The coach, foundation system, porch and awning shall comply with the City of Ontario's design loads and site-specific conditions.

☐ 13. The conversion of the existing single-family dwelling(s) into a commercial use changes the occupancy group classification, and therefore the existing buildings must be made to comply with the requirements of all applicable codes for the new occupancy classification. Complete plans, calculations and other specifications shall be submitted to the Building Department for review, approval and subsequent permit issuance. The plans, calculations and other specifications shall be prepared by an Architect or Registered Civil/Structural Engineer licensed by the State of California who is qualified to perform said work.

☐ 14. The site, or a portion of the site, is in a flood hazard area. Justification that the proposed development does not adversely affect the location or carrying capacity of the floodway, nor does it adversely affect upstream or downstream sites shall be provided to Building Department. Additionally, all provisions must be taken to protect the site from flood damage.

☒ 15. All exterior lighting shall be orientated, directed, and/or shielded as much as possible so that direct illumination does not infringe onto adjoining properties.

☒ 16. Site facilities such as parking open or covered, recreation facilities, and trash dumpster areas, and common use areas shall be accessible per the CBC, Chapter 11.

☒ 17. Trash Enclosure shall be covered, and the interior clearances shall be designed to accommodate the following:

- 4' min. side access entrance

- 3' min. wide clear pathway along rear of enclosure between trash bins and back wall.
- Trash bins must be oriented sideways to allow access from the narrow dimension.
- Use of curbs or wheel stops shall be provided within the enclosure to maintain access clearances and bin orientations.

☒ 18. The applicant/developer shall include the conditions of approval of this resolution on the construction plans.

☒ 19. Site development and grading shall be designed to provide access to all entrances and exterior ground floors exits and access to normal paths of travel, and where necessary to provide access. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warning, signage, gates, lifts and walking surface materials. The accessible route(s) of travel shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site, California Building Code, (CBC) Chapter 11, Sec, 11A and 11B.

☐ 20. Commercial/Industrial gated site must have at least one pedestrian emergency gate, 3'-0' x 6'-8" min. gate size, equipped with panel hardware on the inside, and gate must swing out. Pedestrian emergency gates can be installed integrated with vehicular gates.

☒ 21. New residential single-family dwelling (SFD's):

- The side yard gate must swing out toward the street.
- The gas meter shall not obstruct side yard access gates.
- Air Conditioning unit located at side yard shall maintain 3' min. clearance from property line wall to AC unit.
- Provide a continuous concrete walk between garage side door to driveway or sidewalk.

☒ 22. New development projects located in the Ontario Ranch specific plan are required to submit a **methane assessment report**. This report shall be submitted to the Building Department for review and approval at grading plan submittal.

☐ 23. If hazardous substances are used and/or stored, a technical opinion and report, identifying and developing methods of protection from the hazards presented by the hazardous materials may be required. This report shall be prepared by a qualified person, firm, or corporation and submitted to Building Department. This report shall also explain the proposed facility's intended methods of operation and list all of the proposed materials, their quantities, classifications, and the effects of any chemical (material) intermixing in the event of an accident or spill.

☐ 24. The property owner/business operator shall provide a grease interceptor at a location where it shall be easily accessible for inspection, cleaning, and removal of accumulated grease. The sizing and installation shall conform to the current California Plumbing Code. The grease interceptor shall be constructed in accordance with plans approved by the Director of Public

Works and the Building Official. The property owner/business operator shall contract with a maintenance company for maintenance and cleaning of the grease interceptor.

SITE CONSTRUCTION REQUIRMENTS

☒ 25. All construction sites must be protected by a security fence and screening. The fencing and screening shall always maintained to protect pedestrians

☒ 26. Temporary toilet facilities shall be provided for construction workers. The toilet facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non-sewer type shall conform to ANSI ZA.3

☒ 27. Construction projects which require temporary electrical power shall obtain an Electrical Permit from Building Department. No temporary electrical power will be granted to a project unless one of the following items is in place and approved by Building Department and the Planning Department.
(A) Installation of a construction trailer, or
(B) Security fenced area where the electrical power will be located

☒ 28. Installation of construction/sales trailers must be located on private property. No trailers can be in the public street right of way

☒ 29. Any temporary building, trailer, commercial coach, etc. installed and/or used in connection with a construction project shall comply with City Code.

☒ 30. Prior to issuance of a Building Permit all of the following must be in place: portable toilet with hand wash station, all BMP's, fencing and signage on each adjacent street saying "If there is any dust or debris coming from this site please contact (superintendent number here) or the AQMD if the problem is not being resolved" or something similar to this.

PRIOR TO ISSUANCE OF BUILDING/CONSTRUCTION PERMITS

☒ 31. The following grading items shall be completed and/or submitted – as applicable – prior to the issuance of building permits for this project:

A. Precise grading plans shall be approved
B. Rough grading completed
C. Compaction certification completed
D. Pad elevation certification completed
E. Rough grade inspection signed off by a City's Building Inspector

☒ 32. Prior to the issuance of a Building Permit, the applicant shall pay all Development

Improvement Fees to the City. Copies of receipts shall be provided to the Building Department prior to permit issuance.

☒ 33. The Tract or Parcel map shall record prior to the issuance of any permits.

☐ 34. The existing parcels shall be combined into a single parcel, or a lot line adjustment shall be done so that the proposed structure(s) does not cross any lot line and complies with all requirements of the California Building Code, prior to any building permits being issued.

☒ 35. Fire sprinklers, fire alarm systems and fire hydrant plans shall be submitted for plan review concurrently with building plans and shall be approved prior to permit issuance

☒ 36. Prior to issuance of Building Permits, school fees need to be paid to school district where project is located

CITY OF ONTARIO

MEMORANDUM

TO: Rudy Zeledon, Community Development Director (Copy of memo only)
Henry Noh, Planning Director (Copy of memo only)
Diane Ayala, Advanced Planning Division (Copy of memo only)
Charity Hernandez, Economic Development
James Caro, Building Department
Raymond Lee, Engineering Department
Jamie Richardson, Landscape Planning Division
Dennis Mejia, Municipal Utility Company
Heather Lugo, Police Department
Bobby Johnson, Deputy Fire Chief/Fire Marshal
Jay Bautista, Traffic/Transportation Manager
Lorena Mejia, Airport Planning
Nathan Pino, Engineering
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, Broadband

FROM: Jocelyn Torres, Associate Planner

DATE: June 19, 2025

SUBJECT: FILE #: PMTT25-007 1st Submittal Finance Acct#:

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

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

PROJECT DESCRIPTION: A Tentative Tract Map (TTM20779) to subdivide 15.42 acres of land into 104 numbered and 21 lettered lots to facilitate the development of a combination of 230 single-family and multiple-family dwellings, generally located East of Clifton Avenue, West of Hamner Avenue, North of East Peony Paseo, And South of Ontario Ranch Road, within Planning Area 10A land use district of the Rich Haven Specific Plan (APN(s): 0218-211-40)Related File(s): PDA-25-004; PDEV25-010.

☒ The plan does adequately address the departmental concerns at this time.
- ☐ No comments
- ☐ Report attached (1 copy and email 1 copy)
- ☒ Standard Conditions of Approval apply

☐ The plan does not adequately address the departmental concerns.
- ☐ The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.

Police	Heather Lugo	Management Analyst	7.24.25
Department	Signature	Title	Date

CITY OF ONTARIO
MEMORANDUM

DATE: April 3, 2026
TO: Jocelyn Torres
FROM: Joe Minasso, Integrated Waste Department
SUBJECT: Integrated Waste Approval
PROJECT NO.: PMMT25-007 & PDEV25-010
ATTACHMENTS:

BRIEF DESCRIPTION

PMMT25-007 & PDEV25-010

THIS SUBMITTAL IS COMPLETE.

CORRECTION ITEMS: *In order to be considered for approval by the Integrated Waste Department the applicant shall address all the correction items below and resubmit the application for further review. Please note that all design shall meet the City's Design Development Guidelines, Specifications Design Criteria, and City Standards.*

Integrated Waste:

1. The Integrated Waste Department approves the Integrated Waste Management Plan as submitted.

AIRPORT PLANNING DIVISION

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT

Consistency Determination No. 2025-014	
PROJECT SITE INFORMATION	
Project File Nos:	PMTT25-007 & PDEV25-010
Address:	Northwest corner of Hamner Avenue and Ladybug Paseo
APNs:	0218-211-40
Existing Land Use:	Vacant Land
Project Description/ Proposed Land Use:	Tentative Tract Map No. 20779 (File No. PMTT25-007) to subdivide 15.91 acres of land into 99 numbered lots and 16 lettered lots in conjunction with a Development Plan (File No. PDEV25-010) to facilitate the construction of 86 single-family dwelling units and 139 multiple-family dwelling units
Acreage:	15.91

CONSISTENCY DETERMINATION STATEMENT

ONT Consistency Statement

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

See Attached for Overflight Notification Condition.

SECTION 1: ONT ALUCP CONSISTENCY DETERMINATION EVALUATION

SECTION 1A: ONT Safety Zone Evaluation

1. Is the Project Site located within a Safety Zone?
☐ Yes ☒ No
2. If yes, which Safety Zone(s)?
☐ Zone1 ☐ Zone 2 ☐ Zone 3 ☐ Zone 4 ☐ Zone 5 ☐ Zone 6
3. Intensity Calculations (Exhibit A - Attached)
a. Sitewide Average Calculation:
b. Single Acre Calculation:

Date:	April 13, 2025	Signature: Lorena Mejia
Prepared By:	Lorena Mejia, Senior Planner	

ONT Safety Zone Summary Statement

The project site is located outside of the Safety Zones.

SECTION 1B: ONT Noise Impact Zones Evaluation

1. Is the Project Site located within a Noise Impact Zone?
☐ Yes ☒ No
2. If yes, which Noise Impact Zone(s)?
☐ 75+ dB CNEL ☐ 70 - 75 dB CNEL ☐ 65 - 70 dB CNEL ☐ 60 - 65 dB CNEL

ONT Noise Impact Zone Summary Statement

The project site is located outside of the Noise Impact Zones.

SECTION 1C: ONT Airspace Protection Zones Evaluation

1. Is the Project Site located within an Airspace Protection Zone?
☐ Yes ☒ No
2. If yes, which Airspace Protection Zone(s)?
☐ High Terrain Zone (70 FT) ☐ FAA Notification Surfaces ☐ Avigation Easement Dedication ☐ Airspace Obstruction Surfaces
Allowable Building Height: 200 FT + Proposed Building Height: 36 Feet

ONT Airspace Protection Zones Summary Statement

The project site is located outside of the Airspace Protection Zones.

SECTION 1D: ONT Overflight Notification Zones Evaluation

1. Is the Project Site located within an Overflight Notification Zone?
☒ Yes ☐ No
2. If yes, which Overflight Notification Zone(s)?
☐ Avigation Easement Dedication ☐ Recorded Overflight Notification ☒ Real Estate Transaction Disclosure

ONT Overflight Notification Zones Summary Statement

The project site is located within the Overflight Notification Zone.

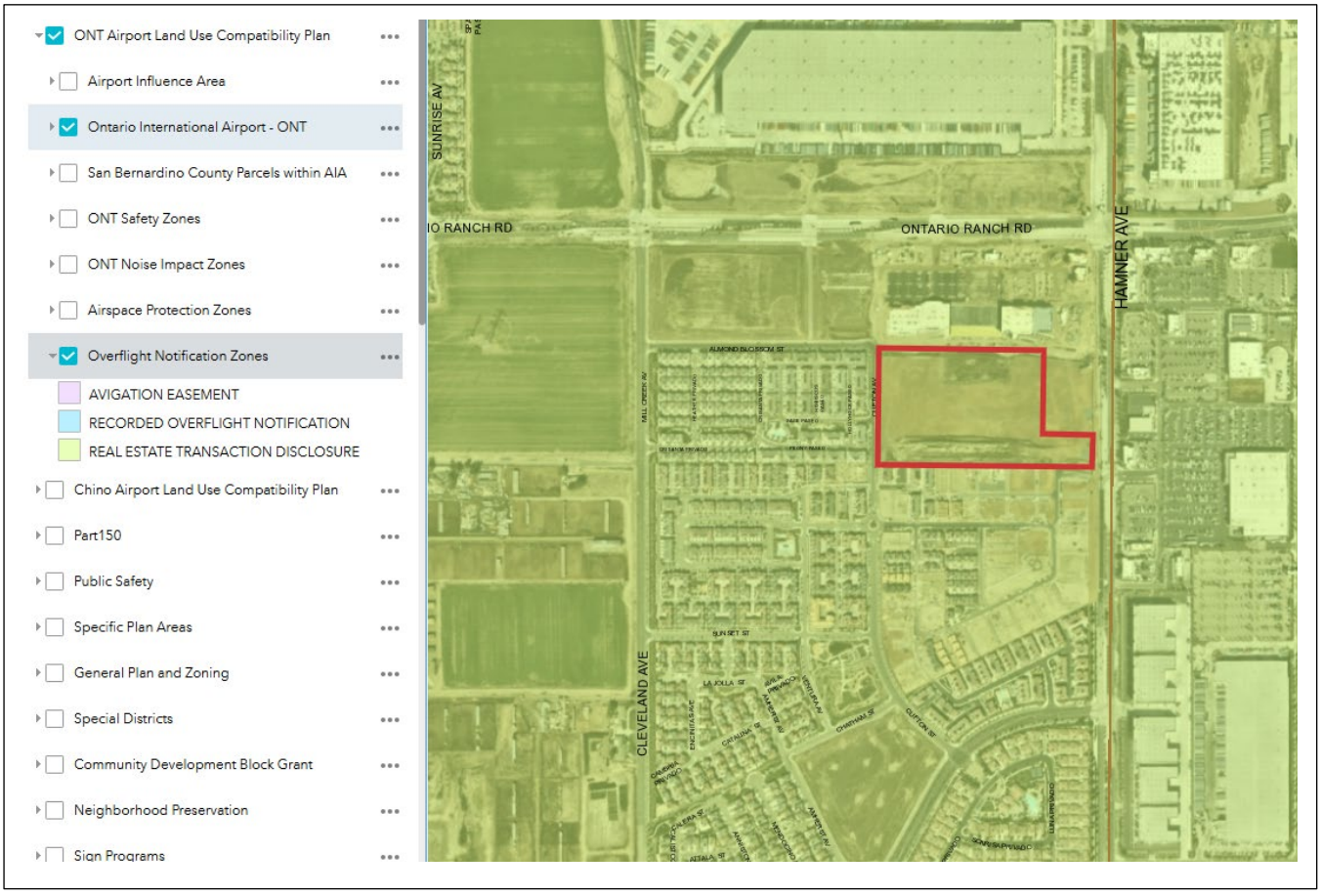
ONT Overflight Notification Zones Conditions

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.

ONT Overflight Notification Zones Map Exhibit



RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDEV25-010, A DEVELOPMENT PLAN TO CONSTRUCT 86 SINGLE-FAMILY DWELLING UNITS AND 139 MULTIPLE-FAMILY DWELLING UNITS ON 15.91 ACRES OF LAND LOCATED ON THE NORTHWEST CORNER OF HAMNER AVENUE AND LADYBUG PASEO WITHIN PLANNING AREA 10A (STAND ALONE RESIDENTIAL OVERLAY) OF THE RICH-HAVEN SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF—APN: 0218-211-40

WHEREAS, RISEWELL HOMES ("Applicant") has filed an Application for the approval of a Development Plan, File No. PDEV25-010, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 15.91 acres of land generally located at the northwest corner of Hamner Avenue and Ladybug Paseo within Planning Area 10A (Stand Alone Residential Overlay) of the Rich-Haven Specific Plan, and is presently vacant; and

WHEREAS, the property to the north of the Project site is within Planning Area 8 (Regional Commercial) of the Rich-Haven Specific Plan, and will be developed with a commercial shopping center that is currently under construction. The property to the east is within the City of Eastvale, and is developed with commercial buildings. The property to the south is within PA-3 (RD-8/Motorcourt Townhomes) of the Esperanza Specific Plan, and will be developed with single-family and multi-family residential. The property to the west is within Planning Area 9 (Stand Alone Residential Overlay) of the Rich-Haven Specific Plan, and is developed with single-family residential; and

WHEREAS, the Development Plan will allow for the construction of 86 single-family dwelling units and 139 multiple-family dwelling units on 15.91 acres of land; and

WHEREAS, the Conventional (2,700 SF) Single-Family will be located east of B Street and west of D Street and includes lots 34-37 and lot 86 for a total of 5 single-family residential units. The proposed single family will be accessed from private streets. The conventional single-family will include 18-foot minimum driveways and a 2-car garage, for a total of four parking spaces per unit. There are 3 distinct floor plans proposed for each single-family unit and 3 elevations per plan; and

WHEREAS, the Cluster Single Family Detached and Duplex (No Driveway) will be located south of A Street and includes lots 38 to 85 for a total of 48 residential units. The cluster design features a private lane constructed with decorative pavers, providing access to both the garages and front entry access for each unit. The end unit clusters

incorporate duplex configuration to accommodate proper turning radius and to ensure adequate maneuverability from the garages. A total of 4 distinctive floor plans are proposed for each cluster, with 3 elevations per plan; and

WHEREAS, the Cluster Single Family Detached (Two Street Frontages) will be located on the west side of B Street and include lots 1 to 33 for a total of 33 residential units. The cluster layout features a private lane constructed with decorative pavers, providing access to both the garages and front entry access for each unit. The Cluster Single Family Detached (Two Street Frontages) product includes twenty-four 8-pack units, along with one 6-pack and a half-cluster of three units. Clusters fronting Clifton Avenue will provide direct front entry access from the street, consistent with the existing streetscape. A total of 4 distinctive floor plans is proposed for each cluster, with 3 elevations per plan; and

WHEREAS, the Row Town Homes comprise the northern portion of the site and include lots 85 to 139 for a total of 55 multi-family residential units. A total of eleven buildings is proposed, featuring 3 distinct floor plans with one architectural style. The proposed Row Town Homes will have garage access from the private lanes and one building will have access from B Street. Primary pedestrian access to each unit is provided through landscaped internal paseos, which connect to the unit's front entry and private patios; and

WHEREAS, the Courtyard Townhomes are centrally located within the Project site, with an additional 12-plex unit located adjacent to Hamner Avenue, for a total of 84 units. The Courtyard Townhomes include lots 1 to 84 and consist of seven 12-plex buildings with 5 floor plans and one architectural style. The proposed Courtyard Townhome product will have garage access from an autocourt, with primary unit entrances fronting the street or landscaped paseo; and

WHEREAS, the Project site will have one access point from Ladybug Paseo, an east to west private street that will provide shared access to both the Project site and the future residential development to the south. A secondary access point will be provided from Clifton Avenue, a north to south public street located along the project's western boundary; and

WHEREAS, the Project has provided off-street parking pursuant to the single family and multiple family resident parking standards specified in the Rich-Haven Specific Plan and Ontario Development Code. The number of off-street parking spaces provided meets the minimum parking requirement for the Project; and

WHEREAS, there are three transitional architectural styles proposed for the Conventional (2,700 SF) Single-Family residential and the cluster homes, including Farmhouse, Spanish, and Ranch; and

WHEREAS, the Transitional Ranch architectural style is proposed for the Row Town Homes and Courtyard Townhomes; and

WHEREAS, TOP Policy PR1-1 requires new developments to provide a minimum of 2 acres of Private Park per 1,000 residents. The proposed Tract Map (TTM. 20779) will facilitate the construction of an active recreation center, passive park, paseos, sidewalks, and parkways within the tract. The Tract Map requires a total of 1.58 acres of parkland to meet the minimum private park requirement, and 1.64 acres of parkland have been provided, exceeding the minimum requirements; and

WHEREAS, to serve the proposed residential development, the Project will be required to adhere to the improvements outlined in the related Development Agreement (File No. PDA25-004) that was filed on June 11, 2025, and contingent upon City Council approval; and

WHEREAS, on June 19, 2025, the Applicant submitted Tentative Tract Map No. 20779 (File No. PMTT25-007) to subdivide 15.91 acres of land into 99 numbered lots and 16 lettered lots; and

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

WHEREAS, the environmental impacts of this Project were previously reviewed in conjunction with the Rich-Haven Specific Plan Amendment (File No. PSPA22-001), for which an Environmental Impact Report (State Clearinghouse No. 2022100425) was adopted by the City Council on June 20, 2023. 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; and

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

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

WHEREAS, the Project has been reviewed for consistency with the Housing Element of the Policy Plan component of The Ontario Plan 2050, as State Housing Element law (as prescribed in Government Code Sections 65580 through 65589.8)

requires that development projects must be consistent with the Housing Element, if upon consideration of all its aspects, it is found to further the purposes, principals, goals, and policies of the Housing Element; and

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

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

WHEREAS, on April 20, 2026, the Development Advisory Board of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date, voting to issue Decision No. DAB26-013, recommending the Planning Commission approve the Application; and

WHEREAS, on April 28, 2026, 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: ***Environmental Determination and Findings.*** As the decision-making authority for the Project, the Planning Commission has reviewed and considered the information contained in the previous Certified EIR and supporting documentation. Based upon the facts and information contained in the previous Certified EIR and supporting documentation, the Planning Commission finds as follows:

(1) The environmental impacts of this Project were previously reviewed in conjunction with the Rich-Haven Specific Plan Amendment (File No. PSPA22-001), for which an Environmental Impact Report (State Clearinghouse No. 2022100425) was adopted by the City Council on June 20, 2023; and

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

(3) The previous Certified EIR was completed in compliance with CEQA and the Guidelines promulgated thereunder; and

(4) The previous Certified EIR reflects the independent judgment of the Planning Commission; and

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

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

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

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

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

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

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

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

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

SECTION 3: ***Housing Element Compliance.*** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the decision-making authority for the Project, the Planning Commission finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the Project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan 2050, as the Project site is not one of the properties in the Housing Element Sites Inventory contained in Tables B-1 and B-2 of the Housing Element Technical Report.

SECTION 4: ***Airport Land Use Compatibility Plan ("ALUCP") Compliance.*** The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan.

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

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

(1) ***The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan 2050.*** The proposed Project is located within the Mixed Use – Rich-Haven (MU-Rich-Haven) land use district of the Policy Plan Land Use Map, and Planning Area 10A (Stand Alone Residential Overlay) of the Rich-Haven Specific Plan. The development standards and conditions under which the proposed Project will be constructed and maintained, is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan 2050.

(2) ***The proposed development is compatible with those on adjoining sites in relation to location of buildings, with particular attention to privacy, views, any physical constraint identified on the site and the characteristics of the area in which the site is located.*** The Project has been designed consistent with the requirements of the City of Ontario Development Code and Planning Area 10A (Stand Alone Residential Overlay) of the Rich-Haven Specific Plan, including standards relative to the particular land use proposed (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.

(3) ***The proposed development will complement and/or improve upon the quality of existing development in the vicinity of the Project and the minimum safeguards necessary to protect the public health, safety and general welfare have been required of the proposed Project.*** The Planning Commission has required certain safeguards, and impose certain conditions of approval, which have been established to ensure that: [i] the purposes of the Rich-Haven Specific Plan are maintained; [ii] the Project will not endanger the public health, safety or general welfare; [iii] the Project will not result in any significant environmental impacts; [iv] the Project will be in harmony with the area in which it is located; and [v] the Project will be in full conformity with the Vision, City Council Priorities and Policy Plan components of The Ontario Plan 2050, and the Rich-Haven Specific Plan.

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

implemented in conjunction with the conditions of approval, will be consistent with the development standards and guidelines described in the Rich-Haven Specific Plan.

SECTION 6: ***Planning Commission Action.*** Based upon the findings and conclusions set forth in the Sections above, the Planning Commission hereby APPROVES the herein described Application, subject to each and every condition set forth in the Department reports attached hereto as "Attachment A," and incorporated herein by this reference.

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

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

SECTION 9: ***Certification to Adoption.*** The Secretary shall certify to the adoption of the Resolution.

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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 28th day of April 2026, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Nancy DeDiemar
Planning Commission Chairperson

ATTEST:

Henry K. Noh
Planning Director and
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. ____ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on April 28, 2026, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

File No. PDEV25-010
Departmental Conditions of Approval

(Departmental conditions of approval to follow this page)

LAND DEVELOPMENT DIVISION CONDITIONS OF APPROVAL

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

Date Prepared: 4/2/2026

File No: PDEV25-010

Related Files: PMTT25-007 & PDA25-004

Project Description: A Development Plan to construct 86 single-family dwelling units and 139 multiple-family dwelling units on 15.91 acres of land located at the northwest corner of Hamner Avenue and Ladybug Paseo within Planning Area 10A (Stand Alone Residential Overlay) of the Rich Haven Specific Plan; (APN: 0218-211-40); **submitted by Risewell Homes.**

Prepared By: Jocelyn Torres, Associate Planner
Phone: 909.395.2424 (direct)
Email: jocelyntorres@ontarioca.gov

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

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

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

2.1 Time Limits.

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

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

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

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

(c) The herein-listed conditions of approval from all City departments shall be included in the construction plan set for 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 Division.

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

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

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

2.5 Parking, Circulation and Access.

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

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

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

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

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

(f) Bicycle parking facilities, including bicycle racks, lockers, and other secure facilities, shall be provided in conjunction with development projects pursuant to current regulations contained in CALGreen (CAC Title 24, Part 11). The final design and placement of bicycle parking facilities shall be subject to Planning Department review and approval.

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 lit 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.

(a) 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 noise levels set forth in Ontario Municipal Code Title 5 (Public Welfare, Morals, and Conduct), Chapter 29 (Noise).

2.11 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.

2.12 Environmental Requirements.

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

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

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

2.14 Additional Fees.

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

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

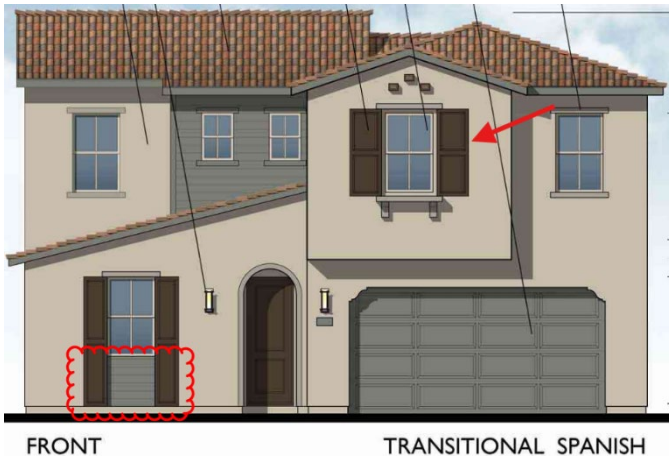
2.15 Related Applications. PDEV25-010 approval shall not be final and complete until such time that related File No. PMTT25-007 has been approved by Planning Commission and File No. PDA25-004 has been approved by City Council.

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

2.17 Additional Requirements.

(a) The Applicant shall submit a Parking and Trash Pick-up Management Plan prior to the issuance of building permits. The Parking and Trash Pick-up Management Plan shall be incorporated into the CC&Rs and include information on green waste placement, individual trash bin placement, frequency of pick-up, an exhibit, and any other information deemed necessary from the Planning Director to help educate residents on trash bin placement.

(b) The Applicant shall revise shutter placement design on the 1st floor to align with window length and include the decorative pot shelfs to match 2nd story window on Plan 3A.



(c) The Applicant shall add decorative pot shelves below the windows outlined in red below to match proposed 2nd story windows.



(d) The Applicant shall work with staff on adding decorative canopies to the Row Town Homes that match the architectural style of the building along the Front Elevation.



ENGINEERING DEPARTMENT
CONDITIONS OF APPROVAL

(Land Development Division, Environmental Section, Traffic & Transportation Division, Ontario Municipal Utilities Company, Broadband Department, and Financial Services Agency Conditions incorporated)

☒ **DEVELOPMENT PLAN** ☐ OTHER	☐ PARCEL MAP ☒ **TRACT MAP** ☐ FOR CONDOMINIUM PURPOSES
PROJECT FILE NO. TM-20779 **RELATED FILE NO(S). PMTT25-007, PDEV25-010, PDA25-004**	
☒ **ORIGINAL** ☐ REVISED: __/__/__	

CITY PROJECT ENGINEER & PHONE NO:	**David Zurita (909) 395-2155**
CITY PROJECT PLANNER & PHONE NO:	**Jocelyn Torres (909) 395-2424**
DAB MEETING DATE:	**April 20, 2026**
PROJECT NAME / DESCRIPTION:	**A tentative Tract Map to subdivide 15.9 acres of land into 100 numbered and 21 lettered lots to facilitate the development of a combination of 226 single- and multi-family dwellings.**
LOCATION:	**Rich Haven Specific Plan; East of Clifton Ave, West of Hamner Ave, North of Ladybug Paseo, and South of Ontario Ranch Road (APN: 0218-211-40)**
APPLICANT:	**Risewell Homes**
REVIEWED BY:	Raymond Lee 4/13/26 **Raymond Lee, P.E.** **Date** **Assistant City Engineer**
APPROVED BY:	4-13-26 **Khoi Do, P.E.** **Date** **City Engineer**

Last Revised: 4/13/2026

THIS PROJECT SHALL COMPLY WITH THE REQUIREMENTS SET FORTH IN THE GENERAL STANDARD CONDITIONS OF APPROVAL ADOPTED BY THE CITY COUNCIL (RESOLUTION NO. 2017-027) AND THE PROJECT SPECIFIC CONDITIONS OF APPROVAL SPECIFIED HEREIN. ONLY APPLICABLE CONDITIONS OF APPROVAL ARE CHECKED. THE APPLICANT SHALL BE RESPONSIBLE FOR THE COMPLETION OF ALL APPLICABLE CONDITIONS OF APPROVAL PRIOR TO FINAL MAP 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 to achieve:** **a. Property line corner cut-back at the northwest corner of Hamner Avenue and Ladybug Paseo.**	☐
☒	**1.02**	**Dedicate to the City of Ontario, the following easement(s):** **a. Varying width public utility easement along 'A' Street, 'B' Street, 'C' Street, and 'D' Street.** **b. 15' wide public utility easement through portions of Lot E, Lot 87, and Lot C.** **c. 25' wide landscape easement for neighborhood edge purposes on the west side of Hamner Avenue along the project frontage (Lot C).**	☐
☐	1.03	Restrict vehicular access to the site as follows: _____	☐
☒	**1.04**	**Vacate the following street(s) and/or easement(s):** **a. All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company.**	☐
☒	**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.** **a. Work with property to the south (TM-20451) to record an ingress and egress easement along Ladybug Paseo.**	☐
☒	**1.06**	**Provide (original document) Covenants, Conditions and Restrictions (CC&Rs) as applicable to the project and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&Rs shall provide for, but not be limited to, common ingress and egress, joint maintenance responsibility for all common access improvements, common facilities, parking areas, utilities, median and landscaping improvements and drive approaches, in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project. The CC&Rs shall also address the maintenance and repair responsibility for public improvements/utilities (sewer, water, storm drain, recycled water, etc.) located within open space/easements. In the event of any maintenance or repair of these facilities, the City shall only restore disturbed areas to current City Standards.**	☐
☐	1.07	For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at *http://tceplumecleanup.com/*), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at *http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658*.	☐
☐	1.08	File an application for Reapportionment of Assessment, together with payment of a reapportionment processing fee, for each existing assessment district listed below. Contact the Financial Services Department at (909) 395-2124 regarding this requirement. (1) _____ (2) _____	☐

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

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

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

☒ **1.12** **File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Financial Services Agency at (909) 395-2015 or email CFD@ontarioca.gov to initiate the CFD application process.** ☐

☒ **1.13** **Ontario Ranch Developments:** ☐
☐ 1) Provide evidence of final cancellation of Williamson Act contracts associated with this tract, prior to approval of any final subdivision map. Cancellation of contracts shall have been approved by the City Council.
☒ **2) Provide evidence of sufficient storm water capacity availability equivalents (Certificate of Storm Water Treatment Equivalents).**
☒ **3) Provide evidence of sufficient water availability equivalents (Certificate of Net MDD Availability).**

☒ **1.14** **Other conditions:** ☐
a. The Parcel Map and the Development Plan will comply with the approved Rich Haven Specific Plan and amendments as well as the Development Agreement and its amendments.
b. Public and private improvements shall be maintained in accordance with the Maintenance Responsibility Matric in the Rich Haven Specific Plan and its amendments.
c. Applicant/Developer shall obtain all right-of-way/easement necessary to construct the required public improvements identified in Section 2 of these Conditions of Approval.

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

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

☒ **2.01** **Record Tract Map No. 20779 pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.** ☐

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

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

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

☐ 2.05 Apply for a: ☐

☐ Certificate of Compliance with a Record of Survey;

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

☐ Make a Dedication of Easement.

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

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

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

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

- ☐ State of California Department of Transportation (Caltrans)
- ☐ 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: City of Eastvale** [2.40.b.3]

☐ 2.10 Dedicate to the City of Ontario the right-of-way described below: ☐

_____ feet on _____

Property line corner 'cut-back' required at the intersection of _____ and _____.

☐ 2.11 Dedicate to the City of Ontario the following easement(s):_____ ☐

_____

☐ 2.12 Vacate the following street(s) and/or easement(s): ☐
A. All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company.

☒ **2.13 Ontario Ranch Developments:** ☐

☐ 1) Submit a copy of the permit from the San Bernardino County Health Department to the

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

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

☒ **3) Design proposed retaining walls to retain up to a maximum of three (3) feet of earth. In no case shall a wall exceed an overall height of nine (9) feet (i.e. maximum 6-foot high wall on top of a maximum 3-foot high retaining wall.**

☐ 2.14 Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein valued at 100% of the approved construction cost estimate. Security deposit shall be in accordance with the City of Ontario Municipal Code. Security deposit will be eligible for release, in accordance with City procedure, upon completion and acceptance of said public improvements. ☐

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

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

☐ 2.17 Other conditions: _____ ☐

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

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

Improvement	Hamner Avenue	Clifton Avenue	'A', 'B', 'C', 'D' Street (Private)	Ladybug Paseo (Private)[2.40.c]
Curb and Gutter	☒ **New; 54-ft. from C/L** [a] ☐ Replace damaged ☐ Remove and replace	☒ **New; chokers** ☒ **Replace damaged** ☐ Remove and replace	☒ **New (both sides)** ☐ Replace damaged ☐ Remove and replace	☒ **New (both sides)** ☐ Replace damaged ☐ Remove and replace
AC Pavement	☐ Replacement ☒ **Widen 14-ft**[a,b]	☐ Replacement ☐ Widen ____ additional feet along frontage, including pavm't transitions	☒ **New** ☐ Widen ____ additional feet along frontage, including pavm't transitions	☒ **New** ☐ Widen ____ additional feet along frontage, including pavm't transitions
PCC Pavement (Truck Route Only)	☒ **New** [a,b] ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing
Drive Approach	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace
Sidewalk	☒ **New** [c] ☐ Remove and replace	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace
ADA Access Ramp	☒ **New** [2.40.c] ☐ Remove and replace	☒ **New** [2.40.e] ☐ Remove and replace	☒ **New** [2.40.f] ☐ Remove and replace	☒ **New** ☐ Remove and replace
Parkway	☒ **Trees** [c] ☒ **Landscaping (w/irrigation)** [c]	☒ **Trees** ☒ **Landscaping (w/irrigation)**	☐ Trees ☐ Landscaping (w/irrigation)	☐ Trees ☐ Landscaping (w/irrigation)
Raised Landscaped Median	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace
Fire Hydrant	☒ **New** ☐ Relocation	☐ New ☐ Relocation	☒ **New** ☐ Relocation	☐ New ☐ Relocation
Sewer (see Sec. 2.C)	☐ Main ☐ Lateral	☐ Main ☐ Lateral	☒ **Main(public)** ☒ **Lateral (public)**	☐ **Main (public)** ☐ Lateral
Water (see Sec. 2.D)	☐ Main ☐ Service	☐ Main ☐ Service	☒ **Main (public)** ☒ **Service (public)**	☒ **Main (public)** ☐ Service

Recycled Water (see Sec. 2.E)	☐ Main ☐ Service	☐ Main ☐ Service	☐ Main ☐ Service	☒ **Main (public)** ☐ Service
Traffic Signal System (see Sec. 2.F)	☐ New ☒ **Modify existing**	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing
Traffic Signing and Striping (see Sec. 2.F)	☒ **New** [2.40.c.4] ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing
Street Light (see Sec. 2.F)	☒ **New** [c] ☐ Relocation	☐ New ☐ Relocation	☐ New ☐ Relocation	☐ New ☐ Relocation
Bus Stop Pad or Turn-out (see Sec. 2.F)	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing
Storm Drain (see Sec. 2G)	☐ Main ☐ Lateral	☐ Main ☐ Lateral	☒ **Main (public)** ☒ **Lateral (public)**	☐ Main ☐ Lateral
Fiber Optics (see Sec. 2K)	☒ **Conduit / Appurtenances** [c]	☐ Conduit / Appurtenances	☒ **Conduit / Appurtenances**	☒ **Conduit / Appurtenances**
Overhead Utilities	☐ Underground ☐ Relocate	☐ Underground ☐ Relocate	☐ Underground ☐ Relocate	☐ Underground ☐ Relocate
Removal of Improvements	_____ _____ _____	☒ **Abandon portion of sewer main** [Exh B. 12.f]	_____ _____ _____	_____ _____ _____
Other Improvements	_____ _____	_____ _____	_____ _____	_____ _____

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

a. **Along project frontage and the future commercial site (APN: 218-211-41).**
b. **Widen Hamner Avenue to ultimate 54-ft half-street width. Replace any damaged AC/PCC as applicable.**
c. **Along project frontage only.**

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

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

☒ **2.21 Depending on site conditions and number of utility service cuts at time of construction, additional pavement restoration may be required.** ☐

☐ 2.22 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. ☐

☐ 2.23 Overhead utilities shall be under-grounded, in accordance with Title 7 of the City's Municipal Code (Ordinance No. 2804 and 2892). Developer may pay in-lieu fee, approximately _____, for undergrounding of utilities in accordance with Section 7-7.302.e of the City's Municipal Code. ☐

☐ 2.24 Other conditions: _____ ☐

C. SEWER

☐ 2.25 A _____inch sewer main is available for connection by this project in _____ (Ref: Sewer Drawing Number: _____) ☐

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

☐ 2.27 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. ☐

☒ **2.28 Other conditions:** ☐
a. See Exhibit B for OMUC Sewer Conditions of Approval.

D. WATER

☐ 2.29 A _____inch water main is available for connection by this project in _____ (Ref: Water Drawing Number: _____) ☐

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

☒ **2.31 Other conditions:** ☐
a. See Exhibit B for OMUC Water Conditions of Approval.

E. RECYCLED WATER

☐ 2.32 A _____inch recycled water main is available for connection by this project in _____. (Ref: Recycled Water Drawing Number:_____) ☐

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

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

☐ 2.35 Submit one (1) electronic copy, in PDF format, of the Supplemental Engineering Report (ER), for the use of recycled water to OMUC's Water Quality Programs at OMUCWQPlanCheck@ontarioca.gov for review and subsequent submittal to the California State Water Board (Division of Drinking Water) for final approval. ☐

Note: The Division of Drinking Water review and approval process may take up to four (4) months. Contact the OMUC's Water Quality Programs at (909) 395-2678 or email OMUCWQPlanCheck@ontarioca.gov regarding this requirement. *Failure to obtain an approval letter from the Division of Drinking Water authorizing the use of recycled water will delay meter installation and if applicable, occupancy release for new developments.*

☐ 2.36 Submit one (1) electronic copy, in PDF format, of the Landscape Plans (on-site & off-site) to OMUC's Water Quality Programs at OMUCWQPlanCheck@ontarioca.gov for review and approval.

☒ **2.37 Other conditions:** ☐
a. See Exhibit B for OMUC Water Conditions of Approval.

F. TRAFFIC / TRANSPORTATION

☐ 2.38 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

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

☒ **2.40 Other conditions:** ☐

a. The Applicant/Developer shall provide a reciprocal access easement for the future development south of the proposed tract entry street onto Hamner Avenue. (See1.05)

b. The Applicant/Developer shall be responsible to design and construct half-width frontage improvements along Hamner Avenue starting from the project's signalized tract entrance (Ladybug Paseo) to project's northern property line. The improvements on Hamner Avenue shall be in accordance with conditions issued by the City's Land Development Division. These and all other street improvements required herein shall include, but may not be limited to, concrete curb and gutter, sidewalk, LED street lights, signing and striping, and parkway landscaping.

c. If at the time of development for PMTT25-007/PDEV25-010, the street improvements for TM-20451 have not yet been constructed, the Applicant/Developer shall be responsible for completing the following improvements:

1. In addition to the widening of Hamner Avenue to its ultimate half-width along the project frontage, the segment from the northern property line to approximately 720 feet north of Ladybug Paseo shall be widened to its ultimate half-width with curb and gutter.

2. The Applicant/Developer shall align the proposed tract entry street onto Hamner Avenue with the existing signalized driveway on the eastside of Hamner Avenue (The Station). The proposed project tract entry street shall be wide enough to accommodate a single in-bound lane (20-feet wide) that aligns with the westbound thru lane on The Station. The proposed project tract entry street must also provide a raised median (4-feet wide), an out-bound left turn lane (10-feet wide) and out-bound thru-right turn lane (20-feet wide). The intersection traffic signal and signing/striping design shall be subject to review and approval by the City of Eastvale.

3. The Applicant/Developer shall be responsible to design and construct modifications to the existing traffic signal at Hamner Avenue and proposed tract entry street/existing signalized driveway (The Station). The traffic signal modification shall address relocation or upgrade of any affected equipment including poles, video detection, CCTV, fiber optic communication cable and conduit, fiber optic communication equipment, emergency vehicle preemption systems, and bicycle detection to the satisfaction of the City Engineer. All new signal equipment shall be installed at its ultimate location, unless precluded by right-of-way limitations. The Applicant/Developer shall design and construct the ultimate signing and striping improvements on Hamner Avenue and The Station necessary to accommodate the proposed tract entry street.

4. The Applicant/Developer shall be responsible to design and construct the necessary southbound pavement and striping transitions from existing roadway conditions to the widened roadway portions along Hamner Avenue. Striping improvements shall include the removal of existing interim signing and striping beyond the project frontage limits on Hamner Avenue starting from approximately 1,100-feet north of Ontario Ranch Road as necessary to accommodate the installation of ultimate signing and striping.

d. The Applicant/Developer shall be responsible to design and construct an ADA ramps per City of Ontario Standard Drawing No. 1213 at the following locations:

a. Southwest and northwest corners of 'A' Street at 'D' Street
b. 'B' Street at 'C' Street
c. 'A' Street at 'B' Street

e. The Applicant/Developer shall be responsible to design and construct ADA ramps and intersection chokers on the east side of Clifton Avenue at 'A' Street per City of Ontario Standard Drawings No's. 1110 and 1213.

f. The Applicant/Developer shall install an all-way stop and crosswalks on all legs of the intersection at 'A' Street and 'B' Street.

g. Hamner Avenue shall be signed "No Stopping Anytime" along the property frontage.

h. All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.

i. The Applicant/Developer's engineer-of-record shall meet with City Engineering staff prior to designing and submitting for plan check the signing/striping and traffic signal design plans to define limits of improvements.

G. DRAINAGE / HYDROLOGY

☒ **2.41** **A 48-inch storm drain main is available to accept flows from this project in Hamner Avenue. (Ref: Storm Drain Drawing Number: D14596)** ☐

☒ **2.42** **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.** ☐

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

☐ 2.44 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. ☐

☐ 2.45 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. ☐

☒ **2.46** **Other conditions:** ☐
a. Install 24-inch storm drain main in 'A' Street, 'C' Street, and 'D' Street.
b. Install 36-inch storm drain main within the PUE through Lot 87 and Lot C.

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

☐ 2.47 401 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. ☐

☐ 2.48 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. ☐

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

☒ **2.50 Other conditions:** ☐

a. This project will be conditioned in the Engineering DAB Report to prepare a WQMP based on the approved PWQMP. The WQMP template is available at: http://www.sbcounty.gov/dpw/land/npdes.asp or on the City's website under Engineering/Environmental Services.

b. This project is located within the Priority Land Use (PLU) area, which is an area consisting of high-density residential (10 dwelling units per acre or higher), industrial, commercial, mixed urban, and public transportation station land uses and shall comply with the statewide Trash Provisions adopted by the State Water Resources Control Board (SWRCB) by installing State certified Full Trash Capture System devices on each proposed/refurbished catch basin. Full capture devices must be selected from the approved list on the State Water Board website. https://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/trash_implementation/certified_fcsdevicelist_16Feb2021.pdf

c. Activities resulting in land disturbance of one acre or more is required to obtain coverage under the Construction General Permit (CGP). The owner is the legally responsible person (LRP) of the site and shall have a Stormwater Pollution Prevention Plan (SWPPP) developed and submitted through the SMARTS website at https://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.xhtml

J. SPECIAL DISTRICTS

☒ **2.51 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Financial Services Agency at (909) 395-2015 or email CFD@ontarioca.gov to initiate the CFD application process.** ☐

☐ 2.52 Other conditions: _____ ☐

K. FIBER OPTIC

☒ **2.53** **A fiber optic line is available for connection by this project on Hamner Avenue. (Ref: Fiber Optic Drawing Number: O11157)** ☐

☒ **2.54** **Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole. Generally located at the northwest corner of Hamner Avenue and Ladybug Paseo.** ☐

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

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

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

☐ 3.02 Complete all requirements for recycled water usage. ☐

☐ 1) Procure from OMUC a copy of the letter of confirmation from the California State Water Board (Division of Drinking Water) 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 Site Supervisor training of on-site personnel in the use of recycled water, in accordance with the ER, upon availability/usage of recycled water.

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

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

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

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

4. PRIOR TO FINAL ACCEPTANCE, APPLICANT SHALL:

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

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

☒ **4.03** **The applicant/developer shall submit a written request for the City's final acceptance of the project addressed to the City Project Engineer. The request shall include a completed** ☐

Acceptance and Bond Release Checklist, state that all Conditions of Approval have been completed and shall be signed by the applicant/developer. Upon receipt of the request, review of the request shall be a minimum of 10 business days. Conditions of Approval that are deemed incomplete by the City will cause delays in the acceptance process.

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

EXHIBIT 'A'

ENGINEERING DEPARTMENT
First Plan Check Submittal Checklist

Project Number: PDEV25-010 and Tract Map No. 20779 (PMTT25-007)

All plan check submittals are to be done digitally through the City Of Ontario Citizen Portal Access. The plan check fee includes up to three (3) reviews. Additional plan checks may require an additional fee of up to 100% of the original plan check fee at the City Engineer's discretion. The following items are to be included with the first plan check submittal:

1. ☒ **A copy of this check list**
2. ☒ **Payment of fee for Plan Checking**
3. ☒ **Engineering Cost Estimate (on City form) with engineer's wet signature and stamp.**
4. ☒ **Project Conditions of Approval**
5. ☒ **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. ☒ **Public Street improvement plan with street cross-sections**
7. ☒ **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)**
8. ☐ 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)
9. ☒ **Public Sewer improvement plan**
10. ☒ **Public Storm Drain improvement plan**
11. ☐ Public Street Light improvement plan
12. ☒ **Signing and Striping improvement plan**
13. ☒ **Fiber Optic plan (include Auto CAD electronic submittal)**
14. ☒ **HOA Landscape improvement plans. Show corner sight line distance per engineering standard drawing 1309.**
15. ☒ **CFD Landscape improvement plans. Show corner sight line distance per engineering standard drawing 1309.**
16. ☒ **Dry Utility plans within public right-of-way (at a minimum the plans must show existing and ultimate right-of-way, curb and gutter, proposed utility location including centerline dimensions, wall to wall clearances between proposed utility and adjacent public line, street work repaired per Standard Drawing No. 1306. Include Auto CAD electronic submittal)**
17. ☐ Traffic Signal improvement plan and One (1) copy of Traffic Signal Specifications with modified Special Provisions. Please contact the Traffic Division at (909) 395-2154 to obtain Traffic Signal Specifications.
18. ☒ **Water Quality Management Plan (WQMP), including one (1) copy of the approved Preliminary WQMP (PWQMP).**
19. ☒ **Hydrology/Drainage study**

20. ☒ **Soils/Geology report**

21. ☒ **Payment for Final Map/Parcel Map processing fee**

22. ☒ **Final Map/Parcel Map**

23. ☒ **Approved Tentative Map**

24. ☒ **Preliminary Title Report (current within 30 days)**

25. ☒ **Traverse Closure Calculations**

26. ☒ **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.**

27. ☐ Supplemental Engineering Report, in electronic format (PDF format), for recycled water use only. Must be reviewed and submitted to the Division of Drinking Water by OMUC Water Quality Programs before clearing plan check workflows (includes grading and landscape plan reviews). *Approval letter issued by the Division of Drinking Water must be obtained before meter installation and if applicable, occupancy release.*

28. ☒ **Other:**
- **a. Minor Offsite Improvement Plan**
- **b. Private Street Improvement Plan**

EXHIBIT 'B'

CITY OF ONTARIO MEMORANDUM

DATE:	April 1, 2026
TO:	David Zurita, Engineering Department
CC:	Jocelyn Torres, Planning Department
FROM:	Heather Young, OMUC Engineering
SUBJECT:	DPR#4.1 - OMUC Engineering Conditions of Approval (COA)
PROJECT NO.:	TM-20779 (PMTT25-007), PDEV25-010

BRIEF DESCRIPTION:

A Development Plan and a Tentative Tract Map to facilitate the construction of 86 single-family dwelling units and 139 multiple-family dwellings on approximately 15.9 acres of land located at the northwest corner of Hamner Avenue and Ladybug Paseo within Planning Area 10A (Stand Alone Residential Overlay) of the Rich Haven Specific Plan.

OMUC UTILITIES ENGINEERING DIVISION CONDITIONS OF APPROVAL

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

General Conditions:

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

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

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

2. Inherited Requirements and Conditions of Approval: This project is subject to all the Requirements and Conditions of Approval of related entitlements, PDA25-004, and the Rich Haven Specific Plan, as amended. For any conflict in Conditions of Approval and requirements, the Conditions of Approval below for this Project will supersede.
3. Final Utilities Systems Map (USM): Submit a Final Utilities Systems Map (USM) as part of the precise grading plan submittal that meets all the City's USM requirements. These requirements include to show and label all existing and proposed utilities (including all appurtenances such as backflow devices, DCDAs, etc.), sizes, points of connection, and any easements. The final utility design shall comply with all Division of Drinking Water (CCR §64572) Separation Requirements. See Utility Systems Map (USM) Requirements document for details.

4. Design Utilities to Comply with Division of Drinking Water (DDW) Separation Requirements and California Code of Regulations (CCR) § 64572: All DDW Separation Requirements under CCR § 64572 must be met. In order to assure compliance with CCR § 64572, label the separation dimensions, measure from outside wall of the conveyances [CCR §64572(g)], between potable water to any other non-potable conveyance (sewer, storm drain, storm water, storm water infiltration, recycled water, recycled water irrigation, high pressure gas/petroleum, etc.) publicly or privately maintained. Provide one label per sheet per conveyance and additional labels where separation dimensions and alignments change. For any facilities not currently meeting the following separation requirements, revise plans so that the facilities meet the following separations requirements:
    a. Minimum Separations (and Alignment Requirements) for Conveyances running Parallel to Potable Water Mains, Services, Laterals, and Conveyances (services, meters, fire hydrants, blowoff, air vacs, etc.):
        i. At least 10 feet horizontally from and one foot vertically above, any parallel pipeline conveying Sewer or Fluid Fuels. [CCR §64572(a)]
        ii. At least 4 feet horizontally from, and one foot vertically above, any parallel pipeline conveying Recycled Water, Storm Drainage, or Raw Ground Water. [CCR §64572(b) & CCR §64572(c)]
    b. Minimum Separations (and Alignment Requirements) for Conveyances Crossing Potable Water Mains, Services, Laterals and Conveyances: [CCR §64572(d)]
        i. Potable Water Conveyances shall cross no less than 45-degrees to and at least one foot above any pipeline conveying Sewer, Fluid Fuels, Recycled Water, Storm Drainage, Raw Ground Water, or Private Water.
        ii. No connection joints shall be made in the Potable Water Conveyance within eight horizontal feet of crossing the non-potable conveyance.
    c. Other Minimum Separations for Potable Water Mains, Services, Laterals and Conveyances [CCR §64572(f)]:
        i. 100 horizontal feet of the nearest edge of any sanitary landfill, wastewater disposal pond, or hazardous waste disposal site.
        ii. 25 horizontal feet of the nearest edge of any cesspool, septic tank, sewage leach field, or seepage pit.
        iii. 25 horizontal feet of the nearest edge of any underground hazardous material storage tank.
        iv. 25 horizontal feet of the nearest edge of any facilities for storm water retention, storm water infiltration, bioswale, or groundwater recharge site.

5. Public Utilities and Public Right-of-Way including Public Utility Easements (PUE): All City of Ontario Public Utilities shall be installed within a Public Right-of-Way (RoW), or within a Public Utility Easements (PUE), or within a combination of RoW and PUE. In this case, Public Utilities is referring to the mains and connected appurtenances of the following City of Ontario/OMUC Utilities: Public Potable Water; Public Recycled Water; and Public Sanitary Sewer. Public Utilities shall be subject to the Minimum RoW/PUE Area Requirements and PUE Restrictions:

    a. Minimum RoW Area Requirements: Public Utilities shall be installed within in existing RoW/PUE in alignments/locations that meet the following minimum RoW/PUE areas surrounding the Public Utilities, and/or additional RoW/PUE shall be dedicated/granted to the City to provide the following minimum RoW/PUE areas surrounding the Public Utilities:
        i. For each main, the RoW/PUE Area shall be a minimum of 20 feet wide, centered on the utility main with a minimum of 10 feet of RoW/PUE on each side of the main and this minimum area shall extend a minimum for 10 feet past the end of a main;
        ii. For each Service/Lateral, the RoW/PUE Area shall be a minimum of 10 feet wide, centered on the service/lateral with a minimum of 5 feet of RoW on each side of each service/lateral;
        iii. For each water meter box, the RoW/PUE Area shall be a minimum of 5 feet behind and 5 feet on each side of a water meter box;

iv. For each water appurtenances (fire hydrants, blowoffs, airvacs, etc), the RoW/PUE Area shall be a minimum of 5 feet on each side surrounding the water appurtenances (fire hydrants, blowoffs, airvacs, etc);
v. The RoW/PUE minimum areas for separate Public Utilities may overlap, provide that all minimum separations and PUE Restrictions are met.

b. PUE Restrictions: The Minimum PUE Area required surrounding Public Utilities shall be subject to the following restrictions:
   i. The Minimum PUE Area required surrounding Public Utilities shall not contain:
      A. Any storm water quality improvements (infiltration, detention, retention, bioswale, etc);
      B. Landscaping with thick or intrusive root structures,
      C. Any trees;
      D. Any private utilities, plumbing lines, private fire system, or irrigation lines; or,
      E. Any permanent structures or overhangs of permanent structures.
   ii. The PUE surface shall be designed to allow vehicle access over and along the full length of the utility main by any City maintenance vehicle.
   iii. Minimum Separations: Within a PUE, all Department of Drinking Water (DDW) Water Main Separations per California Code of Regulations (CCR) §64572 shall be met for all Public Potable Water Mains and Services between: all Public City Utilities; Non-City Utilities; and Private Utilities. Additionally, the following Minimum Separations shall be met:
      A. At minimum there shall be a 4 feet horizontal separation between each utility as measured between the outside walls of the utility pipelines, or in the case of a Joint Utility Trench, between the outside edge of the Joint Utility Trench and the outside wall of the Utility Pipeline. The minimum 4 feet horizontal separation also includes between services and service appurtenances and: other utilities (public or private) and utility appurtenances; any other objects or potentials obstructions (boxes, handholes, vaults, transformers, panels, poles and standards, signs, driveway approaches and wings/curb returns, trees, controllers, etc.); and any other items, as determined by the Ontario Municipal Utilities Company (OMUC).
      B. Public Utility mains shall not be located behind curb or under curb & gutter and shall be located at minimum of 8 feet from curbface. With specific written permission of OMUC Management Staff, in rare circumstances, this 8 feet minimum can be reduced to 5 feet in specific locations where the 8 feet is not feasible, but at all locations the utilities alignments shall be optimized to meet this minimum location, while still maintaining all other minimum separation.

6. Well Abandonment: All existing Ground Water Wells shall be abandoned per County and State requirements prior to grading if they are not authorized to remain in service by the City's Water Resources Section.

7. Septic Tank Abandonment: All existing septic tank(s) on the property shall be abandoned per City, County, and State regulations and standards.

8. Public Improvement Plan Sets Requirements: Prior to the approval of any building permits, Public Improvement Plan Sets shall be submitted to the Public Works Engineering Department for review and approval by the Public Works Engineering Department and the OMUC Utilities Engineering Department, and all related construction shall be through an Encroachment Permit issued by the Public Works Engineering Department and under the inspection of a Public Works Inspector. The design and installation (and/or abandonment/relocation) of all public water and sewer improvements, including services and laterals, shall be included within public improvement plan sets as a fresh/new clean set of plans for the Project; and, not as delta revisions, construction sets on older plan sheets/sets, or unrelated plan types (Street, Storm Drain, Building Plans, etc.).

a. Public Minor Offsite Improvement Plan Submittals: Submit a Minor Offsite Improvement Plan for construction or abandonment of any water services and sewer laterals for the Project. The Minor Offsite Improvement Plan shall be included with the first plan check submittal to the Engineering Department.

    i. Project Specific Improvements Requiring a MOIP: The proposed recycled water service on Ladybug Paseo shall be on a Minor Offsite Improvement Plan.

9. Unused Service Abandonment: All adjacent water services (along with connected appurtenances) and sewer laterals along the frontages of the project site not used to provide service to this Development Project shall be abandoned back to the main in accordance with City Standards and Practices.

10. Relocated Services: For any existing water services and sewer laterals to be relocated, the service or lateral shall be abandoned back to the main connection and the service or lateral and its appurtenances shall be installed new per related City Standards.

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

11. Sewer Sub-Area Master Plan (SSAMP): Submit a Final Sewer Sub-Area Master Plan (SSAMP) pursuant to Section 4-8 of the Sewer Master Plan (SMP) and submit it to OMUC for review and approval with the first submittal of the sewer plans and prior to issuance of any permits.

12. Sanitary Sewer Infrastructure: Sanitary sewer infrastructure in Clifton Avenue and in Orchid Paseo within TM-20451, continuing downstream to Eucalyptus Avenue, to Mill Creek Avenue, and to Bellegrave Avenue is required to support this development. If the sanitary sewer infrastructure is not completed and the City does not accept these improvements, then this development is subject to the improvements required.

    a. Install an 8-inch sewer main from point of connection in Orchid Paseo extending in ‘D’ Street north into the project site to service the Not A Part commercial parcel.

    b. Install an 8-inch sewer main in ‘A’ Street from point of connection in Clifton and extending east to ‘D’ Street.

    c. Install an 8-inch sewer main in ‘B’ Street from the northern to southern project boundaries connecting to the proposed sewer main in ‘A’ Street.

    d. Install an 8-inch sewer main in ‘C’ Street from the proposed sewer main in ‘B’ Street extending east to ‘D’ Street.

    e. All public sewer mains shall be sized per the Final SSAMP.

    f. The existing unused 8-inch sewer main and lateral in Clifton Avenue north of the project’s point of connection shall be abandoned.

    g. Design and installation (and/or abandonment) of all public improvements shall be included with the in-tract public improvement plan set as a fresh/new clean set of plans, not as delta revisions or construction sets on older plan sheets.

13. Sanitary Sewer Service:

    a. Sewer Laterals:

        i. Single-family detached residences on its own parcel/lot: Each single-family detached residence and its onsite private sewer system shall discharge wastewater to the Public Sanitary Sewer System through a Public Sewer Lateral per Standard #2003.

        ii. Single-family detached residences that share an alleyway or driveway (alley loaded, cluster, etc.) or share a parcel/lot: the residences shall share an onsite private sewer system that discharges wastewater to the Public Sanitary Sewer System through a shared Public Sewer Lateral per Standard #2003. Maintenance of the shared onsite private sewer system shall be established through the HOA and/or Covenants, Conditions, and Restrictions (CC&Rs).

iii. Multifamily attached residential buildings or single-family attached residences: the residences and buildings shall share an onsite private sewer system that discharges wastewater to the Public Sanitary Sewer System through a shared Public Sewer Lateral per Standard #2003. If not under one ownership, the maintenance of the shared onsite private sewer system shall be established through the HOA and/or Covenants, Conditions, and Restrictions (CC&Rs).

iv. Non-Residential Amenity Buildings: Non-Residential Amenity Buildings that generate wastewater and its onsite private sewer system shall discharge wastewater to the Public Sanitary Sewer System through a Public Sewer Lateral per Standard #2003.

v. Not A Part Commercial Parcel: Install a Public Sewer Lateral per Standard #2003 within the project site for the Not A Part commercial parcel for future development.

b. Public Sewer Laterals and Storm Water Quality Improvements: No storm water quality improvements (infiltration, detention, retention, bioswale, etc) shall be installed above or within 5 feet of any Public Sewer Lateral.

c. Private Onsite Sewer System and Plumbing: The Onsite Sewer System shall be privately maintained by the property owner and shall meet the following requirements:

i. Private Onsite Sewer and Storm Water Quality Improvements: No storm water quality improvements (infiltration, detention, retention, bioswale, etc) shall be installed above or within 5 feet of any Private Onsite Sewer pipes.

14. Not A Part Commercial Parcel: Install a public sewer lateral in 'D' Street for the Not A Part commercial parcel. The public sewer lateral shall be located within the project (TM-20779) boundaries within a Public Utility Easement and be accessible for maintenance. Install a private sewer within a private sewer easement connecting from the public sewer lateral and extending onsite of the Not A Part commercial parcel for future use. A private sewer easement shall be provided to the Not A Part commercial parcel.

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

15. Potable Water Infrastructure: Potable water infrastructure connecting in TM-20451 in Ladybug Paseo to Hamner Avenue and potable water infrastructure connecting in Clifton Avenue to Almond Blossom Street to Mill Creek Avenue to Ontario Ranch Road is required to provide two points of connection to support this development. If the potable water infrastructure is not completed and the City does not accept these improvements, then this development is subject to the improvements required.

a. Install an 8-inch potable water main in 'D' Street connecting from the potable water main in Ladybug Paseo to the proposed potable water main in 'C' Street.

b. Install an 8-inch potable water main in 'A' Street connecting from the proposed potable water main in 'D' Street to the potable water main in Clifton Ave.

c. Install an 8-inch potable water main in 'B' Street from the northern to southern project boundaries.

d. Install an 8-inch potable water main in 'C' Street connecting from the proposed potable water main in 'B' Street the proposed potable water main in 'D' Street.

e. All public potable water mains installed in private streets shall be within a Public Utility Easement that complies with the requirements above. All public potable water mains and appurtenances shall be designed to comply with all separation requirements including DDW Separation requirements. If the design is unable to meet all separation requirements, then additional street widths and PUE will be required.

f. Design and installation (and/or abandonment) of all public improvements shall be included with the in-tract public improvement plan set as a fresh/new clean set of plans, not as delta revisions or construction sets on older plan sheets.

16. Potable Water Service:

a. Domestic Service:

i. Single-family detached residences on its own parcel/lot: Each single-family detached residence shall have its own domestic potable water service and meter connected to the Public Potable Water System located at least 5 feet from the shared driveway approach.

ii. Eight (8) or less Single-family detached residences that share an alleyway or driveway (alley loaded, cluster, etc.): Each single-family detached residence within an 8-pack, 6-pack, or 3-pack shall have its own domestic potable water meter from a manifolded service connected to the Public Potable Water System located at least 5 feet from the shared driveway approach.

1. Meters within Sidewalk: Due to the project specific circumstances, the manifolded meters for the multi-pack detached single-family residences may be within sidewalk. No other service meters shall be within the sidewalk other than these specified.

iii. Multifamily attached residential buildings or single-family attached residences: the residences shall be sub-metered and share an onsite private domestic water system that connects to the Public Potable Water System through a shared a domestic potable water service and public master meter connected to the Public Potable Water System with onsite private backflow prevention device. If not under one ownership, maintenance of the shared onsite private domestic water system shall be established through the HOA and/or Covenants, Conditions, and Restrictions (CC&Rs).

iv. Any Non-Residential Uses: Any Non-Residential Uses needing a potable water service shall have its own potable water service and meter with backflow prevention device connected to the Public Potable Water System for indoor/domestic uses.

b. Irrigation Service: For landscape irrigation uses that are not served by Recycled Water, the landscape irrigation uses shall have a separate irrigation water service and meter with backflow prevention device connected to the Public Potable Water System separate from the domestic water uses and the onsite plumbing systems shall be also separate from each other.

i. Community Service District (CFD) Maintained Irrigation Areas: Any irrigated areas that are to be maintained by a Community Service District (CFD) and not by the property owner or owners association require irrigation services and meters separate from those that are maintained by the property owner or owners association.

c. Backflow Prevention:

i. A Backflow Prevention Device is required for each Meter connected to the Public Potable Water System that: serves any residential use that is more than one (1) single family residential unit; or, any non-residential use; or, only irrigation use.

1. A Meter connected to the Public Potable Water System that serves only one (1) single family residential unit (and an ADU and/or JADU) in most cases does not require a backflow device.

ii. Backflow Prevention Device Location: In order to reduce the risk of contamination to the Public Potable Water System, a Backflow Prevention Device location shall comply with the following requirements:

1. As measured along the pipe connecting to the Backflow Prevention Device, the backflow concrete pad shall be located a minimum of 3 feet and a maximum of 5 feet from:

1. The Right-Of-Way line for Publicly Dedicated Streets; or,

2. The back of the sidewalk or the meter box (where there is no sidewalk), whichever is closer, for mains within PUEs and not within Right-Of-Way for Publicly Dedicated Streets.

2. Only one single bend of up to 90 degrees maximum is allowed along the pipe to the Backflow and the single bend must be located at one of the following places: either the along the 90-degree riser connecting at the backflow assembly; or, at the end of the 12-inch stub at the back of the meter box.
3. All the minimum DDW Separations also apply to the pipeline connecting between the Main/Meter-Box to a Backflow Device (or DCDA) and any Backflow Device (or DCDA). This also includes storm water quality improvements (infiltration, detention, retention, bioswale, etc). Also, no public or private non-potable water conveyances (private utilities, plumbing lines, sewer, private fire system, storm drain) shall cross the pipeline connecting between the Main/Meter-Box to a Backflow Device (or DCDA) or under any Backflow Device (or DCDA).

d. Fire Water Service: For onsite private Fire System uses: Where the domestic water service and meters connected to the Public Potable Water System that serves any use that is more than one (1) single family detached residential unit, or any non-residential use: if an onsite private fire system is required, then a separate Fire Service with Double Check Detector Assembly (DCDA) per City Standard #4208 connected to the Public Potable Water System is required, to serve the onsite private fire system. The onsite fire system and onsite domestic water plumbing system shall be separate. The DCDA location shall be the same as the Backflow Prevention Device above.
    i. If not under one ownership, maintenance of the shared onsite private fire water system shall be established through the HOA and/or Covenants, Conditions, and Restrictions (CC&Rs).
e. Fire Hydrants: Install public fire hydrants per City Standard along the public potable water mains fronting and within the Project with adequate spacing and in locations as required by the Fire Department.
f. Public Utility Easement: All public potable water appurtenances shall be within a Public Utility Easement (PUE) that complies with the Public Utility Easement requirements above unless otherwise specified below.
    i. The PUE may be reduced to 3 feet on one side of the meter where the meter's backflow device is located at the back of the PUE.

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

17. City Ordinance 2689: This development shall comply with City Ordinance 2689 and make use of recycled water for all approved uses, including but not limited to landscape irrigation. Appropriately sized public and private mains shall be installed throughout the Project to meet this requirement, as approved by the City.
18. Recycled Water Infrastructure: In order to comply with City Ordinance 2689: Recycled water infrastructure connecting in TM-20451 in Ladybug Paseo to Hamner Avenue is required to support this development. If the recycled water infrastructure is not completed and the City does not accept these improvements, then this development is subject to the improvements required.
19. RW Program Requirements: In order to receive RW service, the applicant shall comply with each of the following:
    a. Prior to Precise Grading Plan Approval and Building Permits Issuance:
        i. Submit one (1) electronic copy, in PDF format, of the Landscape Plans (on-site & off-site) to OMUC's Water Quality Programs at OMUCWQPlanCheck@ontarioca.gov for review and approval.

ii. Submit one (1) electronic copy, in PDF format, of the Supplemental Engineering Report (ER), for the use of recycled water to OMUC's Water Quality Programs at OMUCWQPlanCheck@ontarioca.gov for review and subsequent submittal to the California State Water Board (Division of Drinking Water) for final approval.

Note: The Division of Drinking Water review and approval process may take up to four (4) months. Contact the OMUC's Water Quality Programs at (909) 395-2678 or email OMUCWQPlanCheck@ontarioca.gov regarding this requirement. Failure to obtain an approval letter from the Division of Drinking Water authorizing the use of recycled water will delay meter installation and if applicable, occupancy release for new developments.

b. Prior to Occupancy Release/Finalizing:

i. Procure from OMUC a copy of the letter of confirmation from the California State Water Board (Division of Drinking Water) that the Engineering Report (ER) has been reviewed and the subject site is approved for the use of recycled water.
ii. 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.
iii. Complete Site Supervisor training of on-site personnel in the use of recycled water, in accordance with the ER, upon availability/usage of recycled water.

20. Recycled Water Service: In order to comply with City Ordinance 2689:

a. Homeowners Association (HOA) Maintained Irrigation Areas: The project shall have its own separate recycled water service with meter connected to the Public Recycled Water main in Ladybug Paseo to serve the project's private HOA-maintained landscape irrigation uses. Any irrigated areas that are to be maintained by the HOA require an irrigation service and meter, separate from those that are maintained by the CFD.
b. Community Service District (CFD) Maintained Irrigation Areas: Any irrigated areas that are to be maintained by a Community Service District (CFD) and not by the property owner or owners association require irrigation services and meters separate from those that are maintained by the property owner or owners association.

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

CONDITIONS OF APPROVAL	
Sign Off	
Ricardo Diaz Gutierrez, Associate Landscape Planner	03/31/2026 Date

Reviewer's Name:	Phone:
Ricardo Diaz, Associate Landscape Planner	**(909) 395-2237**

D.A.B. File No.:	Case Planner:
PDEV25-010, PMTT25-007	Jocelyn Torres

Project Name and Location:

The District – Rich Haven – PA10A – 230 SFR & MF Dwellings
TM20779

Applicant/Representative:

Landsea Homes – Shannon Whittaker, swhittaker@landseahomes.com
7525 Irvine Center Dr., Suite 200
Irvine, CA 92618

☒	**Preliminary Plans (03/17/2026) meet the Standard Conditions for New Development and have been approved considering that the following conditions below be met upon submittal of the landscape construction documents.**
☐	**Preliminary Plans () have not been approved. Corrections noted below are required before Preliminary Landscape Plan approval.**

A RESPONSE SHEET IS REQUIRED WITH RESUBMITTAL OR PLANS WILL BE RETURNED AS INCOMPLETE.
DIGITAL SUBMITTALS MUST BE 10MB OR LESS.

Civil/ Site Plans

1. Show on demo plans and landscape construction plans trees to be preserved, removed or mitigation measures for trees removed. Tree trunk removed totaled at 18", typical mitigation shown below.
   a. New 15 gallon trees min 1" diameter trunk, in addition to trees required. 18 additional 15 Gal trees.
   b. New 24" box trees min 1.5" diameter trunk, in addition to trees required. 12 additional 24" box trees.
   c. Upsizing trees on the plan one size larger such as 15 gallon to 24" box, or 24" to 36" box size. Upsize 18 – 24" box trees to 36" box trees.
   d. Monetary value of the trees removed as identified in the "Guide for Plant Appraisal," approved certified arborist plant appraiser, may be equal to the value of the installation cost of planting, fertilizing, staking, and irrigating 15-gallon trees (100$ each) to the City of Ontario Historic Preservation Fund for city tree planting or city approved combination of the above items. Pay Mitigation fee of $1,800.00
2. Show and dimension transformers set back 5' from paving all sides. Coordinate with landscape plans. Transformer Screening: Where setbacks are limited, alternative screening measures will be determined during plan check in coordination with the design team, SCE, and Planning staff; possible solutions may include utility wraps, and strategic tree and planting locations in adjacent planters to screen views. If SCE requires bollards, permanent decorative bollards will be installed and approved by the Planning Department.
3. Show and dimension backflow devices set back 4' from paving on all sides.
4. Show location of light standards, coordinate plans with landscape plans.

5. Use the Acceptable Alternative to Hammerhead (60’ from street centerline to end of street), north end of B street to allow for a five foot back up at lots with garages. Confirmed with Joel Gonzalez, Fire Protection Analyst, on Feb. 19, 2026.

Landscape Plans

6. Street trees for this project are: Clifton street tree to be Koeleruteria paniculata spaced 30’ on center. Show Melaleuca linarifolia behind sidewalk. Hamner Ave street tree to be Quercus agrifolia and behind sidewalk trees shall be clusters of Platanus racemosa and Lagerstroemia indica ‘Muskogee’.
7. Locate light standards to not conflict with required tree locations. Coordinate civil plans with landscape plans.
8. During plan check, side yard access walkway shall connect to driveway for lots 34 through 36, to match lot 37.
9. Provide accent planting and trees along pedestrian corridors and entries.
10. A/C units in private patios shall be screened. A/C units screening shall be coordinated during plan check to match community theme / elevation style. A/C unit screening shall be durable and high quality.
11. Private patios shall include a hose bib for washing down concrete or future irrigation.
12. On lots thirty-four through thirthy-six (34-36) sideyard walkway shall connect to driveway to match lot thirty-seven (37).
13. Show 25% of trees as California native (Platanus racemosa, Quercus agrifolia, Quercus wislizenii, Quercus douglasii, Cercis occidentalis, etc.) in appropriate locations.
14. Tighten tree spacing to buffer common bbq spaces from private patios.
15. Common open space at the commercial connection shall be organized to cater for small groups coming from the future commercial and for residents. Pot pedestal to match decorative entry pilasters finish veneer. Amenities provided to match the community theme, be permanent and of high quality.
16. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See https://www.ontarioca.gov/Planning/Landscape
17. After a project’s entitlement approval, the applicant shall pay all applicable fees for landscape plan check and inspections at a rate established by resolution of the City Council.

CITY OF ONTARIO
MEMORANDUM

TO: **Jocelyn Torres, Associate Planner**
Planning Department

FROM: **Joel Gonzalez, Fire Protection Analyst**
Fire Department

DATE: **February 25, 2026**

SUBJECT: **PDEV25-010 – 14100 S MILLIKEN AV – A DEVELOPMENT PLAN APPROVAL TO CONSTRUCT A COMBINATION OF 230 SINGLE-FAMILY AND MULTIPLE-FAMILY DWELLINGS ON APPROXIMATELY 15.42 ACRES OF LAND GENERALLY LOCATED EAST OF CLIFTON AVENUE, WEST OF HAMNER AVENUE, NORTH OF EAST PEONY PASEO, AND SOUTH OF ONTARIO RANCH ROAD, WITHIN PLANNING AREA 10A LAND USE DISTRICT OF THE RICH HAVEN SPECIFIC PLAN (APN(S): 0218-211-40). RELATED FILE(S): PDA-25-004; PMTT25-007.**

☒ The plan **does** adequately address Fire Department requirements at this time.

☒ Standard Conditions of Approval apply, as stated below.

SITE AND BUILDING FEATURES:

A. 2022 CBC Type of Construction: Type V-B

B. Type of Roof Materials: non-rated

C. Ground Floor Area(s): Various

D. Number of Stories: 2 and 3

E. Total Square Footage: Various

F. 2022 CBC Occupancy Classification(s): R-3

CONDITIONS OF APPROVAL:

1.0 GENERAL

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

☒ 1.2 These Fire Department conditions of approval are to be included on any and all construction drawings.

2.0 FIRE DEPARTMENT ACCESS

☒ 2.1 Fire Department vehicle access roadways shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved. Roadways shall be paved with an all-weather surface and shall be a minimum of twenty-four (24) ft. wide. See Standard #B-004.

☒ 2.2 In order to allow for adequate turning radius for emergency fire apparatus, all turns shall be designed to meet the minimum twenty five feet (25') inside and forty-five feet (45') outside turning radius per Standard #B-005.

☒ 2.3 Fire Department access roadways that exceed one hundred and fifty feet (150') in length shall have an approved turn-around per Standard #B-002.

☒ 2.7 Any time PRIOR to on-site combustible construction and/or storage, a minimum twenty-four (24) ft. wide circulating all weather access roads shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved by fire department and other emergency services.

3.0 WATER SUPPLY

☒ 3.1 The required fire flow per Fire Department standards, based on the 2022 California Fire Code, Appendix B, is 1500 gallons per minute (g.p.m.) for 2 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.

☒ 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.

☒ 3.4 The public water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

4.0 FIRE PROTECTION SYSTEMS

☒ 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 13 D. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.

5.0 BUILDING CONSTRUCTION FEATURES

☒ 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.

☒ 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Homes that do not front street shall be provided with an address entry sign at the street. Address numbers shall contrast with their background. See Section 9-1 6.06 of the Ontario Municipal Code and Standards #H-003 and #H-002.

☒ 5.3 Single station smoke alarms and carbon monoxide alarms are required to be installed per the California Building Code and the California Fire Code.

☒ 5.4 All residential chimneys shall be equipped with an approved spark arrester meeting the requirements of the California Building Code.

☒ 5.5 Multiple unit building complexes shall have building directories provided at the main entrances. The directories shall be designed to the requirements of the Fire Department, see Section 9-1 6.06 of the Ontario Municipal Code and Standard #H-003.

☒ 5.6 Multiple unit building complexes shall have building directories provided at the main entrances. The directories shall be designed to the requirements of the Fire Department, see Section 9-1 6.06 of the Ontario Municipal Code and Standard #H-003. .

CITY OF ONTARIO

MEMORANDUM

TO: Rudy Zeledon, Community Development Director (Copy of memo only)
Henry Noh, Planning Director (Copy of memo only)
Diane Ayala, Advanced Planning Division (Copy of memo only)
Charity Hernandez, Economic Development
James Caro, Building Department
Raymond Lee, Engineering Department
Jamie Richardson, Landscape Planning Division
Dennis Mejia, Municipal Utility Company
Heather Lugo, Police Department
Bobby Johnson, Deputy Fire Chief/Fire Marshal
Jay Bautista, Traffic/Transportation Manager
Lorena Mejia, Airport Planning
Nathan Pino, Engineering
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, Broadband

FROM: Jocelyn Torres, Associate Planner

DATE: June 19, 2025

SUBJECT: FILE #: PDEV25-010 1st Submittal Finance Acct#:

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

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

PROJECT DESCRIPTION: A Development Plan approval to construct a combination of 230 single-family and multiple-family dwellings on approximately 15.42 acres of land generally located East of Clifton Avenue, West of Hamner Avenue, North of East Peony Paseo, And South of Ontario Ranch Road, within Planning Area 10A land use district of the Rich Haven Specific Plan (APN(s): 0218-211-40). Related File(s): PDA-25-004; PMTT25-007.

☒ The plan does adequately address the departmental concerns at this time.
- ☐ No comments
- ☒ Report attached (1 copy and email 1 copy)
- ☒ Standard Conditions of Approval apply

☐ The plan does not adequately address the departmental concerns.
- ☐ The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.

Department	Signature	Title	Date
Building	Kia J. Kern	Building Plans Examiner	7-22-25

DEVELOPMENT ADVISORY BOARD CONDITIONS
* * * BUILDING DEPARTMENT * * *

File No(s): PDEV25-010, PDA-25-004, PMTT25-007

Planner: Jocelyn Torres, Associate Planner

Applicant: Landsea Homes of California, LLC

Location: 14100 S. Milliken Ave.

Project: A Development Plan approval to construct a combination of 230 single-family and multiple-family dwellings on approximately 15.42 acres of land generally located East of Clifton Avenue, West of Hamner Avenue, North of East Peony Paseo, And

APN(s): 0218-211-40

Reviewed By: Kia J. Kerr Date: 7-22-25

Following Standard Building Department Conditions of Approval
Are Applicable to This Project:

See checked boxes below

Specific Conditions:

A)

Specific Comments (NOTE: THESE COMMENTS ARE NOT CONDITIONS!):

A)

(NOTE: Standard Conditions of Approval are attached.)

Form Revised: 12/12/23

BUILDING DEPARTMENT

GENERAL CONDITIONS

☒ 1. Shall comply with the latest adopted edition of the following codes as applicable:

A. California Building Code
B. California Residential Code
C. California Existing Building Code
D. California Electrical Code
E. California Mechanical Code
F. California Plumbing Code
G. California Energy Code.
H. California Fire Code
I. California Green Building Standards Code.

☒ 2. The property owner/business operator shall comply with all applicable City of Ontario Municipal Codes and Ordinances.

☐ 3. The requirements of the Department of Environmental Health Services and the Air Quality Management District shall be satisfied prior to the issuance of any permit if hazardous materials are stored and/or used.

☒ 4. Pursuant to the California Business and Professions Code Section 6737, most projects are required to be designed by a California Licensed Architect or Engineer. The project owner or developer should review the section of the California Codes and comply with the regulation

☒ 5. All perimeter / boundary walls shall be designed and constructed so that the outer/exterior face of the wall is as close as possible to the lot line. In any case, the outer/exterior face of the wall shall be within two (2) inches of the lot line. Distances greater than two (2) inches may be approved prior to construction by the Building Official on a case-by-case basis for extenuating circumstances.

☐ 6. All lot lines, easement lines, etc. shall be located and/or relocated in such a manner as to not cause any existing structure to become non-conforming with the requirements of the latest adopted edition of the Building Code, or any other applicable law, ordinance, or code.

☒ 7. The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall obtain clearances from each department and division prior to requesting a final building inspection from the Building Department. Each department shall sign the Building Department Job Card

☐ 8. All signs shall be Underwriters Laboratories, or equal, approved.

☐ 9. Permits are required prior to the removal and/or demolition of structures.

☐ 10. In addition to approval from Building Department, approval is required from the County of San Bernardino, Department of Public Health and the California Regional Water Quality Control Board, Santa Ana Region for the Private Sewage Disposal System.

☐ 11. The existing private sewage system will have to be modified as required to accommodate the new use. Plans and/or supporting data will have to be submitted to, and approved by, the Building Department regarding the new use and necessary modifications. Additionally, approval from the Regional Water Quality Control Board, Santa Ana Region, is required for the new use.

☐ 12. The coach shall bear a State of California, Department of Housing and Community Development (HCD) insignia indicating the occupancy group and design loads that the coach conforms to, and other relevant information regarding exiting, fire safety, electrical, plumbing and mechanical. The foundation system, porch and awning shall comply with plans that bear the HCD "Standard Plan Approval" stamp. The coach, foundation system, porch and awning shall comply with the City of Ontario's design loads and site-specific conditions.

☐ 13. The conversion of the existing single-family dwelling(s) into a commercial use changes the occupancy group classification, and therefore the existing buildings must be made to comply with the requirements of all applicable codes for the new occupancy classification. Complete plans, calculations and other specifications shall be submitted to the Building Department for review, approval and subsequent permit issuance. The plans, calculations and other specifications shall be prepared by an Architect or Registered Civil/Structural Engineer licensed by the State of California who is qualified to perform said work.

☐ 14. The site, or a portion of the site, is in a flood hazard area. Justification that the proposed development does not adversely affect the location or carrying capacity of the floodway, nor does it adversely affect upstream or downstream sites shall be provided to Building Department. Additionally, all provisions must be taken to protect the site from flood damage.

☒ 15. All exterior lighting shall be orientated, directed, and/or shielded as much as possible so that direct illumination does not infringe onto adjoining properties.

☒ 16. Site facilities such as parking open or covered, recreation facilities, and trash dumpster areas, and common use areas shall be accessible per the CBC, Chapter 11.

☒ 17. Trash Enclosure shall be covered, and the interior clearances shall be designed to accommodate the following:

- 4' min. side access entrance

- 3' min. wide clear pathway along rear of enclosure between trash bins and back wall.
- Trash bins must be oriented sideways to allow access from the narrow dimension.
- Use of curbs or wheel stops shall be provided within the enclosure to maintain access clearances and bin orientations.

☒ 18. The applicant/developer shall include the conditions of approval of this resolution on the construction plans.

☒ 19. Site development and grading shall be designed to provide access to all entrances and exterior ground floors exits and access to normal paths of travel, and where necessary to provide access. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warning, signage, gates, lifts and walking surface materials. The accessible route(s) of travel shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site, California Building Code, (CBC) Chapter 11, Sec, 11A and 11B.

☐ 20. Commercial/Industrial gated site must have at least one pedestrian emergency gate, 3'-0' x 6'-8" min. gate size, equipped with panel hardware on the inside, and gate must swing out. Pedestrian emergency gates can be installed integrated with vehicular gates.

☒ 21. New residential single-family dwelling (SFD's):

- The side yard gate must swing out toward the street.
- The gas meter shall not obstruct side yard access gates.
- Air Conditioning unit located at side yard shall maintain 3' min. clearance from property line wall to AC unit.
- Provide a continuous concrete walk between garage side door to driveway or sidewalk.

☒ 22. New development projects located in the Ontario Ranch specific plan are required to submit a **methane assessment report**. This report shall be submitted to the Building Department for review and approval at grading plan submittal.

☐ 23. If hazardous substances are used and/or stored, a technical opinion and report, identifying and developing methods of protection from the hazards presented by the hazardous materials may be required. This report shall be prepared by a qualified person, firm, or corporation and submitted to Building Department. This report shall also explain the proposed facility's intended methods of operation and list all of the proposed materials, their quantities, classifications, and the effects of any chemical (material) intermixing in the event of an accident or spill.

☐ 24. The property owner/business operator shall provide a grease interceptor at a location where it shall be easily accessible for inspection, cleaning, and removal of accumulated grease. The sizing and installation shall conform to the current California Plumbing Code. The grease interceptor shall be constructed in accordance with plans approved by the Director of Public

Works and the Building Official. The property owner/business operator shall contract with a maintenance company for maintenance and cleaning of the grease interceptor.

SITE CONSTRUCTION REQUIRMENTS

☒ 25. All construction sites must be protected by a security fence and screening. The fencing and screening shall always maintained to protect pedestrians

☒ 26. Temporary toilet facilities shall be provided for construction workers. The toilet facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non-sewer type shall conform to ANSI ZA.3

☒ 27. Construction projects which require temporary electrical power shall obtain an Electrical Permit from Building Department. No temporary electrical power will be granted to a project unless one of the following items is in place and approved by Building Department and the Planning Department.
(A) Installation of a construction trailer, or
(B) Security fenced area where the electrical power will be located

☒ 28. Installation of construction/sales trailers must be located on private property. No trailers can be in the public street right of way

☒ 29. Any temporary building, trailer, commercial coach, etc. installed and/or used in connection with a construction project shall comply with City Code.

☒ 30. Prior to issuance of a Building Permit all of the following must be in place: portable toilet with hand wash station, all BMP's, fencing and signage on each adjacent street saying "If there is any dust or debris coming from this site please contact (superintendent number here) or the AQMD if the problem is not being resolved" or something similar to this.

PRIOR TO ISSUANCE OF BUILDING/CONSTRUCTION PERMITS

☒ 31. The following grading items shall be completed and/or submitted – as applicable – prior to the issuance of building permits for this project:

A. Precise grading plans shall be approved
B. Rough grading completed
C. Compaction certification completed
D. Pad elevation certification completed
E. Rough grade inspection signed off by a City's Building Inspector

☒ 32. Prior to the issuance of a Building Permit, the applicant shall pay all Development

Improvement Fees to the City. Copies of receipts shall be provided to the Building Department prior to permit issuance.

☒ 33. The Tract or Parcel map shall record prior to the issuance of any permits.

☐ 34. The existing parcels shall be combined into a single parcel, or a lot line adjustment shall be done so that the proposed structure(s) does not cross any lot line and complies with all requirements of the California Building Code, prior to any building permits being issued.

☒ 35. Fire sprinklers, fire alarm systems and fire hydrant plans shall be submitted for plan review concurrently with building plans and shall be approved prior to permit issuance

☒ 36. Prior to issuance of Building Permits, school fees need to be paid to school district where project is located

CITY OF ONTARIO
MEMORANDUM

FROM: **Heather Lugo, MA, Police Department**

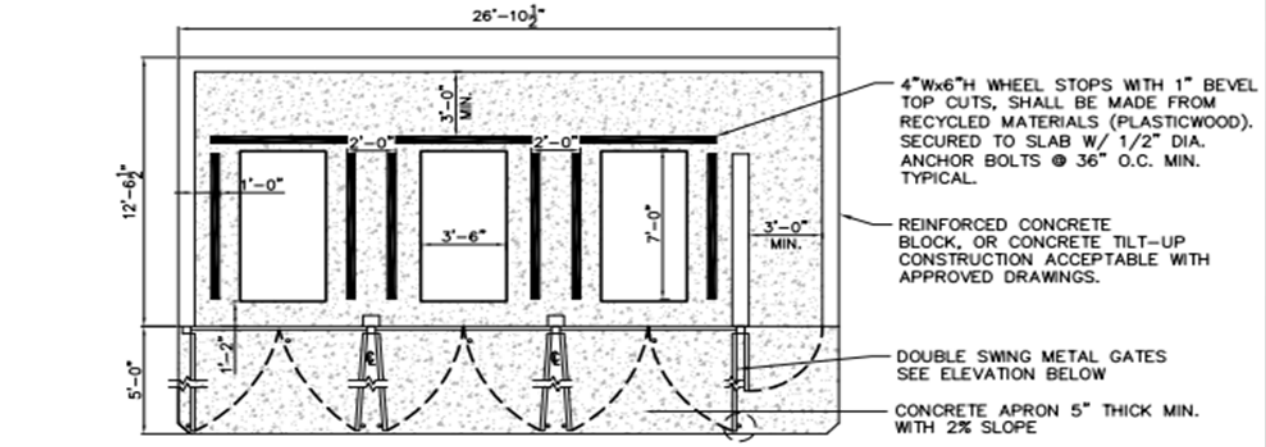
DATE: **February 3, 2026 3rd Submittal**

SUBJECT: **PDEV25-010 - A Development Plan approval to construct a combination of 230 single-family and multiple-family dwellings on approximately 15.42 acres of land generally located East of Clifton Avenue, West of Hamner Avenue, North of East Peony Paseo, And South of Ontario Ranch Road, within Planning Area 10A land use district of the Rich Haven Specific Plan (APN(s): 0218-211-40). Related File(s): PDA-25-004; PMTT25-007.**

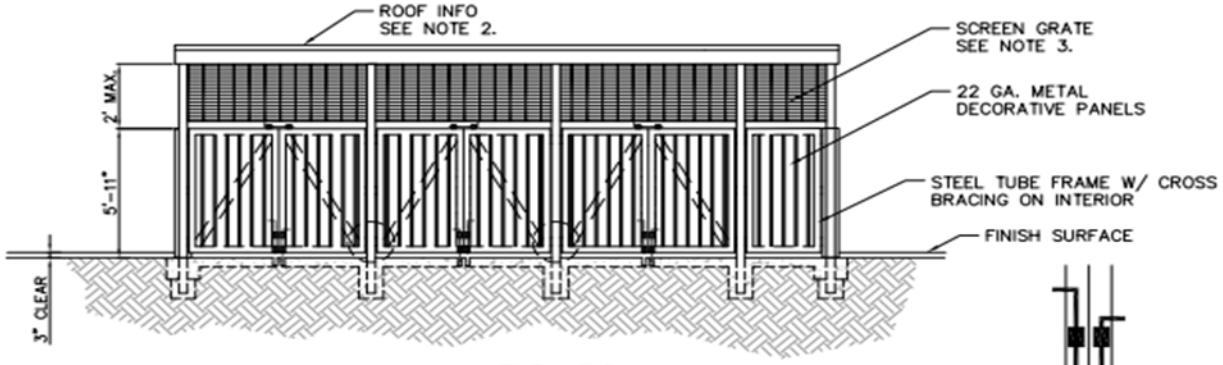
The "Standard Conditions of Approval" contained in Resolution No. 2017-027 apply. The applicant shall read and be thoroughly familiar with these conditions, including, but not limited to, the requirements below.

- Required lighting for all walkways, driveways, doorways, parking lots, hallways and other areas used by the public shall be provided. Lights shall operate via photosensor. Planned landscaping shall not obstruct lighting.
- All exterior electrical outlets in common areas shall be secured and locked.
- All exterior water spigots / water supply sources in common areas shall be secured and locked.
- Trash enclosure shall be fully secured/enclosed by locks, mesh, and screen grate to reduce crime and encampment opportunities for homeless people.

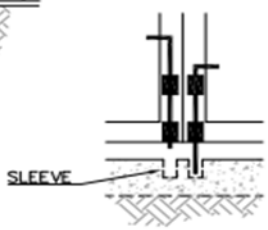
The Applicant is invited to contact Heather Lugo at (909) 408-1074 with any questions or concerns regarding these conditions.



PLAN VIEW



ELEVATION



SLEEVE DETAIL

NOTES:

① THIS DRAWING SERVES AS A GUIDELINE TO THE TRASH ENCLOSURE BIN LAYOUT. PLANS MUST BE SUBMITTED TO THE BUILDING DEPARTMENT FOR REVIEW AND APPROVAL TO MEET CURRENT BUILDING CODES.

② SOLID ROOF TO MEET ARCHITECTURAL AND STRUCTURAL DESIGN CRITERIA FROM PLANNING AND BUILDING DEPARTMENTS.

③ TRASH ENCLOSURE SHALL BE FULLY SECURED/ENCLOSED BY LOCKS, MESH, AND SCREEN GRATE.

CITY OF ONTARIO - INTEGRATED WASTE DEPARTMENT

EXAMPLE 1

COMMERCIAL/INDUSTRIAL REFUSE, RECYCLING AND ORGANICS ENCLOSURE (THREE 4–6 CU. YD. BINS)

CITY OF ONTARIO
MEMORANDUM

DATE: April 3, 2026
TO: Jocelyn Torres
FROM: Joe Minasso, Integrated Waste Department
SUBJECT: Integrated Waste Approval
PROJECT NO.: PMMT25-007 & PDEV25-010
ATTACHMENTS:

BRIEF DESCRIPTION

PMMT25-007 & PDEV25-010

THIS SUBMITTAL IS COMPLETE.

CORRECTION ITEMS: *In order to be considered for approval by the Integrated Waste Department the applicant shall address all the correction items below and resubmit the application for further review. Please note that all design shall meet the City's Design Development Guidelines, Specifications Design Criteria, and City Standards.*

Integrated Waste:

1. The Integrated Waste Department approves the Integrated Waste Management Plan as submitted.

AIRPORT PLANNING DIVISION

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT

Consistency Determination No. 2025-014	
PROJECT SITE INFORMATION	
Project File Nos:	PMTT25-007 & PDEV25-010
Address:	Northwest corner of Hamner Avenue and Ladybug Paseo
APNs:	0218-211-40
Existing Land Use:	Vacant Land
Project Description/ Proposed Land Use:	Tentative Tract Map No. 20779 (File No. PMTT25-007) to subdivide 15.91 acres of land into 99 numbered lots and 16 lettered lots in conjunction with a Development Plan (File No. PDEV25-010) to facilitate the construction of 86 single-family dwelling units and 139 multiple-family dwelling units
Acreage:	15.91

CONSISTENCY DETERMINATION STATEMENT

ONT Consistency Statement

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

See Attached for Overflight Notification Condition.

SECTION 1: ONT ALUCP CONSISTENCY DETERMINATION EVALUATION

SECTION 1A: ONT Safety Zone Evaluation

1. Is the Project Site located within a Safety Zone?
☐ Yes ☒ No
2. If yes, which Safety Zone(s)?
☐ Zone1 ☐ Zone 2 ☐ Zone 3 ☐ Zone 4 ☐ Zone 5 ☐ Zone 6
3. Intensity Calculations (Exhibit A - Attached)
a. Sitewide Average Calculation:
b. Single Acre Calculation:

Date:	April 13, 2025	Signature: Lorena Mejia
Prepared By:	Lorena Mejia, Senior Planner	

ONT Safety Zone Summary Statement

The project site is located outside of the Safety Zones.

SECTION 1B: ONT Noise Impact Zones Evaluation

1. Is the Project Site located within a Noise Impact Zone?
☐ Yes ☒ No
2. If yes, which Noise Impact Zone(s)?
☐ 75+ dB CNEL ☐ 70 - 75 dB CNEL ☐ 65 - 70 dB CNEL ☐ 60 - 65 dB CNEL

ONT Noise Impact Zone Summary Statement

The project site is located outside of the Noise Impact Zones.

SECTION 1C: ONT Airspace Protection Zones Evaluation

1. Is the Project Site located within an Airspace Protection Zone?
☐ Yes ☒ No
2. If yes, which Airspace Protection Zone(s)?
☐ High Terrain Zone (70 FT) ☐ FAA Notification Surfaces ☐ Avigation Easement Dedication ☐ Airspace Obstruction Surfaces
Allowable Building Height: 200 FT + Proposed Building Height: 36 Feet

ONT Airspace Protection Zones Summary Statement

The project site is located outside of the Airspace Protection Zones.

SECTION 1D: ONT Overflight Notification Zones Evaluation

1. Is the Project Site located within an Overflight Notification Zone?
☒ Yes ☐ No
2. If yes, which Overflight Notification Zone(s)?
☐ Avigation Easement Dedication ☐ Recorded Overflight Notification ☒ Real Estate Transaction Disclosure

ONT Overflight Notification Zones Summary Statement

The project site is located within the Overflight Notification Zone.

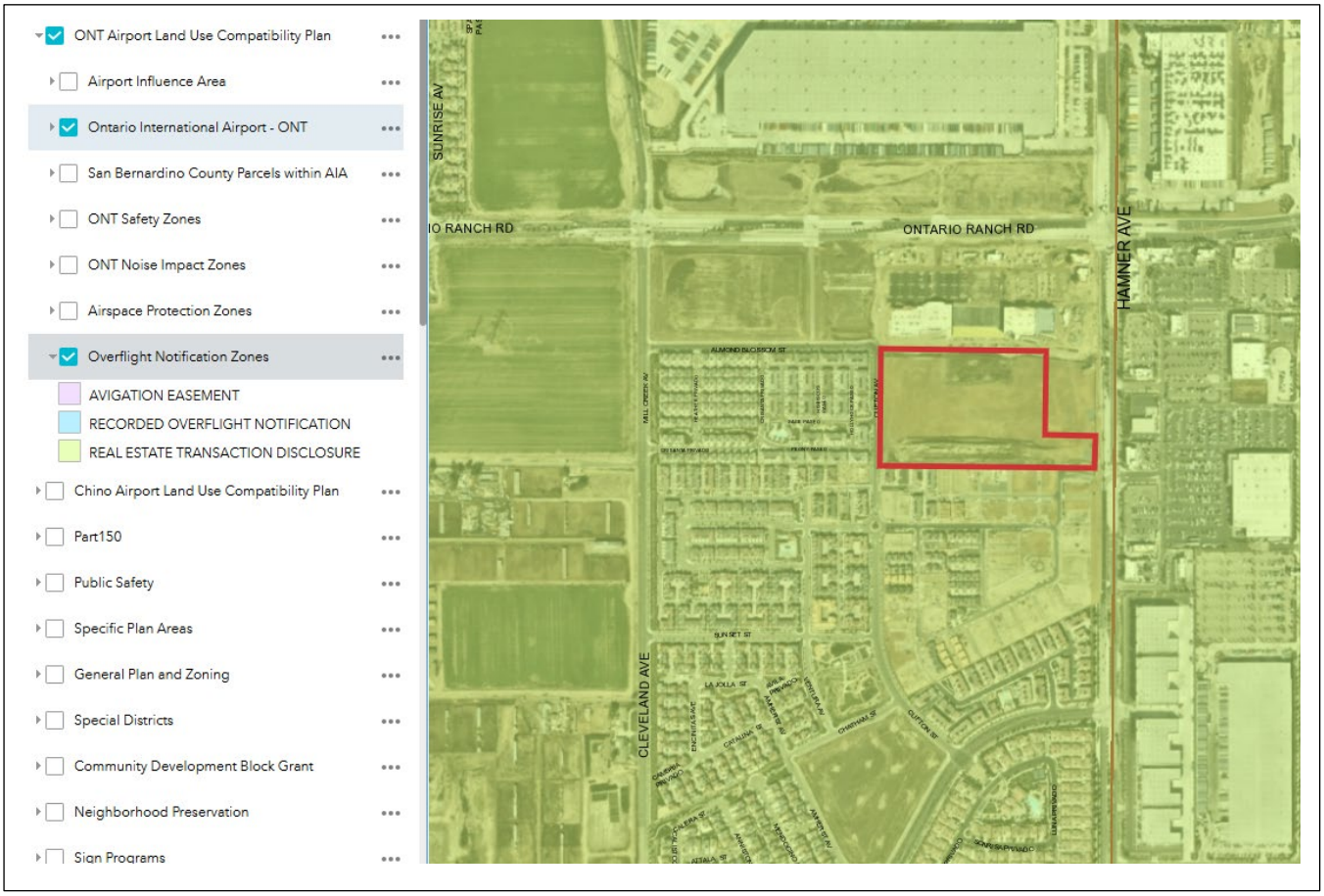
ONT Overflight Notification Zones Conditions

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.

ONT Overflight Notification Zones Map Exhibit



CITY OF ONTARIO PLANNING DEPARTMENT

PLANNING COMMISSION AGENDA REPORT

April 28, 2026

303 East B Street, Ontario, California 91764 Phone: 909.395.2036 / Email: PlanningDirector@OntarioCA.gov

FILE NOS: PGPA25-002 and PZC25-002

SUBJECT: A public hearing to consider the Certification of the Ontario Policy Plan Amendment Supplemental Environmental Impact Report (SEIR) (State Clearinghouse No. 2025110102), including adoption of a Statement of Overriding Considerations for The Ontario Plan 2050 Policy Plan Amendment and the Eucalyptus Business Park Specific Plan; and approval of the following: [1] an amendment to The Ontario Plan 2050 Policy Plan (General Plan) (File No. PGPA25-002); and [2] a Zoning Map Amendment (File No. PZC25-002) to implement the proposed Policy Plan Amendment; (APNS: Various) **City Initiated. City Council action is required**.

RECOMMENDED ACTION: That the Planning Commission consider and recommend, pursuant to the facts and reasons contained in the staff report and the attached Resolutions, that the City Council take the following actions:

(1) Adopt a Resolution certifying the Ontario Policy Plan Amendment Supplemental Environmental Impact Report (SEIR) (State Clearinghouse No. 2025110102), including adoption of a Statement of Overriding Considerations, for The Ontario Plan 2050 Policy Plan Amendment and the Eucalyptus Business Park Specific Plan; and

(2) Adopt a Resolution recommending that the City Council approve The Ontario Plan 2050 Policy Plan Amendment (File No. PGPA25-002), pursuant to the facts and reasons contained in the staff report and attached Resolution; and

(3) Adopt a Resolution recommending that the City Council approve a Zoning Map Amendment (File No. PZC25-002), pursuant to the facts and reasons contained in the staff report and attached Resolution.

PROJECT SETTING: The City of Ontario is in the southwestern portion of San Bernardino County and is surrounded by the cities of Chino and Montclair and unincorporated San Bernardino County to the west; the cities of Upland and Rancho Cucamonga to the north; the City of Fontana and unincorporated San Bernardino County to the east; and the cities of Eastvale and Jurupa Valley to the south. The City of Ontario is situated in the central part of the Upper Santa Ana River Valley, bounded by the San Gabriel Mountains to the north; the Chino Hills, Puente Hills, and San Jose Hills to the west; the Santa Ana River to the south; and Lytle Creek Wash on the east. The City comprises approximately 50 square miles (32,022 acres), including the 8,200-acre Ontario Ranch in the southern

Case Planner:	Robert Morales / Thomas Grahn
Planning Director Approval:	
Submittal Date:	N/A

Hearing Body	*Date*	*Decision*	*Action*
DAB	N/A	N/A	Recommend
PC	04/28/2026		Recommend
CC	06/16/2026		

part of the City—formerly known as the New Model Colony (NMC) and formerly the City's sphere of influence (SOI). The northern, more urbanized part of the City is known as the Old Model Colony (OMC) in reference to the City's founding as a model colony for cities in terms of layout and infrastructure. Generally, the City is bounded by Benson Avenue and Euclid Avenue on the west; Interstate 10 (I-10), 8th Street, and 4th Street on the north; Etiwanda Avenue and Hammer Avenue on the east; and Merrill Avenue and the San Bernardino County/Riverside County boundary on the south. Regional circulation to and through the City is provided by Interstate 10 (I-10) and State Route 60 (SR 60), east to west, and by I-15 and SR 83 (Euclid Avenue), north to south. The City is also home to the Ontario International Airport and proximate to Chino Airport.

PROJECT ANALYSIS:

(1) Background — The City of Ontario's general plan, The Ontario Plan (TOP), was comprehensively updated with the adoption of TOP 2050 in 2022. Following adoption, the City approved a technical amendment to TOP 2050 in December 2025 to refine and clarify elements of the plan and ensure internal consistency and compliance with state-law. Prior to these updates, the City had adopted numerous general plan amendments (GPAs) since 1992, including the 1998 New Model Colony GPA, GPAs associated with the 2001, 2010, and 2013 Housing Element updates, and various project-related GPAs.

State General Plan Guidelines recommend that general plans be periodically updated to remain relevant to changing conditions, while housing elements are required to be updated every 8 years. In recent years, significant state and regional policy initiatives affecting the City have emerged, including new housing mandates, climate and sustainability policies, and evolving regional planning priorities. The adoption of TOP 2050, along with subsequent refinements, ensures the City's general plan reflects these changes, meets State mandates, and provides a framework to guide growth, development, and community investment through the year 2050.

The TOP Policy Plan includes the following elements:

- **Land Use Element:** The Land Use Element establishes how land is developed, used, and arranged to ensure compatibility and add value to the community in terms of function, design, and fiscal return.

- **Housing Element:** The Housing Element ensures greater production, preservation, and improvement of housing in the community in the context of existing and future housing needs, constraints to the production of housing, and available land and financial resources.

- **Parks and Recreation Element:** The Parks and Recreation Element establishes broad direction for the Ontario park system and recreation programs, emphasizing the vital role parks and recreation programs play in economic development, land use, housing, community health, infrastructure, and transportation goals.

- **Environmental Resources Element:** The Environmental Resources Element addresses how resources are managed comprehensively using systems that are environmentally and economically sustainable and meet growth demands in Ontario.

- **Community Economics Element:** The Community Economics Element articulates the City's approach to developing and maintaining the local economy, retaining and attracting investment, and connecting economic development with the City's long-term fiscal health.

- **Safety Element:** The Safety Element describes how the City protects life, property, and commerce from impacts associated with human-made and natural hazards, disasters, and other threats to public safety. It also identifies strategies to adapt to increased hazard risks and strengthen community resilience.

- **Mobility Element:** The Mobility Element coordinates the circulation system with future land use patterns and buildout to meet local and subregional mobility needs, ensuring access and connectivity among neighborhoods, centers, corridors, and districts.

- **Community Design Element:** The Community Design Element establishes design guidance and requirements to protect existing investments, promote sustainable environments, add community value, and create safe and inviting places where people want to live, work, and recreate.

- **Social Resources Element:** The Social Resources Element improves equitable access to quality healthcare, education, community services, and cultural activities — critical components of a prosperous, inclusive, and complete community, and key to addressing environmental justice issues in disadvantaged areas of Ontario.

(2) Project Description — The proposed project consists of 3 related components: (A) a citywide Policy Plan Amendment (PPA) to the Ontario Plan 2050 (TOP); (B) the Eucalyptus Business Park Specific Plan (EBPSP); and (C) a Zoning Map Amendment to implement the proposed PPA. These components are supported by the PPA SEIR and are intended to guide both citywide policy consistency and site-specific development within the EBPSP project area.

The purpose of the proposed project is to realign land use designations and supporting policies to facilitate employment-generating uses, improve land use compatibility, and ensure consistency with State law and the City's long-term planning framework. The Zoning Map Amendment aligns with the updated land use framework and does not result in separate environmental impacts, as it is encompassed within the SEIR analysis.

(a) Policy Plan Amendment (Citywide) (File No. PGPA25-002) The proposed PPA includes targeted updates to TOP 2050's Policy Plan component to maintain internal consistency, ensure compliance with State law, and align the City's long-range planning framework with evolving development patterns. Although the amendment primarily impacts areas of southern Ontario, including Ontario Ranch and a few parcels in the northern part of the City near the intersection of Holt Boulevard and Grove Avenue it is applied at a citywide level to maintain consistency across all Policy Plan elements.

The amendment focuses on refining existing policies and land use designations rather than restructuring the overall framework of TOP. The proposed changes shift select properties toward employment-generating uses and updates supporting policies across multiple elements to ensure the revised land use pattern is consistent, implementable, and compliant with State requirements.

The specific changes to each Policy Plan element are summarized below:

- **Land Use Element:** The Land Use Plan would be amended to reflect targeted changes to over 1,300 acres within the project area, primarily within the Ontario Ranch area (south of Riverside Drive), with additional changes in the northern portion of the City along East Holt Boulevard and South Grove Avenue. Additional figures within the Land Use Element, including Figures LU-02, LU-03, and LU-04, would be updated to maintain internal consistency.

  Within Ontario Ranch, the proposed amendments reallocate select sites from residential, mixed-use, and open space designations to Business Park. Concurrently, the amendments include targeted increases in development intensity along key corridors, including Grove Avenue, Ontario Ranch Road, and Vineyard Avenue, to support more efficient land use patterns and corridor-focused development.

  In the northern portion of the City, land use changes include the reallocation of select Business Park designations to mixed-use designations to support more integrated land use patterns, along with other targeted adjustments to ensure compatibility with surrounding existing and future development and infrastructure.

  Additional updates include modifications to mixed-use place types and clarification of building densities and intensities for certain mixed-use categories. These changes adjust the distribution and intensity of uses while maintaining the overall framework established by TOP 2050.

  The Buildout Statistical Summary compares development potential under the currently approved TOP 2050 Policy Plan and the proposed PPA.

Buildout Statistical Summary				
Scenario	***Housing Units***	***Population***	***Nonresidential Square Feet***	***Employment***
Approved TOP	129,951	411,268	263,828,479	299,204
Proposed TOP Policy Plan Amendment	137,177	427,741	268,162,895	301,035
Net Difference (Proposed TOP - Approved TOP)	**7,225**	**16,473**	**4,334,416**	**1,831**

- **Housing Element:** The Housing Element would be updated to reflect changes to sites identified in the City's housing inventory. Where land use changes reduce residential capacity on these sites, corresponding adjustments would be made elsewhere to maintain compliance with State housing law, including no net loss requirements and the City's Regional Housing Needs Assessment (RHNA) allocation.

  The proposed project includes changes to the land use plan that convert certain sites designated for residential and mixed-use development to employment-generating uses, thereby reducing residential capacity on those properties. To maintain compliance with Senate Bill (SB) 330, which requires no net loss of residential development capacity, the project includes the redesignation of other sites to higher-density residential classifications. These adjustments result in a net increase in residential capacity from 129,951 to 137,177 housing units, representing an approximate 5.6 percent increase.

  In addition, SB 166 requires the City to maintain an adequate inventory of sites to accommodate its RHNA allocation, including sites suitable for lower-income households. As sites are removed or modified through the proposed project, the Housing Element would be updated to identify replacement sites that meet State requirements. These sites are evaluated based on criteria such as minimum density, infrastructure availability, development potential, and consistency with Affirmatively Furthering Fair Housing (AFFH) requirements.

  For the 6th Cycle (2021–2029), the City's RHNA allocation totals 20,854 housing units across all income categories. The proposed project includes site adjustments and upzoning to maintain sufficient capacity to meet this obligation and ensure continued compliance with State housing law.

City of Ontario 6th Cycle RHNA Allocation by Income Category	
Income Category (Percent of Annual Mean Income)	***RHNA Allocation***
Very Low (31 to 50)	5,640
Low (51 to 80)	3,286
Moderate (81 to 120)	3,329
Above Moderate (121 or more)	8,599
Total	**20,854**

- **Mobility Element:** The Mobility Element would be revised to reflect updates to the circulation network associated with the proposed land use changes. Key updates include changes to truck routes to improve compatibility with surrounding uses, adjustments to roadway classifications, and refinements to bikeway and connectivity plans. Additional updates incorporate State requirements related to transportation safety and access, including provisions for priority safety corridors and improved multimodal connectivity.

  The proposed project includes updates to the City's truck routes network to ensure compliance with Assembly Bill (AB) 98, which is intended to improve community health and environmental conditions by guiding how and where heavy-duty trucks travel to and from logistics and warehousing facilities. Consistent with State requirements, truck routes are prioritized along freeways and major roadways while minimizing travel through residential areas and near sensitive land uses such as homes, schools, and parks.

  As part of this effort, the City evaluated its existing truck routes and identified areas where changes were needed to improve compatibility with surrounding uses. Public outreach highlighted concerns related to truck traffic near residential areas, including noise, safety, and air quality impacts. In response, the proposed project includes targeted updates to the truck routes network as follows:

  - Removal of Archibald Avenue between SR-60 and Merrill Avenue
  - Removal of Edison Avenue/Ontario Ranch Road between Euclid Avenue and Walker Avenue
  - Addition of Eucalyptus Avenue between Euclid Avenue and South Hellman Avenue
  - Addition of Walker Avenue between Edison Avenue/Ontario Ranch Road and Merrill Avenue
  - Addition of South Hellman Avenue between Eucalyptus Avenue and Merrill Avenue

  These updates ensure the circulation network remains consistent with the proposed land use framework while advancing State-mandated objectives

related to transportation safety, environmental quality, and multimodal connectivity.

Additional updates include new policies and implementation actions addressing priority safety corridors consistent with SB 932, as well as policies promoting reduced truck speeds near noise- and vibration-sensitive land uses. Policy M-3.1 would be updated to prioritize coordination of transit access in areas near sites identified in the Housing Element for lower-income households, and Policy M-4.1 would be revised to clarify that noise-sensitive land uses include both noise and vibration-sensitive uses.

- **Community Design Element:** The Community Design Element would be amended to refine existing place types and ensure consistency with the updated land use pattern. Updates include the removal of affordable overlay districts, revisions to mixed-use classifications, and the introduction or modification of place types to better reflect employment-focused development areas. These changes aim to ensure consistent development patterns and suitable transitions between land uses.

- **Environmental Resources Element:** The Environmental Resources Element would be updated to address the transition of land from agricultural to urban uses within the project area. Policy refinements clarify the City's approach to agricultural land conversion and remove requirements related to agricultural land replacement outside the City, ensuring consistency with the planned urbanization of Ontario Ranch while maintaining broader environmental policy objectives.

- **Parks and Recreation Element:** The Parks and Recreation Element would be updated to reflect changes in land use designations and development patterns. Updates include revisions to policies, mapping, and planning assumptions to maintain consistency with the revised land use framework. This includes updates to the location of planned park facilities in TOP Figure PR-01 to align with approved projects and the proposed land use plan, ensuring adequate park and recreational planning moving forward.

- **Safety Element:** The Safety Element would be updated to reflect revised mapping and current data related to environmental constraints, including noise and other development considerations. Updates include revisions to the Traffic Noise Contours Map (S-06a) to align with proposed changes in land use and circulation, as well as minor updates to base mapping for Critical Facilities (S-08), Evacuation Constrained Properties (S-09), and Evacuation Routes (S-10) to reflect changes in the City's park network. These updates ensure that safety-related policies and mapping remain consistent with the updated land use and circulation framework.

- **Environmental Justice (Interwoven within Policy Plan):** Although Environmental Justice is not a standalone element within the Policy Plan, it is incorporated

throughout the plan consistent with State law requirements. Pursuant to SB 1000, the City is required to evaluate its environmental justice policies when 2 or more General Plan elements are amended. As part of the proposed project, the City reviewed its existing environmental justice goals and policies in conjunction with updates to multiple Policy Plan elements.

Aside from the addition of residential and commercial capacity along Holt and Grove Avenue, no land-use changes are proposed within or near the mapped Environmental Justice Areas. The proposed Business Park land-use changes are approximately 2 miles from the nearest Environmental Justice Area. Based on this review, the City determined that existing environmental justice policies remain adequate, and no amendments are necessary to maintain compliance with State law.

These updates ensure that the proposed land use changes are supported by consistent policies across all elements of the Policy Plan and that the City's general plan remains internally aligned and compliant with applicable State requirements.

(b) Eucalyptus Business Park Specific Plan (Project Level): The EBPSP establishes a comprehensive framework for development of the approximate 189-acre project site. The plan provides for 2,939,000 square feet of Business Park development across 137.9 acres, supported by 36.15 acres of Open Space–Parkland and approximately 14.97 acres of roadway improvements.

The Specific Plan implements the PPA at the site-specific level and establishes land use designations, development standards, design guidelines, circulation, infrastructure, and implementation measures to guide future development. These elements define site planning standards, building form, site access, and public improvements to ensure coordinated and orderly buildout. Future discretionary and ministerial approvals, including subdivision maps, conditional use permits, and grading and building permits, must demonstrate consistency with the Specific Plan.

Development within the EBPSP area is organized into 9 planning areas, consisting of 6 Business Park areas and 3 Open Space–Parkland areas. The plan allows support commercial uses within Business Park areas, as well as flexibility in allocating square footage, provided total buildout does not exceed the maximum allowable square footage and floor area ratio.

The plan incorporates internal circulation, access points, and design transitions to integrate with the surrounding transportation network and adjacent development. Buildout of the Specific Plan is anticipated to support approximately 1,590 employees within the project site.

(c) Zone Changes (File No. PZC25-002): In addition to changes to TOP 2050, the proposed project includes a Zoning Map Amendment to implement the proposed PPA.

These updates include changes to the zoning map to ensure consistency with the revised land use framework. There are no separate environmental impacts associated with the zoning updates, as these changes reflect and implement the PPA analyzed in the SEIR.

PUBLIC OUTREACH: The PPA has been informed by several fact-gathering processes that gathered information and insights from a broad range of persons, professions, and the public. The fact-gathering and public participation process was broad and inclusive and included the following elements:

- July 9, 2025, to August 8, 2025 — A community survey was launched and gathered 125 responses regarding policy topics such as extreme heat, flooding, open space, and conflicts related to truck routes. Respondents expressed strong support for completing Grand Park and other planned parks. There were concerns about flooding and extreme heat, with many calls for the addition of shade trees and cooling infrastructure. Participants also advocated for better enforcement of truck routes and the implementation of noise buffers. Additionally, there was an emphasis on equitable resource allocation across neighborhoods.

- August 19, 2025 — In compliance with SB18 and AB 52 notification requirements (Tribal Consultation), the City mailed a separate project notice to 16 local tribes identified by the Native American Heritage Commission (NAHC). No consultation requests were received during the requisite 90-day response period.

- November 20, 2025 — The City hosted a public scoping meeting, along with a concurrent open house, at the De Anza Teen and Community Center, which was attended by approximately 50 participants. The purpose of the meeting was to gather input from responsible and trustee agencies, as well as the community, prior to preparation of the SEIR. Key concerns identified during the scoping process included truck routes and warehousing-related impacts, including air quality, noise, and vibration; the loss of agricultural resources; and increased housing density.

- March 5, 2026 — The Notice of Availability (NOA) for the Draft SEIR for the PPA and the EBPSP (State Clearing House No. 2025110102) was posted to the City website. The NOA indicated that the DSEIR was available for review and that the City would be accepting comments through April 20, 2026.

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

CORRESPONDENCE: As of the preparation of this Agenda Report, Planning Department staff received written or verbal communications from the owners or occupants of properties surrounding the Project site or from the public in general, regarding the subject application.

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

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

On August 2, 2022, the City Council of the City of Ontario approved and adopted a Development Code Amendment to establish the Chino Airport (CNO) Overlay Zoning District (OZD) and Reference I, Chino Airport Land Use Compatibility Plan (CNO ALUCP). The CNO OZD and CNO ALUCP established the Airport Influence Area for Chino Airport, solely within the City of Ontario, and limits future land uses and development within the Airport Influence Area, as they relate to safety, airspace protection, and overflight impacts of current and future airport activity. The CNO ALUCP is consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook. The proposed Project is located within the Airport Influence Area of Chino Airport and was evaluated and found to be consistent with the California Airport Land Use Planning Handbook and the CNO ALUCP. As the recommending body for the Project, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting documentation against the CNO ALUCP compatibility factors, including Safety, Airspace Protection, Overflight. As a result, the Planning Commission finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the California Airport Land Use Planning Handbook and the Chino ALUCP.

ENVIRONMENTAL REVIEW: A SEIR has been prepared for The Ontario Plan amendment and evaluates the potential environmental impacts associated with the proposed project, including the PPA and the EBPSP. The SEIR analyzes a range of environmental topics, including:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Through the SEIR process, potential impacts were analyzed, and revisions to the proposed project and mitigation measures were identified to reduce environmental effects. As a result, the majority of impacts were reduced to a less-than-significant level. However, 5 impact areas remain significant and unavoidable, even with the implementation of all feasible mitigation measures. These impacts are attributable to the PPA and EBPSP, as applicable.

The significant and unavoidable impacts identified in the SEIR include:

- Air Quality — Impacts related to consistency with the Air Quality Management Plan (PPA and EBPSP), regional construction emissions (PPA), regional operational emissions (PPA and EBPSP), localized construction emissions (PPA), and cumulative health risk (PPA), which would contribute to regional nonattainment conditions within the South Coast Air Basin and expose sensitive receptors to elevated pollutant concentrations.

- Cultural Resources — Although protective regulations and preservation policies are included in The Ontario Plan (PPA), implementation of the proposed PPA may result in impacts to historic resources. Future development could involve the modification or demolition of historic resources, including Tier III resources, resulting in the destruction or material impairment of their significance. While regulatory protections and project-level review would reduce impacts, such impacts cannot be fully avoided or mitigated in all cases.

- Greenhouse Gas Emissions — Impacts associated with increased greenhouse gas emissions (PPA and EBPSP) and potential inconsistency with the City's Community Climate Action Plan.

- Noise — Impacts related to construction noise (PPA), traffic noise (PPA and EBPSP), construction vibration (PPA), heavy truck vibration (PPA), and airport-related noise exposure (PPA), which would increase noise levels in proximity to sensitive receptors.

- Transportation — Impacts related to vehicle miles traveled (VMT) (PPA and EBPSP), which would increase under buildout conditions and cannot be reduced to a less-than-significant level.

The City of Ontario circulated the Draft Supplemental Environmental Impact Report (Draft SEIR) for public review from March 5, 2026, through April 20, 2026. At the conclusion of the public review period, 17 comment letters were received. Areas of concern raised in the comments include the loss of agricultural land, environmental impacts associated with warehouse development, and requests for a warehouse moratorium. Responses to all comments received will be provided in the Final SEIR, Section 2, Response to Comments.

While 5 significant and unavoidable Project impacts have been identified, Staff finds that the Project's benefits outweigh the unavoidable adverse environmental effects. The Project provides the following benefits:

- Supports implementation of TOP 2050 by advancing a coordinated land use framework that aligns policy direction with site-specific planning; facilitates employment-generating uses through the establishment of the EBPSP and targeted reallocation of land uses within Ontario Ranch;
- Improves land use compatibility by directing business park and industrial uses to appropriate locations and incorporating updates to circulation patterns, including truck route modifications consistent with State requirements under AB 98;
- Maintains compliance with State housing law, including SB 330 and SB 166, through adjustments to the City's housing inventory and land use designations;
- Supports the extension and coordination of infrastructure improvements necessary to accommodate planned growth, including circulation, utilities, and public services; and
- Provides economic benefits to the community through expanded employment opportunities and strengthening of the City's economic base.

As a result, Staff recommends that the Planning Commission recommend the City Council adopt a Statement of Overriding Considerations for those impacts that cannot be fully mitigated to a level of less than significant.

Furthermore, to ensure that mitigation measures are implemented, a Mitigation Monitoring and Reporting Program (MMRP) will be prepared for the Project pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15097. The MMRP identifies responsible agencies and departments, monitoring frequency, timing, methods of verification, and potential remedies for non-compliance. Environmental documentation for this Project is available for public review at the Planning Department public counter.

Attachment A:

Resolutions for File Nos. PGPA25-002 & PZC25-002

(Document to follow this page)

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THE CITY COUNCIL CERTIFY THE ONTARIO POLICY PLAN AMENDMENT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (SEIR) (STATE CLEARINGHOUSE NO. 2025110102), INCLUDING ADOPTION OF A STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE ONTARIO PLAN 2050 POLICY PLAN AMENDMENT AND THE EUCALYPTUS BUSINESS PARK SPECIFIC PLAN AND CITYWIDE ZONING MAP AMENDMENT FILE NOS. PGPA25-002 AND PZC25-002 AND ADOPT ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND STATEMENT OF OVERRIDING CONSIDERATIONS — APNs: 0113-282-15, 216-174-01, 216-174-02, 216-174-06, 216-174-07, 216-174-08, 216-174-16, 216-174-17, 216-211-01, 216-211-04, 216-211-20, 216-211-24, 216-211-26, 216-214-01, 216-214-02, 216-214-03, 216-214-04, 216-214-05, 216-214-06, 216-214-07 216-311-03, 216-311-04, 216-311-05, 216-311-08, 216-311-09, 216-312-02, 216-312-03 216-312-04, 216-312-05, 216-312-06, 216-312-07, 216-312-08, 216-312-09, 216-312-10, 216-313-01, 216-313-02, 216-313-03, 216-313-04, 216-313-05, 216-313-06, 216-313-07, 216-313-08, 216-313-09, 216-314-01, 216-314-02, 216-314-03, 216-314-04, 216-314-05, 216-314-07, 216-314-08, 216-314-09, 216-321-01, 216-321-02, 216-321-03, 216-321-06, 216-321-07, 216-322-01, 216-322-02, 216-322-10, 216-323-01, 216-323-02, 216-323-08, 216-323-09, 218-102-10, 218-102-11, 218-111-06, 218-111-08, 218-111-09, 218-111-11, 218-111-12, 218-111-49, 218-111-50, 218-121-01, 218-121-02, 218-121-03, 218-121-04, 218-121-05, 218-121-06, 218-121-07, 218-121-08, 218-122-01, 218-122-02, 218-122-03, 218-122-04, 218-122-06, 218-122-08, 218-122-09, 218-131-35, 218-161-13, 218-161-14, 218-181-01, 218-181-02, 218-181-11, 218-181-12, 218-181-15, 218-181-16, 218-181-21, 218-181-23, 218-181-24, 218-181-25, 218-181-26, 218-191-19, 218-191-24, 218-241-43, 218-241-45, 218-402-32, 1049-101-01, 1049-101-02, 1049-101-04, 1049-101-05, 1049-101-06, 1049-101-07, 1049-101-08, 1049-101-09, 1049-101-10, 1049-101-11, 1049-101-12, 1049-101-13, 1049-101-14, 1049-101-15, 1049-101-16, 1049-101-17, 1049-101-18, 1049-101-29, 1049-101-30, 1049-101-31, 1049-101-32, 1049-101-33, 1049-101-34, 1049-101-35, 1049-101-36, 1049-101-37, 1049-101-38, 1049-101-39, 1049-131-40, 1049-131-01, 1049-131-02, 1049-131-03, 1049-131-04, 1049-131-05, 1049-131-06, 1049-131-08, 1049-131-09, 1049-131-18, 1049-131-19, 1049-161-24, 1049-161-25, 1049-171-05, 1049-171-06, 1049-171-07, 1052-151-02, 1052-151-05, 1052-151-09, 1052-151-10, 1052-151-11, 1052-161-03, 1052-471-02, 1052-481-02, 1052-491-03, 1052-491-05, 1052-491-06, 1053-091-01, 1053-101-01, 1053-101-02, 1053-111-01, 1053-111-03, 1053-111-04, 1053-111-08, 1053-151-04, 1053-151-05, 1053-161-02, 1053-171-01,

1053-171-03, 1053-171-04, 1053-171-05, 1053-171-06, 1053-181-01, 1053-181-02, 1053-191-01, 1053-191-02, 1053-201-01, 1053-301-01, 1053-301-02, 1053-311-01, 1053-311-02, 1053-321-02, 1053-321-03, 1053-331-04, 1053-341-01, 1053-341-02, 1053-351-02, 1053-391-01, 1053-411-01, 1053-421-01, 1053-421-02, 1053-511-01, 1053-511-02, 1053-511-03, 1053-511-05, 1053-511-06, 1053-511-07, 1053-521-01, 1053-521-02, 1053-531-01, 1053-531-02, 1053-531-04, 1053-541-01, 1053-541-02, 1053-551-01, 1053-571-01, 1053-571-02, 1053-581-03, 1053-581-04, 1053-591-01, 1053-591-02, 1053-601-01, 1053-601-02, 1053-601-03, AND 1053-601-04.

WHEREAS, the City of Ontario (hereinafter referred to as Applicant) has filed an application for the approval of a General Plan Amendment and Zoning Map Amendment, File Nos. PGPA25-002 and PZC25-002, for which The Ontario Plan (TOP) Policy Plan Amendment Supplemental Environmental Impact Report (SEIR) (State Clearinghouse No. 2025110102) has been prepared, as described in the title of this Resolution (hereinafter referred to as the Application or Project); and

WHEREAS, the Application applies to approximately 1,300 acres of land located within the City of Ontario, including areas within the Ontario Ranch area (south of Riverside Drive) and portions of the northern part of the City along East Holt Boulevard and South Grove Avenue, within various zoning districts, and is presently improved with a mix of residential, agricultural, vacant, open space, and developed urban uses. The Project proposes to amend TOP 2050 Policy Plan, establish the Eucalyptus Business Park Specific Plan (EBPSP), and amend the Zoning Map to implement the proposed land use changes; and

WHEREAS, the Plan Policy Amendment SEIR evaluates the potential environmental impacts associated with implementation of the EBPSP, including site-specific development, land use organization, circulation, and infrastructure within the Specific Plan area; and

WHEREAS, the SEIR also evaluates the potential environmental impacts associated with the proposed Zoning Map Amendment (File No. PZC25-002), which is intended to implement the approved land use framework, and does not result in separate environmental impacts beyond those analyzed in the SEIR; and

WHEREAS, the project areas are located throughout the City of Ontario and are generally surrounded by a mix of existing and planned residential, commercial, industrial, and open space uses, as well as major transportation corridors and supporting infrastructure consistent with the City’s adopted land use framework; and

WHEREAS, the SEIR for TOP 2050 Policy Plan Amendment and the EBPSP, in which the potential environmental impacts associated with implementation of the Project were analyzed; and

WHEREAS, the City of Ontario certified the Environmental Impact Report (EIR) prepared for TOP and associated Statement of Overriding Considerations, and issued Resolution No. 2010-003; and

WHEREAS, the City of Ontario adopted the Policy Plan (General Plan) as part of the component framework for TOP on January 27, 2010, and issued Resolution No. 2010-004; and

WHEREAS, the City of Ontario certified the SEIR, for the General Plan Amendment for TOP 2050 Update on August 16, 2022; and

WHEREAS, the SEIR and Statement of Overriding Considerations for File Nos. PGPA25-002 and PZC25-002, the TOP 2050 Policy Plan Amendment and Zoning Map Amendment, have been prepared in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Ontario Guidelines for implementation of CEQA; and

WHEREAS, the SEIR has been prepared to address the environmental effects of the proposed Project described above; and

WHEREAS, a Notice of Preparation (NOP) for the Draft SEIR was originally issued November 4, 2025. The public review period extended from March 5, 2026, to April 20, 2026. The NOP was published in the Inland Valley Daily Bulletin and was posted at the San Bernardino County Clerk's office on November 4, 2025. Copies of the NOP were made available for public review at the City of Ontario Planning Department and the City's website; and

WHEREAS, the SEIR for File Nos. PGPA25-002 and PZC25-002 was circulated for a 45-day public review period on March 5, 2026, based on the State and Local CEQA Guidelines, and a Notice of Availability (NOA) was published in a local newspaper, submitted to the State Clearinghouse, and posted in the Office of the Clerk of the Board of Supervisors of San Bernardino County; and

WHEREAS, copies of the SEIR were made available for review at City Hall, the Ovitt Family Community Library, as well as on the City's website; and

WHEREAS, copies of the SEIR were distributed to the Planning Commission, City departments, and federal, state, regional, local, and other agencies and individuals; and

WHEREAS, on April 28, 2026, the Planning Commission of the City of Ontario conducted a duly noticed public hearing on the SEIR at which time all persons wishing to testify were heard and the SEIR was fully studied; and

WHEREAS, all other 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: ***Environmental Determination and Findings.*** As the recommending body for the Project, the Planning Commission has reviewed and considered the information contained in the SEIR (State Clearinghouse No. 2025110102) and supporting documentation. Based upon the facts and information contained in the SEIR and supporting documentation, the Planning Commission recommends that the City Council make the following findings:

(1) The SEIR contains complete and accurate reporting of the environmental impacts associated with the Project; and

(2) The SEIR was completed in compliance with CEQA and the Guidelines promulgated thereunder, and the City of Ontario Local CEQA Guidelines; and

(3) The SEIR reflects the independent judgment of the Planning Commission.

SECTION 2: ***Planning Commission Action.*** Based on the entire record before the Planning Commission and all written and oral evidence presented, the Planning Commission recommends that the City Council find the SEIR complies with CEQA for the following reasons:

(a) The SEIR analyzes the environmental effects of the Project and finds that, if the Project is adopted as proposed, and with the implementation of proposed mitigation measures, the following impacts will remain significant and unavoidable: air quality (inconsistency with the Air Quality Management Plan and construction and operational emissions exceeding applicable thresholds), cultural resources (potential destruction or material impairment of the significance of historic resources), greenhouse gas emissions (inconsistency with applicable reduction targets and plans), noise (construction noise, traffic noise, and vibration impacts), and transportation (increase in vehicle miles traveled); and

(b) The Planning Commission further finds that the Statement of Overriding Considerations demonstrate that the Project's benefits outweigh its significant and unavoidable impacts, and therefore the City would be justified in approving the Project notwithstanding said significant and unavoidable impacts.

SECTION 3: ***Recommendation.*** Based upon the findings and conclusions set forth in the Sections above, the Planning Commission hereby recommends that the City Council certifies the SEIR, adopts a Statement of Overriding Considerations.

SECTION 4: ***Custodian of Records.*** The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East B Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

SECTION 5: ***Certification to Adoption.*** The Secretary shall certify to the adoption of the Resolution.

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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 28th day of April 2026, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Nancy DeDiemar
Planning Commission Chairperson

ATTEST:

Henry K. Noh
Planning Director and
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. ____ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on April 28, 2026, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

DRAFT ENVIRONMENTAL IMPACT REPORT (STATE CLEARINGHOUSE NO. 2025110102)

is located on the City of Ontario Website.

https://www.ontarioca.gov/government/community-development/planning/environmental-documents

ATTACHMENT B:

STATEMENT OF OVERRIDING CONSIDERATIONS

EXHIBIT B. STATEMENT OF OVERRIDING CONSIDERATIONS REGARDING THE FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT FOR THE ONTARIO POLICY PLAN AMENDMENT

STATE CLEARINGHOUSE NO. 2025110102

STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires decision makers to balance the benefits of the proposed project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of the project outweigh the unavoidable adverse effects, those effects may be considered "acceptable" (State CEQA Guidelines Section 15093[a]). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are infeasible to mitigate. Such reasons must be based on substantial evidence in the FEIR or elsewhere in the administrative record (State CEQA Guidelines Section 15093 [b]). The agency's statement is referred to as a Statement of Overriding Considerations.

SIGNIFICANT AND UNAVOIDABLE IMPACTS

The following describes the project's significant and unavoidable adverse impact and the justification for adopting a statement of overriding considerations. Although most potential project impacts have been substantially avoided or mitigated, as described above, 14 project impacts remain for which complete mitigation is not feasible (6 pertain to the EBPSP). The SEIR identified the following significant unavoidable adverse project impacts, which would continue to be applicable upon implementation of the proposed project:

Air Quality

Impact AQ-1 (PPA + EBPSP)

- **Policy Plan Amendment:** As shown in Table 3.2-12, *City of Ontario Regional Criteria Air Pollutant Emissions Forecast*, of the SEIR, the proposed project would result in a substantial increase in reactive organic gases (ROG) and nitrogen oxides (NOx) compared to TOP 2050 (approved project). At the program level, ROG and NOx emissions cannot be mitigated because the primary sources are outside local control. ROG emissions largely come from consumer products that are regulated at the manufacturer level, and the City cannot control which products residents purchase or use. Similarly, NOx emissions from the transportation sector depend on the types of vehicles individuals choose to own and operate, which are governed by state and federal standards rather than local plans. Accordingly, because of the magnitude and

intensity of development accommodated by the proposed project, as well as regional air quality influences beyond the control of the City, impacts associated with consistency with the Air Quality Management Plan (AQMP) would remain **significant and unavoidable**. No additional feasible mitigation measures or mitigating policies at the program level would ensure consistency of the proposed project with the South Coast Air Quality Management District's (South Coast AQMD) AQMP. The identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent individual projects that meet applicable project-level thresholds of significance.

- **EBPSP:** There is no feasible mitigation that would reduce impacts associated with consistency of the project with the AQMP to less than significant. Impacts would remain **significant and unavoidable.** This finding is consistent with the impacts previously identified as part of the 2022 Certified EIR. Impact AQ-2 (PPA)

- **Policy Plan Amendment:** Buildout in accordance with the proposed project would generate short-term construction emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the South Coast Air Basin (SoCAB). Mitigation Measure AIR-1-PPA and applicable goals and policies of the proposed project would reduce construction-related air pollutant emissions to the extent feasible. Construction emissions associated with the proposed project would be similar to the approved project because the proposed project would increase in land use intensity, not develop new, previously undeveloped areas of the city that would require substantial landform modification. However, individual projects accommodated under proposed project may exceed the South Coast AQMD regional significance thresholds. Therefore, like the approved project, construction-related regional air quality impacts of developments that would be accommodated by the proposed project would remain **significant and unavoidable**.

Impact AQ-3 (PPA + EBPSP)

- **Policy Plan Amendment**: Buildout in accordance with the proposed project would generate long-term emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. Mitigation Measures AIR-2-PPA and AIR-3-PPA, in addition to the goals and policies of the Policy Plan Amendment, would reduce air pollutant emissions to the extent feasible. Impact AQ-3 would remain **significant and unavoidable** due to the increase in ROG and NOx emissions from development associated with the proposed project compared to that of the approved project.

- **EBPSP:** Although Mitigation Measures AIR-1-SP through AIR-8-SP are designed to reduce operational-source criteria pollutant emissions of the EBPSP, there is no way

to meaningfully quantify these reductions in CalEEMod, so no numeric emissions credit has been taken in the analysis. Therefore, even with application of these measures, EBPSP operational-source emissions impacts are considered **significant and unavoidable**. This finding is consistent with the impacts previously identified as part of the 2022 Certified EIR.

Impact AQ-4 (PPA)

- **Policy Plan Amendment:** Construction activities associated with the proposed project could expose sensitive receptors to substantial concentrations of criteria air pollutants and toxic air contaminants (TAC). Mitigation Measure AIR-1-PPA would require that future development projects incorporate measures to reduce construction emissions that would minimize exposure of sensitive receptors to elevated concentrations of criteria air pollutant emissions and TACs. Additionally, review of development projects by South Coast AQMD for permitted sources of air toxics (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure that health risks are minimized. Individual development projects would be required to achieve the incremental risk thresholds established by South Coast AQMD, and TACs would be less than significant. However, because existing sensitive receptors may be close to project-related construction activities and because of the programmatic nature of the proposed project, construction emissions generated by individual development projects have the potential to exceed South Coast AQMD's localized significance thresholds (LSTs) and contribute to higher levels of cancer risk in the SoCAB. Consequently, Impact AQ-4 would remain **significant and unavoidable**.

Impact AQ-5 (PPA)

- **Policy Plan Amendment:** Buildout of the proposed project and the approved project could expose sensitive receptors to substantial concentrations of TACs. Buildout could result in new sources of criteria air pollutant emissions and/or TACs near existing or planned sensitive receptors. Review of development projects by South Coast AQMD for permitted sources of air toxics (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure that health risks are minimized. Additionally, Policy ER-4.9 would ensure mobile sources of TACs not covered under South Coast AQMD permits are considered during subsequent project-level environmental review by the City of Ontario. Individual development projects would be required to achieve the incremental risk thresholds established by South Coast AQMD, and TACs would be less than significant. However, implementation of the proposed project would generate TACs that could contribute to elevated levels in the air basin. This effect is more substantial with the proposed project compared to the approved project because of the increase in industrial land use allowed under the proposed project. Though individual projects may achieve the project-level risk threshold of 10 per million, they would nonetheless contribute to

higher levels of cancer risk in the SoCAB, and therefore would result in a cumulatively considerable impact. Therefore, the proposed project's cumulative contribution to health risk is **significant and unavoidable.**

Cultural Resources

Impact CUL-1 (PPA)

- **Policy Plan Amendment:** Implementation of the Policy Plan Amendment could impact historical resources. Mitigation Measure CUL-1-PPA would require historic and potentially historic resources to be evaluated for historic significance through the City's Development Code tier system, except those in Ontario Ranch. Mitigation Measures CUL-1-PPA and CUL-2-PPA establish requirements for historic resources classified as Tier III and II (in Ontario Ranch) and potentially historic resources (identified through survey evaluation) in Ontario Ranch to minimize significant impacts. Major modification or demolition of historic resources may be appropriate under certain circumstances. In the case of demolition, the City requires historic resources to be documented, historic features to be salvaged, and a demolition mitigation fee. Therefore, the Development Code does not provide a high level of protection for Tier III or Tier II historic resources in Ontario Ranch or potentially significant historic resources identified through a survey in Ontario Ranch. Impact CUL-1 would remain **significant and unavoidable**.

Greenhouse Gas Emissions

Impact GHG-1 (PPA + EBPSP)

- **Policy Plan Amendment:** Implementation of Mitigation Measure GHG-1-PPA would ensure that the City aligns its Community Climate Action Plan (CCAP) update with the GHG reduction targets of AB 1279 and the statewide legislative GHG emission reduction targets that are in effect at the time of the CCAP update. Implementation of CCAP measures that increase the efficiency of energy and water use and offset electricity use through solar panels would reduce GHG emissions from land uses accommodated under the proposed project to the extent feasible. Given the growth in population and employment in the city, the emissions reductions needed from existing development, the overall magnitude of emissions reductions needed to achieve the GHG reduction target from existing and new development, and federal legal constraints on the implementation and effectiveness of State actions for emissions reduction, it is uncertain whether implementation of Mitigation Measure GHG-1-PPA would achieve the substantial reductions needed to align with the GHG reduction targets of Assembly Bill (AB) 1279. In addition, the City cannot ensure that Mitigation Measure GHG-1-PPA would be implemented prior to the generation of new GHG emissions from development facilitated under the proposed project, which could further limit the effectiveness of this mitigation measure in achieving the

required emissions reductions. Therefore, GHG emissions impacts of the proposed project compared to the approved project are considered **significant and unavoidable**.

- **EBPSP:** Preliminary CCAP measures to be implemented by the EBPSP are presented in Table 3.8-12, *EBPSP CCAP Screening Table*, of the SEIR. These measures are subject to change throughout the development process so long as the requisite 100 points are achieved, as required by Mitigation Measure GHG-1-SP. As shown in the table, measures implemented by the EBPSP would achieve a total of 101 points. As part of the EBPSP's CCAP compliance measures, the EBPSP has committed to a rooftop solar system with sufficient capacity to offset 45 percent of the electrical demands. Tables 3.8-13, *EBPSP GHG Emissions: Phase 1 (Mitigated)*; 3.8-14, *EBPSP GHG Emissions: Phases 1 and 2 (Mitigated)*; and 3.8-15, *EBPSP GHG Emissions: Phases 1, 2, and 3 (Mitigated)*, in the SEIR present the estimated operational GHG emissions for all phases of the EBPSP with the incorporation of the rooftop solar system. Even with the incorporation of rooftop solar, the EBPSP would result in GHG emissions of approximately 45,539 metric tons of carbon dioxide equivalent per year ($MTCO_2e/yr$) at buildout and would still exceed the numeric threshold of 3,000 $MTCO_2e/yr$. Other features to be implemented through compliance with Mitigation Measure GHG-1-SP and Mitigation Measures AIR-1-SP through AIR-8-SP, as listed in Table 3.8-14 in the SEIR, would also reduce GHG emissions, but these reductions are not quantifiable. Accordingly, no additional feasible mitigation measures are available at this time that would substantially lessen the identified impacts associated with full buildout of the EBPSP area. Therefore, the EBPSP would result in **significant and unavoidable** GHG emissions.

Impact GHG-2 (PPA + EBPSP)

- **Policy Plan Amendment:** Implementation of CCAP measures that increase energy efficiency, reduce(?) water use, and offset electricity use through solar panels would reduce GHG emissions from land uses accommodated under the proposed project to the extent feasible. However, given the growth in population and employment within the City, the magnitude of emissions reductions needed to achieve the CCAP's 2050 per capita target, and federal legal constraints on the implementation and effectiveness of State actions for emission reduction, it is uncertain whether implementation of Mitigation Measure GHG-1-PPA would achieve the substantial reductions needed to achieve CCAP's 2050 per capita target and the State's carbon neutrality goals. Therefore, GHG emissions impacts of the proposed project compared to the approved project are considered **significant and unavoidable**.

- **EBPSP:** The CCAP provides guidance on how to analyze GHG emissions and determine impact significance during the CEQA review of proposed development projects. Because the CCAP addresses GHG emissions reductions and is consistent

with the requirements of AB 32, Senate Bill (SB) 32, and international efforts to reduce GHG emissions, compliance with the CCAP fulfills the requirement for mitigation pursuant to the State CEQA Guidelines. As shown in Table 3.8-12, with the implementation of Mitigation Measure GHG-SP-1, the EBPSP would attain the minimum requisite 100 Screening Table points. However, because the EBPSP is not consistent with the land use pattern and subsequent communitywide GHG emissions projections of the CCAP, the EBPSP is determined to be inconsistent with the CCAP and would result in a **significant and unavoidable** GHG impact, which was not anticipated as part of the 2022 Certified EIR.

Noise

Impact NOI-1 (PPA)

- **Policy Plan Amendment:** Mitigation Measure NOI-1-PPA would reduce potential impacts associated with construction of individual development projects to the extent feasible; however, due to the potential for construction activities near sensitive uses, the potential for numerous simultaneous construction projects, and the potential duration of construction activities, Impact NOI-1 could still result in a temporary substantial increase in noise levels above ambient conditions and the 80 dBA Leq threshold. Therefore, project and cumulative impacts would be **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

Impact NOI-2 (PPA + EBPSP)

- **Policy Plan Amendment:** Measures applied to individual development projects, such as constructing noise walls, evaluating and installing upgraded windows and doors, or applying rubberized asphalt on impacted roadway segments could reduce potential traffic noise impacts. However, impacted homes are on private property, outside of the control of future project developers, who may have limited admittance onto these properties to implement such mitigation. The cost-to-benefit ratio for the number of households benefited may not be feasible and reasonable in all cases. There are no funding mechanisms and procedures that would guarantee that the implementation of sound insulation features at each affected home would reduce traffic noise in interior areas. Therefore, project impacts would remain **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

- **EBPSP:** Due to the infeasibility of both quiet pavement and off-site noise barriers, EBPSP-related off-site traffic noise increases at adjacent noise-sensitive land uses are considered a **significant and unavoidable** impact.

Impact NOI-3 (PPA)

- **Policy Plan Amendment:** Mitigation Measure NOI-2-PPA would reduce potential impacts associated with construction vibration from individual development projects to the extent feasible. However, due to the potential for construction activities in proximity to sensitive uses, the potential for numerous simultaneous construction projects, and the potential duration of construction activities, construction vibration impacts would be **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

Impact NOI-4 (PPA)

- **Policy Plan Amendment:** Revisions to Policy M-4.1 of TOP 2050 would reduce vibration annoyance impacts from individual development projects associated with heavy truck travel along City haul routes to the extent feasible. Reducing heavy truck travel speeds provides safe and efficient transport of goods on impacted roadway segments and could reduce potential heavy truck vibration annoyance impacts. However, impacted receptors may still perceive an annoyance. Therefore, heavy truck vibration impacts associated with the proposed project would remain **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

Impact NOI-5 (PPA)

- **Policy Plan Amendment:** With the implementation of Mitigation Measure NOI-3-PPA and TOP 2050 policies, impacts to future sensitive receptors from excessive airport-related noise from operations at the Ontario International Airport (ONT) would be reduced to comply with interior noise level thresholds of 45 dBA CNEL or less. While interior noise levels are required to achieve the interior noise limits of the California Building Standards, Title 24 and Title 25 of the California Code of Regulations, exterior noise levels may continue to exceed the noise compatibility criteria for the City. Consequently, airport noise compatibility impacts of the proposed project would remain **significant and unavoidable.** It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

Transportation

Impact TRA-2 (PPA + EBPSP)

- **Policy Plan Amendment:** The proposed project would increase vehicle miles traveled per service population (VMT/SP) and total VMT compared to the approved project.

Mitigation Measure TRA-1-PPA would reduce potential impacts of future development projects to the extent feasible. Future development projects consistent with the proposed project would need to consider transportation demand management (TDM) measures consistent with those identified in the Mobility Element. TDM techniques include incentives to use transit; incentives to form carpools rather than drive alone; and making home, work, and shopping closer together to shorten travel distances. Project-level and cumulative VMT impacts under the proposed project would remain. Therefore, the impact would be **significant and unavoidable**.

- **EBPSP:** VMT/SP and total VMT would increase under the EBPSP. Mitigation Measure TRA-1-SP would reduce commute-related VMT by 7.2 percent. However, the City's significance standard considers all trip types and does not isolate commute-related trips. Therefore, the 7.2 percent reduction applies only to a portion of the EBPSP's total VMT and is not sufficient to fully mitigate the overall impact. Project-level and cumulative VMT impacts under the EBPSP would remain. Therefore, the impact would be **significant and unavoidable.**

PROJECT BENEFITS IN SUPPORT OF THE STATEMENT OF OVERRIDING CONSIDERATIONS

This section describes the benefits of the proposed project that outweigh the project's unavoidable adverse effects and provides specific reasons for considering the project acceptable even though the Final SEIR indicated 14 significant project impacts that cannot be mitigated to less than significant. Pursuant to CEQA Guidelines Section15093(c), this statement of overriding considerations will be included in the record of the project approval and will also be noted in the Notice of Determination. Each of the benefits identified below provides a separate and independent basis for overriding the significant environmental effects of the proposed project.

Having reduced the potential effects of the proposed project through all feasible mitigation measures, as described previously, and balancing the benefits of the proposed project against its potential unavoidable adverse impacts on air quality, cultural resources, greenhouse gas emissions, noise, and transportation, the City finds that the following legal requirements and benefits of the proposed project individually and collectively outweigh the potentially significant unavoidable adverse impacts.

1. IMPLEMENTS THE OBJECTIVES ESTABLISHED FOR THE PROPOSED PROJECT

Policy Plan Amendment

- Comprehensively plan for and assess land use changes requested by property owners while ensuring compliance with state laws and maintaining the vision and objectives of current TOP 2050.
- Reposition the planned employment center in southwest Ontario from a mix of office, retail, and residential uses to a concentration of business park uses.
- Ensure there is no net loss in overall housing capacity within the City, consistent with the requirements of state law.
- Plan for adequate housing capacity to ensure the City continues to meet the requirements of the City's sixth-cycle RHNA obligation.
- Update the City's truck routes based on proposed land use changes to ensure the City continues to comply with state law and ensures a safe and efficient goods movement network while minimizing the exposure of existing and future sensitive receptors to noise, vibration, and air pollution generated by heavy trucks.
- Update the Policy Plan component of TOP 2050 for internal consistency with proposed land use and circulation changes.

Specific Plan

- To provide a land use plan that implements The Ontario Plan's vision and appropriately positions business park and public parkland uses north of Eucalyptus Avenue, between Campus Avenue and Walker Avenue.
- To facilitate the development of a variety of employment-generating uses in a business park setting.
- To provide business park uses that are compatible with surrounding land uses.
- To provide opportunities for positive economic benefit to the City, including new net revenues to the General Fund that can be used for vital City services.
- To provide opportunities for the development of passive use parks consistent with the City of Ontario's Grand Park Master Plan.
- To provide landscaped open space within the Specific Plan area, including pedestrian trails adjacent to public arterial and collector streets.

- To improve connectivity in the area by providing pedestrian paths, bicycle routes, and comfort amenities such as bike racks that encourage circulation by means not dependent on a motorized vehicle.

- To identify and construct capital improvements for water, recycled water, sewer, storm drain, and circulation facilities that serve planned land uses within and adjacent to the Specific Plan area.

- To set forth a development phasing sequence that allows for logical development and aligns with installation of on-site and off-site infrastructure.

- To define guidelines and standards that provide a cohesive design for architecture, landscaping, streetscapes, entry monuments, corner treatments, walls and fencing, lighting, and signage within the Specific Plan area.

2. PROVIDES HIGH-DENSITY HOUSING THAT HELPS EXCEED THE CITY'S REGIONAL HOUSING NEEDS

Buildout of the proposed project would allow increased population of approximately 16,000 people and 8,000 additional housing units compared to the approved project. The approved project exceeds SCAG's regional housing needs forecasts for Ontario, and therefore the increase in population, housing, and employment as part of the proposed project would also exceed SCAG's regional forecast for the city. The proposed project would comply with SB 330 and SB 166, and there would be no net loss of residential units in the city with implementation of the proposed project. The proposed project would align jobs with the current employment market.

3. COMPLIES WITH CURRENT LEGISLATION

SB 330 (No Net-Loss Provisions)

If any proposed rezonings convert land from uses that allow housing to uses that do not allow housing, the City must offset this by concurrently upzoning another property elsewhere to prevent a net loss of housing capacity. Since some of the requested changes would reduce potential housing buildout, the overall amendments include additional land use changes specifically for this offset. To comply with state law, the Housing Element requires updates to TOP housing sites inventory to reflect changes in the list of sites suitable to fulfill the City's Regional Housing Needs Allocation (RHNA). The proposed land use changes result in a net gain in housing capacity, increasing the estimated number of allowed units from 129,951 units under TOP 2050 to 137,177 units under the proposed project, an increase of 5.6 percent, meeting the requirements of SB 330.

SB 166 (Affordable Housing Sites)

The City must maintain enough appropriately zoned sites to accommodate its fair share of lower- and moderate-income units according to the RHNA. If properties currently used to meet the City's lower-income RHNA requirement are rezoned, new suitable sites must be identified on the land use plan. These changes would only be to the Policy Plan; no individual housing projects are being proposed through this process. Because the loss of sites cannot be absorbed in the current inventory and there are not enough sites that meet the criteria above to offset the loss of sites, the proposed project upzones several sites to meet the City's RHNA obligation.

AB 98 (Truck Routes)

The proposed project would also result in changes to the truck routes map to address the requirements of AB 98. The intent of AB 98 is to improve community health and the environment by strategizing how and where heavy-duty trucks travel to and from logistics and warehousing facilities. The primary direction of state law is to prioritize routes that maximize the use of freeways or state highways, then larger local roads (arterial and collector roadways). Changes to the City's truck routes are to avoid, when possible, routing trucks through residential areas and near concentrations of other sensitive uses (such as schools, hospitals, and parks).

In summer 2025, the City conducted outreach and initiated evaluation of its existing truck routes, which resulted in changes to the truck routes in northern Ontario in the Original Model Colony (OMC). The City received comments regarding heavy truck traffic passing residential areas, especially along Ontario Ranch Road and Archibald Avenue. Specific issues identified by the public regarding truck travel include noise, vibration, and air quality impacts on homes and schools; safety concerns for pedestrians and cyclists; road damage from heavy vehicles; and the need for better enforcement of truck routes. Based on feedback from the public, the City identified four truck routes concepts for Ontario Ranch. Figure 2-9, *Proposed Truck Routes*, in the SEIR identifies the truck routes proposed by the City to move forward for the Policy Plan Amendment and to address the requirements of AB 98. The changes to the truck route map would be made to minimize the number of existing and proposed sensitive receptors adjacent to the truck routes. Factors that were considered included:

- Direct access to a freeway interchange.
- Connection to truck routes in other jurisdictions.
- Direct service to Industrial and Business Park land uses.
- Larger roads (generally 4 to 6 lanes).
- The presence of sound walls and vegetation.
- The proximity of a parallel truck route.

- Existing and future estimated truck volumes.
- Fewer gaps in truck routes.
- Presence of existing and planned sensitive uses (e.g., residential areas, Grand Park, and schools).
- Roadway operations.

4. TRANSPORTATION SYSTEM IMPROVEMENTS AND GOODS MOVEMENT EFFICIENCY

The proposed project supports the implementation of updated mobility goals and policies intended to improve transportation system efficiency while minimizing impacts on sensitive land uses. As identified above, the City's network of truck routes would be updated in compliance with AB 98 and consistent with proposed land use changes. Minor updates to the City's Roadway System (Figure M-01) and to multipurpose trails and bikeways, identified on TOP Figure M-02, are also proposed to reflect the City's long-term plan for roadways and align future bike improvements with the proposed changes in the land use pattern and truck routes in southwestern Ontario. New Mobility policies and implementation actions addressing priority safety corridors consistent with SB 932 are proposed as well as a new policy promoting lower speed limits for trucks in areas adjacent to noise- and vibration-sensitive land uses. Finally, Policy M-3.1 would be expanded to note that the City would prioritize coordinating access to transit in areas near sites identified in the housing element as suitable for lower-income (in addition to Environmental Justice areas), and Policy M-4.1 would clarify that noise-sensitive land uses are intended to include both noise- and vibration-sensitive land uses.

5. CREATES JOBS, PROVIDES ECONOMIC BENEFITS, AND MEETS DEMANDS FOR BUSINESS PARK SPACE

The EBPSP allows for the development of approximately 2,939,000 square feet of Business Park uses on 137.9 acres and 36.15 acres of Open Space–Parkland. In addition, the EBPSP land uses have the potential to generate up to 1,590 jobs that can be filled by residents of the City and surrounding communities. Temporary construction and long-term operational jobs created by the EBPSP would result in increased spending throughout the region, including in the City of Ontario. It is anticipated that annual personal earnings would increase through the generation of new jobs, and these earnings would ripple through the local and regional economy, creating a one-time increase in output and earnings associated with construction jobs and an on-going increase in output and earnings associated with permanent jobs.

The proposed project establishes the necessary land use plan, development standards, design guidelines, infrastructure systems, and implementation strategies on which subsequent, related development activities would be founded. The proposed EBPSP

would improve connectivity in the area by providing pedestrian paths, bicycle routes, and comfort amenities such as bike racks that encourage circulation by means not dependent on a motorized vehicle; define guidelines and standards that provide a cohesive design for architecture, landscaping, streetscapes, entry monuments, corner treatments, walls and fencing, lighting, and signage within the Specific Plan area; and provide opportunities for positive economic benefit to the City, including new net revenues to the General Fund that can be used for vital City services such as police and fire protection, infrastructure maintenance, and parks. The Fiscal Impact Study indicates that the EBPSP is anticipated to generate an annual surplus of approximately $530,000 for the benefit of the City.

6. IMPLEMENTATION OF LONG-RANGE PLANNING AND POLICY CONSISTENCY

The Policy Plan Amendment advances the City's TOP 2050 vision by modifying the currently permitted and planned TOP land use pattern across more than 1,300 acres in southern Ontario. These proposed changes to TOP are driven by requests from property owners and developers who seek to alter the allowable type or intensity of land use on their properties as well as land use changes required to improve land use compatibility, maintain compliance with state laws, uphold long-term planning goals, and plan for a cohesive land use pattern that repositions the southwest portion of the City as a regional employment and logistics center. The proposed project also includes updates to the zoning map and Development Code to implement the Policy Plan Amendment. The proposed project promotes consistency between planning documents and supports the efficient and orderly buildout of the EBPSP, which helps promote consistency in the City's long-range planning efforts.

7. PROVIDES INFRASTRUCTURE TO SERVE THE SPECIFIC PLAN AND LOCAL AREA

Development in the Ontario Ranch area has been constrained by a lack of infrastructure. The EBPSP includes required infrastructure facilities, including financing and phasing.

- **Roadway Improvements.** The developer(s) of the EBPSP would be responsible for the construction of vicinity roadway improvements, including segments of Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, and Eucalyptus Avenue. Additionally, the full width of 'A' Street would be constructed. The project would also pay fair share costs for offsite improvements at 18 intersections identified in Table 8-1 the Traffic Analysis.
- **Transit Service Improvements.** The EBPSP would construct a new bus turnout near the intersection of Grove Avenue and Eucalyptus Avenue in anticipation of future Omnitrans service.

- **Potable Water Infrastructure.** The EBPSP includes extension of potable water to the plan area. Additional water lines would be installed in conjunction with new development. Potable water system improvements include potable water lines along Campus Avenue and Walker Avenue from Eucalyptus Avenue to the northern boundary of the Specific Plan area and a potable water line along Bon View Avenue from Eucalyptus Avenue to the northern boundary of the Specific Plan area and Public Street 'A' between Campus Avenue and Walker Avenue.

  The EBPSP would also participate in the future Phase 2 Water System Improvements that provide for broader improvements for surrounding area.

- **Recycled Water Infrastructure.** The EBPSP includes extension of recycled water to the plan area. Recycled water system improvements necessary to serve the Specific Plan area include recycled water lines in Grove Avenue and Walker Avenue.

- **Sewer Infrastructure.** The EBPSP includes extension of sewer to the plan area. Sanitary sewer infrastructure improvements include new sewer lines in Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, and Public Street 'A' between Campus Avenue and Walker Avenue.

- **Stormwater Infrastructure.** Planned site drainage improvements include the construction of necessary on-site stormwater management facilities.

- **Dry Utilities.** The EBPSP would also construct electrical and telecommunications services utilities in the plan area.

8. PROVIDES PARKLAND NEEDED TO IMPLEMENT THE GRAND PARK

Situated between the northern boundary of the EBPSP and new Public Street 'A', Planning Areas 7, 8, and 9 would be designated Open Space–Parkland. Implementation of the EBPSP would allow for the acquisition of this open space property by the City. This 36.15-acre area would implement a segment of the City's public "Grand Park." Grand Park is planned as a 3.7-mile, 340-acre greenbelt between Haven Avenue and Campus Avenue. The EBPSP would implement the southern half of a 1.25-mile stretch of the park. The northern half of this segment of Grand Park would be installed by the Center Park Specific Plan, which is currently proposed to the north of the EBPSP.[1] Passive recreational opportunities for future employees, visitors, and City residents would be provided through features such as pedestrian paths, gathering areas, turf areas, and botanical gardens.

[1] It is noted that although only the southern half of the Grand Park is included in the EBPSP, development of the entire park area has been assumed and analyzed in the EBPSP's technical studies in the case of no northern development.

9. OTHER CONSIDERATIONS

There are unavoidable, significant impacts in the following categories: Air Quality, Cultural Resources, GHG Emissions, Noise, and Transportation.

- If the City does not adopt the Policy Plan Amendment, there would still be significant impacts relating to air quality, cultural resources, GHG emissions, noise, and transportation. Even without any growth in the City, which is not a realistic scenario, regional growth will still cause significant impacts from air quality and GHG emissions.

- Impacts relating to construction noise and vibration and construction emissions are temporary in nature.

CONCLUSION

The City Ontario has balanced the project's benefits against the significant unavoidable impacts. The City finds that the proposed project's benefits, which aim to enhance the City of Ontario and comply with current legislation, especially housing laws, outweigh the project's significant unavoidable impacts, and these impacts are therefore considered acceptable in the light of the project's benefits. The City finds that each of the benefits described above is an overriding consideration, independent of the other benefits, that warrants approval of the project notwithstanding the project's significant unavoidable impacts.

The City Council hereby declares that, pursuant to the State CEQA Guidelines section 15093, the City Council has balanced the benefits of the proposed project against any unavoidable environmental impacts in determining whether to approve the proposed project. Pursuant to the State CEQA Guidelines, if the benefits of the proposed project outweigh the proposed project's unavoidable adverse environmental impacts, those impacts may be considered "acceptable."

Having reduced the adverse significant environmental effect of the proposed project to the extent feasible by adopting the Mitigation Measures in the SEIR, the Mitigation Monitoring and Reporting Program (MMRP), and this Resolution; having considered the entire administrative record on the proposed project; and having weighed the benefits of the proposed project against its unavoidable adverse impact after mitigation, the City Council has determined that each of the following social, economic, and environmental benefits of the proposed project separately and individually outweighs the proposed project's potential unavoidable adverse impacts and renders those potential adverse environmental impacts acceptable.

The City Council hereby declares that the foregoing benefits provided to the public through the approval and implementation of the proposed project outweigh the identified significant adverse environmental impact of the proposed project that cannot be mitigated. The City Council finds that each of the proposed project benefits separately and individually outweighs all of the unavoidable adverse environmental effects identified in the SEIR and therefore finds those impacts to be acceptable.

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL APPROVE FILE NO. PGPA25-002, A CITYWIDE AMENDMENT TO THE ONTARIO PLAN 2050 POLICY PLAN (GENERAL PLAN), AND MAKING FINDINGS IN SUPPORT THEREOF — APNs: 0113-282-15, 216-174-01, 216-174-02, 216-174-06, 216-174-07, 216-174-08, 216-174-16, 216-174-17, 216-211-01, 216-211-04, 216-211-20, 216-211-24, 216-211-26, 216-214-01, 216-214-02, 216-214-03, 216-214-04, 216-214-05, 216-214-06, 216-214-07, 216-311-03, 216-311-04, 216-311-05, 216-311-08, 216-311-09, 216-312-02, 216-312-03, 216-312-04, 216-312-05, 216-312-06, 216-312-07, 216-312-08, 216-312-09, 216-312-10, 216-313-01, 216-313-02, 216-313-03, 216-313-04, 216-313-05, 216-313-06, 216-313-07, 216-313-08, 216-313-09, 216-314-01, 216-314-02, 216-314-03, 216-314-04, 216-314-05, 216-314-07, 216-314-08, 216-314-09, 216-321-01, 216-321-02, 216-321-03, 216-321-06, 216-321-07, 216-322-01, 216-322-02, 216-322-10, 216-323-01, 216-323-02, 216-323-08, 216-323-09, 218-102-10, 218-102-11, 218-111-06, 218-111-08, 218-111-09, 218-111-11, 218-111-12, 218-111-49, 218-111-50, 218-121-01, 218-121-02, 218-121-03, 218-121-04, 218-121-05, 218-121-06, 218-121-07, 218-121-08, 218-122-01, 218-122-02, 218-122-03, 218-122-04, 218-122-06, 218-122-08, 218-122-09, 218-131-35, 218-161-13, 218-161-14, 218-181-01, 218-181-02, 218-181-11, 218-181-12, 218-181-15, 218-181-16, 218-181-21, 218-181-23, 218-181-24, 218-181-25, 218-181-26, 218-191-19, 218-191-24, 218-241-43, 218-241-45, 218-402-32, 1049-101-01, 1049-101-02, 1049-101-04, 1049-101-05, 1049-101-06, 1049-101-07, 1049-101-08, 1049-101-09, 1049-101-10, 1049-101-11, 1049-101-12, 1049-101-13, 1049-101-14, 1049-101-15, 1049-101-16, 1049-101-17, 1049-101-18, 1049-101-29, 1049-101-30, 1049-101-31, 1049-101-32, 1049-101-33, 1049-101-34, 1049-101-35, 1049-101-36, 1049-101-37, 1049-101-38, 1049-101-39, 1049-131-40, 1049-131-01, 1049-131-02, 1049-131-03, 1049-131-04, 1049-131-05, 1049-131-06, 1049-131-08, 1049-131-09, 1049-131-18, 1049-131-19, 1049-161-24, 1049-161-25, 1049-171-05, 1049-171-06, 1049-171-07, 1052-151-02, 1052-151-05, 1052-151-09, 1052-151-10, 1052-151-11, 1052-161-03, 1052-471-02, 1052-481-02, 1052-491-03, 1052-491-05, 1052-491-06, 1053-091-01, 1053-101-01, 1053-101-02, 1053-111-01, 1053-111-03, 1053-111-04, 1053-111-08, 1053-151-04, 1053-151-05, 1053-161-02, 1053-171-01, 1053-171-03, 1053-171-04, 1053-171-05, 1053-171-06, 1053-181-01, 1053-181-02, 1053-191-01, 1053-191-02, 1053-201-01, 1053-301-01, 1053-301-02, 1053-311-01, 1053-311-02, 1053-321-02, 1053-321-03, 1053-331-04, 1053-341-01, 1053-341-02, 1053-351-02, 1053-391-01, 1053-411-01, 1053-421-01, 1053-421-02, 1053-511-01, 1053-511-02, 1053-511-03, 1053-511-05, 1053-511-06, 1053-511-07, 1053-521-01, 1053-521-02, 1053-531-01, 1053-531-02,

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WHEREAS, the City of Ontario (hereinafter referred to as Applicant) has initiated an application for a citywide amendment to the Ontario Plan (TOP) 2050 Policy Plan (General Plan), File No. PGPA25-002 (hereinafter referred to as the Project); and

WHEREAS, the proposed Project consists of targeted updates to the Policy Plan to maintain internal consistency, ensure compliance with State law, and align the City's long-range planning framework with evolving development patterns; and

WHEREAS, the Project includes modifications to multiple elements of the Policy Plan, including but not limited to the Land Use, Housing, Mobility, Community Design, Environmental Resources, Parks and Recreation, and Safety Elements, to ensure consistency with the updated land use framework; and

WHEREAS, the Project is applied at a citywide level to maintain consistency across all Policy Plan elements, while primarily affecting areas within Ontario Ranch (south of Riverside Drive) and portions of the northern part of the City along East Holt Boulevard and South Grove Avenue; and

WHEREAS, the City of Ontario adopted the Policy Plan (General Plan) as part of the component framework for The Ontario Plan on January 27, 2010, and issued Resolution No. 2010-004; and

WHEREAS, the City of Ontario adopted a Supplemental Environmental Impact Report (SEIR) (State Clearinghouse No. 2021070364) for the General Plan Amendment for TOP 2050 Technical Update on August 16, 2022, and issued Resolution No. 2022-129. Since the adoption of TOP 2050, the City has evaluated Exhibits LU-01: Official Land Use Plan and LU-03: Future Buildout further and is proposing modifications; and

WHEREAS, the proposed changes to Exhibit LU-01 Official Land Use Plan include revisions to land use designations for certain properties, as shown on Attachment 1, to better align with the City's long-term planning objectives by facilitating employment-generating uses; and

WHEREAS, Policy Plan Exhibit LU-03 (Future Buildout) specifies the expected buildout for the City of Ontario, incorporating the adopted land use designations. The proposed changes to Exhibit LU-01 (Official Land Use Plan) will require that Exhibit LU-03 (Future Buildout) is modified to be consistent with Exhibit LU-01 (Official Land Use Plan), as depicted on Exhibit B, attached; and

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

WHEREAS, as the first action on the Project, on April 28, 2026, the Planning Commission considered a Resolution recommending that the City Council certify a SEIR (State Clearinghouse No. 2025110102) prepared for the Project in accordance with the California Environmental Quality Act (CEQA); the SEIR analyzes the potential environmental impacts associated with implementation of the proposed Project and identifies mitigation measures and alternatives, as well as significant and unavoidable impacts; and

WHEREAS, a Notice of Preparation (NOP) for the SEIR was issued, and a public scoping meeting was held on November 20, 2025, to introduce the Project and solicit input from responsible agencies, stakeholders, and the public regarding the scope and content of the environmental analysis; and

WHEREAS, a SEIR was prepared in accordance with CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines, incorporating input received during the NOP and scoping process; and

WHEREAS, copies of the NOP were made available for public review at the City of Ontario Planning Department, the City's website, and were distributed through the State Clearinghouse and San Bernardino County Clerk's office in accordance with CEQA requirements; and

WHEREAS, the SEIR was circulated for a 45-day public review period from March 5, 2026, through April 20, 2026; a Notice of Availability (NOA) was distributed to responsible and interested agencies, posted with the San Bernardino County Clerk's office, and published in the Inland Valley Daily Bulletin; and

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

WHEREAS, the proposed Project is located within the Airport Influence Area of Chino Airport, within the City of Ontario boundary, and is subject to, and must be consistent with, the policies criteria set forth in Reference I, Chino Airport Land Use Compatibility Plan (CNO ALUCP), which applies only to jurisdictions within City of

Ontario, and addresses the safety, airspace protection, and overflight impacts of current and future airport activity; and

WHEREAS, on April 28, 2026, 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: ***Environmental Determination and Findings.*** 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:

(1) The environmental impacts of the Project were analyzed in a Supplemental Environmental Impact Report (SEIR) (State Clearinghouse No. 2025110102), prepared in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines; and

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

(3) The SEIR was completed in compliance with CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines; and

(4) The SEIR reflects the independent judgment and analysis of the City of Ontario as the lead agency.

SECTION 2: ***Planning Commission Action.*** Based on the entire record before the Planning Commission and all written and oral evidence presented, the Planning Commission recommends the City Council finds the SEIR complies with CEQA for the following reasons:

(1) The SEIR analyzes the environmental effects of the Project and finds that, with implementation of all feasible mitigation measures, the following impacts will remain significant and unavoidable: air quality (including AQMP consistency and regional construction and operational emissions), cultural resources (historic resources), greenhouse gas emissions (consistency with applicable climate plans), noise

(construction, traffic, and vibration impacts), and transportation (increase in vehicle miles traveled); and

(2) The Planning Commission further finds that the Statement of Overriding Considerations demonstrate that the benefits of the Project, including the Policy Plan Amendment and Eucalyptus Business Park Specific Plan, outweigh its significant and unavoidable environmental impacts, and that the City would be justified in approving the Project notwithstanding such impacts, including benefits related to facilitating employment-generating uses, supporting more efficient and intensified development along key corridors, improving land use compatibility, and ensuring consistency with applicable State law; and

SECTION 3: ***Housing Element Compliance.*** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending body for the Project, the Planning Commission finds that, based upon the facts and information contained in the Application and supporting documentation, the Project maintains consistency with the Housing Element of the Policy Plan (General Plan) component of TOP 2050.

The Planning Commission further finds that the Project includes corresponding updates to the Housing Element and land use framework to ensure continued compliance with applicable State housing law, including requirements related to maintaining adequate sites to accommodate the City's Regional Housing Needs Assessment (RHNA) allocation and ensuring no net loss of residential development capacity.

Where modifications to land use designations result in changes to residential capacity, the Project provides for adjustments to the City's housing inventory and site capacity to maintain compliance with State law. The Project also supports the City's ability to accommodate its RHNA allocation across all income categories by maintaining an adequate supply of suitable residential sites.

Accordingly, the Planning Commission finds that the Project is consistent with the Housing Element and applicable State housing requirements at the time of Project implementation.

SECTION 4: ***Airport Land Use Compatibility Plan Compliance.*** The California State Aeronautics Act (Public Utilities Code Section 21670, et seq.) requires that an Airport Land Use Compatibility Plan (ALUCP) be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted ALUCP.

(1) On April 19, 2011, the City Council of the City of Ontario approved and adopted the Ontario International Airport Land use Compatibility Plan, establishing the

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

(2) On August 2, 2022, the City Council of the City of Ontario approved and adopted a Development Code Amendment to establish the Chino Airport (CNO) Overlay Zoning District (OZD) and Reference I, Chino Airport Land Use Compatibility Plan (CNO ALUCP). The CNO OZD and CNO ALUCP established the Airport Influence Area for Chino Airport, solely within the City of Ontario, and limits future land uses and development within the Airport Influence Area, as they relate to safety, airspace protection, and overflight impacts of current and future airport activity. The CNO ALUCP is consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook. The proposed Project is located within the Airport Influence Area of Chino Airport and was evaluated and found to be consistent with the California Airport Land Use Planning Handbook and the CNO ALUCP. As the recommending body for the Project, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting documentation against the CNO ALUCP compatibility factors, including Safety, Airspace Protection, Overflight. As a result, the Planning Commission finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the California Airport Land Use Planning Handbook and the Chino ALUCP.

SECTION 5: ***Concluding Facts and Reasons.*** Based upon the substantial evidence presented to the Planning Commission during the above-referenced hearing, and upon the specific findings set forth in Sections 1 through 4, above, the Planning Commission hereby recommends that the City Council conclude as follows:

(1) The proposed General Plan Amendment is consistent with the goals and policies of The Ontario Plan as follows:

Policy Plan (General Plan)

Land Use Element:

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

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

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

Community Economics Element:

- Goal CE-1 Complete Community: A complete community that provides for all incomes and stages of life.

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

(2) The proposed General Plan Amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City, as it improves land use compatibility, supports infrastructure planning, and aligns with applicable State law; and

(3) The Land Use Element is a mandatory element of the General Plan and may be amended up to four times per calendar year; this amendment is within the allowable number of amendments for the applicable calendar year consistent with Government Code Section 653588; and

(4) The Project has been reviewed for consistency with the Housing Element of the Policy Plan component of The Ontario Plan, and incorporates updates to maintain compliance with State housing law, including requirements related to maintaining adequate sites and ensuring no net loss of residential capacity; and

(5) 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 6: ***Planning Commission Action.*** Based upon the findings and conclusions set forth in the Sections above, the Planning Commission hereby RECOMMENDS THAT THE CITY COUNCIL APPROVE The Ontario Plan (TOP) 2050 Policy Plan Amendment (General Plan), File No. PGPA25-002, as set forth in the staff report and accompanying attachments, including revisions to the Policy Plan Land Use Plan (Exhibit LU-01) and Buildout Statistical Summary (Exhibit LU-03), and related updates to the Policy Plan elements.

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

SECTION 8: ***Certification to Adoption.*** The Secretary shall certify to the adoption of the Resolution.

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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 28th day of April 2026, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Nancy DeDiemar
Planning Commission Chairperson

ATTEST:

Henry K. Noh
Planning Director and
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. ____ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on April 28, 2026, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

File No. PGPA25-002
Amendments to the Policy Plan Component of the Ontario Plan 2050

City of Ontario

Policy Plan Amendments

A Component of The Ontario Plan 2050

Public Review Draft | March 2026

Please note only proposed amendments are included.

The current policy plan is available in a web-based format at:
https://www.ontarioca.gov/government/community-development/planning/ontario-plan/ontario-plan-policy-plan

These amendments will be integrated into the web-based plan if adopted. This draft includes notations and placeholders for links throughout that are not active.

Policy Plan Amendments

Public Review Draft, March 2026

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When possible, draft amendments are shown as tracked changes with underlined text indicating additions and strike through text indicating deletions. This results in some formatting errors throughout and pagination errors in the "H-" numbering seen in Housing Element sections that will be corrected in final versions.

Policy Plan
Policy and Implementation Amendments
A Component of The Ontario Plan 2050

Public Review Draft | March 2026

Please note only proposed amendments are included.

The current policy plan is available in a web-based format at:
https://www.ontarioca.gov/government/community-development/planning/ontario-plan/ontario-plan-policy-plan

These amendments will be integrated into the web-based plan if adopted.

Draft TOP 2050 Amendments

NEW/REVISED POLICIES

The following policies additions and amendments to the Environmental Resources and Mobility Elements of The Ontario Plan are proposed, as shown in underlines for added text.

ER-5.4 **Transition of Farms.** We protect both existing farms and sensitive uses around them as agricultural areas transition to urban uses. When uses transition from agricultural to urban uses, we do not require replacement farmland, nor do we require the dedication or preservation of agricultural land outside of our city.

M-1.9 **Safe Systems Approach.** Implement a Safe Systems Approach into roadway design, evaluating roadway safety holistically to account for human behavior, vulnerable road users, and infrastructure design.

M-1.10 **Priority Safety Corridors.** Identify roadways with a higher concentration of collisions and prioritize safety improvements to reduce collisions, with an emphasis on pedestrians, and bicyclists.

M-3.1 **Transit Partners.** We maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient, particularly for residents in environmental justice areas, and within housing element strategy areas where sites suitable for lower-income housing development were identified in the sites inventory.

M-4.1 **Truck Routes.** We designate and maintain a network of City truck routes that provide for the safe and efficient transport of goods while minimizing negative impacts on local circulation and noise- and- vibration- sensitive land uses, as shown on Exhibit M-04, Truck Routes. We will minimize conflicts on truck routes through the design and implementation of buffers between travel lanes and pedestrian and bicycle facilities on designated truck routes.

NEW IMPLEMENTATION ACTION

The following new implementation action is proposed to be added to Appendix A, Implementation Plan of The Ontario Plan.

M-1.1 Initiate improvements to Priority Safety Corridors. Analyze the feasibility of potential safety countermeasures along priority safety corridors and incorporate improvements through the City's Capital Improvement (CIP) Program. Begin implementation by mid 2028, identifying such corridors and regularly monitor progress, with the goal of implementing safety countermeasures on all safety corridors within 25 years.

Policy Plan
Figure Amendments
A Component of The Ontario Plan 2050

Public Review Draft | March 2026

Please note only figures with proposed amendments are included.

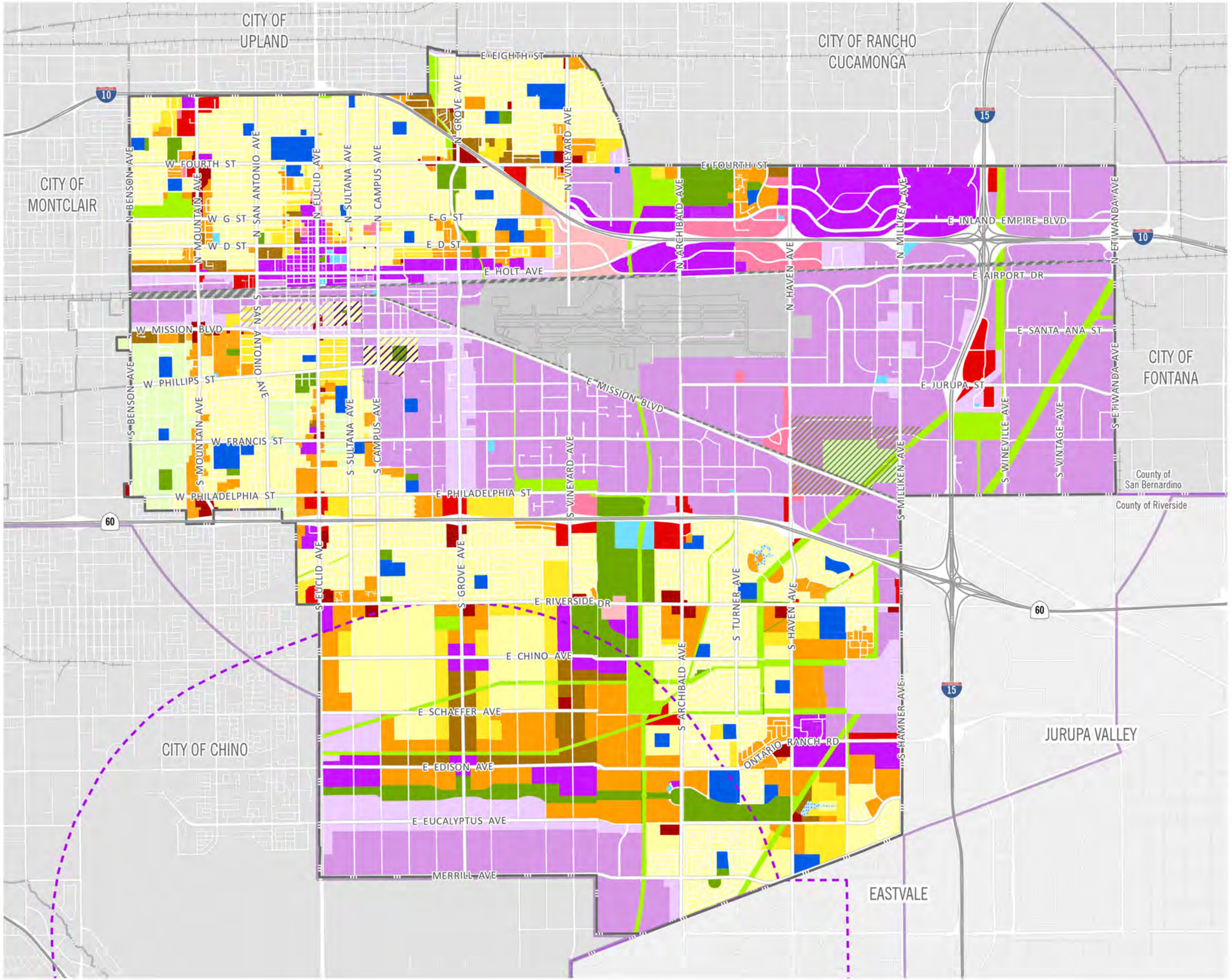
The current policy plan is available in a web-based format at:
https://www.ontarioca.gov/government/community-development/planning/ontario-plan/ontario-plan-policy-plan

These amendments will be integrated into the web-based plan if adopted. This draft includes notations and placeholders for links throughout that are not active.

DRAFT

Figure LU-01

Official Land Use Plan



- Ontario City Boundary
- County Boundary
- Rail Network
- Ontario Airport Influence Area
- Chino Airport Influence Area

Overlay Zones
- Business Park Overlay
- Industrial Overlay
- Landfill Impact Area

Residential
- RR Rural Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential

Mixed-Use
- MU Mixed Use

Commercial
- NC Neighborhood Commercial
- GC General Commercial
- OC Office Commercial
- HOS Hospitality

Employment
- BP Business Park
- IND Industrial

Other
- OS-NR Open Space - Non-Rec
- OS-R Open Space - Recreation
- OS-W Open Space - Water
- PF Public Facility
- PS Public School
- ARPT Airport
- LF Landfill
- Rail
- ROW Right-of-way

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025 Date: 12/20/25

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Residential – A wide range of housing densities and products to meet the demand of current and future residents with varying lifestyles. In addition to the residential uses described below, other uses such as schools, parks, childcare facilities, utilities, live-work units, and other public/institutional uses that are determined to be compatible with, oriented towards the needs of residential neighborhoods they serve, and those that help enhance community may also be allowed. When calculating the number of units permitted, the existing parcel size, before required dedication, shall be used. For developments that 1) encompass multiple properties and/or districts in established specific plans, 2) contain more than one land use designation, and 3) are located South of Riverside Drive, the maximum number of units permitted for the development may be spread over the entire site thereby allowing the blending of residential densities.		
Rural	0 to 2.0 dwelling units per acre	Single-family detached residences, typically in an estate setting.
Low Density[1]	2.1 to 5.0 dwelling units per acre	Single-family detached residences.
Low-Medium Density[1]	5.1 to 11.0 dwelling units per acre	Single/multi-family attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density[1]	11.1 to 25.0[2,3] dwelling units per acre	Single/multi-family attached and detached residences including townhouses, stacked flats, courtyard homes, and small lot single-family subdivisions.
High Density[1]	25.1 to 45.0 dwelling units per acre	Multi-family dwellings including stacked flats and mid-rise and high-rise residential complexes.
Retail/Service – A full spectrum of retail, service, professional, office, medical, tourist-related, and entertainment uses at a range of intensities to respond to market demand and the character of the surrounding environment. In addition to the retail/service uses described below, other uses such as parks, childcare facilities, live-work units, utilities, and other public/institutional uses that are determined to be compatible with, oriented towards the needs of the surrounding neighborhood, and those that help enhance community may also be allowed.		
Neighborhood Commercial[1]	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
General Commercial[1]	0.40 FAR	Local and regional serving retail, personal service, entertainment, dining, office, tourist-serving, and related commercial uses.
Office/ Commercial[1]	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Hospitality[1]	1.00 FAR	Regional serving tourist-serving, retail, entertainment, and service uses such as convention centers, hotels/motels, and restaurants.
Employment – An array of employment uses, such as manufacturing, distribution, research and development, and office, at a range of intensities to meet the demand of current and future market conditions. In addition to the employment uses described below, other uses such as parks, live-work units, utilities, and other public/institutional uses that are determined to be compatible with and oriented towards the surrounding community may also be allowed.		
Business Park[1]	0.60 FAR	Employee-intensive office uses including corporate offices, technology centers, research and development, "clean" industry, light manufacturing, and supporting retail within a business park setting.
Industrial[1]	0.55 FAR	Variety of light industrial uses, including warehousing / distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances. If office uses and/or multiple tenant uses are developed on parcels fronting on the Milliken, Haven, and Archibald corridors, a FAR of 0.60 may be used.
Other		
Open Space - Non-Recreation[1]	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Open Space - Parkland[1]	Not applicable	Recreational facilities, such as tot-lots, parks, golf courses, and sports complexes and joint-use facilities with schools, utilities, and drainage facilities.
Public Facility[1]	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.
Public School[1]	Not applicable	Public schools (K-12) and universities.
Airport	Not applicable	Airport, including terminals, parking, service commercial, distribution, hangers, repair, and warehousing.
Landfill	Not applicable	Allows for the use, operation, and reclamation of the Milliken Landfill. If the site is reclaimed, the City will

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
		consider a host of uses including a transit station and multimodal transfer station.
Mixed Use – An intense mixture of uses that, when concentrated, create focal points for community activity and identity and facilitate walking, biking, and the use of transit. The Mixed Use land use category accommodates a horizontal and/or vertical mixture of retail, service, office, restaurant, entertainment, cultural, and residential uses. • Density, intensity and intended character varies by area, as generally described below, and defined in detail under the applicable Place Type in the Community Design Element. • The densities and intensities of the Mixed Use designation represent the intended level of anticipated development; however, individual projects may vary depending upon an approved master plan, such as a specific plan, or planned unit development. • The maximum amount of development in each Mixed Use area shall be limited by the Future Buildout Projections detailed in Table LU-03. Further direction regarding land use distributions, densities and intensities within some of these areas are provided by specific plans as noted below. • Most Mixed Use areas are the focal point of the City's Place Type designations illustrated on Figure CD-01 and noted below. Place Types are defined in the Community Design Element, and the vision for the intended outcome and character of each area is established and illustrated in the Place Type Figures noted below.		
Mixed Use - Downtown[1] *(MU-Downtown)*	• 25.0 to 75.0 dwelling units per acre • 2.0 FAR for retail and office uses *Subject to PUD at City's discretion*	Envisioned as an intensive vertical and horizontal mixture of retail, office, civic and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02, CD-03* and *CD-08*]
Mixed Use - Holt Blvd[1] *(MU-Holt)*	• 14.0[32] to 40.0 dwelling units per acre • 2.0 FAR for office uses • 1.0 FAR for retail uses *Subject to PUD at City's discretion*	This area is envisioned as a low-rise (3-5 stories) intensification of the Holt Corridor. The intent is to create identity and place along the Holt Corridor, connect the corridor to Downtown, and connect the Downtown to the Ontario Airport Metro Center. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02, CD-08* and *CD-09*]
Mixed Use - Meredith[1] *(MU-Meredith)*	• ~~14~~25.0 to 125.0 dwelling units per acre • 3.0 FAR for office and retail uses	This area is envisioned as a mixture of mid-rise buildings, regional-serving retail and office centers, and stand-alone high density residential projects. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-08*]

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use - [1]Multimodal[1] *(MU-Multimodal)*	• 20.0 to 80.0 dwelling units per acre • 1.0 FAR for office and retail uses	The Multimodal Mixed Use Area is under consideration for our future multimodal transit station that links rail, regional, local, and Airport transit. Intensive office, retail, and residential uses are envisioned to be integrated with the transit station, which is expected to be within the area or in close proximity. The transit center is envisioned as an iconic, convenient, and intuitively designed multimodal transportation center that serves the City of Ontario and the region at-large. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-05*]
Mixed Use - Inland Empire Corridor[1] *(MU-Inland Empire)*	• 14.0 to 30.0 dwelling units per acre • 2.0 FAR for office uses • 1.0 FAR for retail uses	Located along Inland Empire Boulevard, this area is primarily residential with a retail center at the corner of Inland Empire Boulevard and Archibald. Commercial uses that relate to the park are envisioned for the area West of the regional park. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-08*]
Mixed Use - Guasti[1] *(MU-Guasti)*	• 25.0 to 65.0 dwelling units per acre • 1.0 FAR for office and retail uses	This site includes the Guasti Winery, which is on the National Register of Historic Places. This area is envisioned as a mixture of high-quality office, lodging, retail and residential uses that incorporate the Guasti Winery. More intensive office and commercial uses are envisioned along I-10 while office, commercial, and lodging uses are envisioned in and around the historic structures; the southern portion of the area is being considered as potential site for the multimodal transit center. There is an approved Specific Plan on this site that may require amendment to align with TOP. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-05*]
Mixed Use - Ontario Center[1] *(MU-Ontario Center)*	• 20.0 to 125.0 dwelling units per acre • 2.0 FAR for office uses • 1.0 FAR for retail uses	This area is one of the most intensive developments in Ontario and is characterized by low-rise (3-5 stories) and mid-rise (5-10 stories), mixed use buildings, iconic architecture, and regionally significant uses, such as the City owned arena and other cultural and entertainment uses. This area accommodates a vertical and horizontal mixture of entertainment, retail, office, and residential uses in an active, pedestrian oriented atmosphere. In this

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
		area, the Haven Corridor is envisioned as an elegant, landscaped boulevard lined multi-story office uses near the I-10 and mixed and residential uses closer to the City's northern boundary along 4th Street. There is an approved Specific Plan on this site that may require amendment to align with TOP. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-04*]
Mixed Use - Ontario Mills[1] *(MU-Ontario Mills)*	• 25.0 to 85.0 dwelling units per acre • 1.5 FAR for office uses • 1.0 FAR for retail uses	This area will continue to be our regional retail center. We envision intensification of the area to include additional retail and entertainment, office, and multi-family (3-5 story) residential uses. New development is envisioned to occur along the interior loop road and the perimeter of the area. There is an approved Specific Plan on this site that may require amendment to align with TOP. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-04*]
Mixed Use - Rich Haven *(MU-Rich Haven)*	• 14.0 to 50.0 dwelling units per acre • 0.7 FAR for office and retail uses *Subject to approved Specific Plan*	The Rich-Haven Mixed Use Area is within the Rich-Haven Specific Plan. This area is envisioned as a low-rise (3-5 stories), primarily horizontal mixture of retail, office, medical, and residential uses. The greatest level of intensity is envisioned along Ontario Ranch Road and Hamner Avenue. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-09*]
Mixed Use - ~~Great~~ Grand Park[1] *(MU-~~Great~~ Grand Park)*	• 14.0[3] to 65.0 dwelling units per acre[2] • 1.5 FAR for office uses • 1.0 FAR for retail uses *Subject to Specific Plan[3]*	The ~~Great~~ Grand Park Mixed Use Areas are envisioned as the southwestern activity centers for citizens of Ontario. These areas accommodate a vertical and horizontal mixture of commercial, office, entertainment, and residential uses all connecting to the Great Park with a pedestrian oriented atmosphere. It is envisioned that the major roads through these Mixed Use areas are couplets, which are a series of one-way streets that disperse traffic and allow reduced street widths, maximize the sense of community, and emphasize pedestrian accessibility. These Mixed Use areas are envisioned as low-rise (3-5 stories) with some mid-rise (5-10 stories) near the intersection of Euclid and Edison/Ontario Ranch Road.

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
		[Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02, CD-06, CD-09*]
Mixed Use - Sports Park[1] (MU-SP)	• 25.0 to 65.0 du/ac; 1.0 FAR retail & hospitality; 1.5 FAR office *Subject to PUD or Specific Plan at City's discretion*[3]	The Sports Park Mixed Use Areas are envisioned as a mixed-use recreation and entertainment hub, accommodating a vertical and horizontal mixture of commercial, office, entertainment, hospitality, and residential uses all in proximity to the Sports Park. This Mixed-use area is envisioned as low-rise (3-5 stories) mixture of hospitality, commercial, residential, and office uses that will create identity and place along the corridor and serve the surrounding residents. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02, and CD-07*]
Mixed Use - Grove[1] *(MU-Grove)*	• 14.0[3]~~2~~ to 65.0 dwelling units per acre • 1.5 FAR for office uses • 1.0 FAR for retail uses *Subject to Specific Plan*[3]~~*ubject to PU*~~	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-09*]
~~Mixed Use – Eucalyptus / Chino Airport Overlay[1] *(MU-EU)*~~	~~• 25.0 to 45.0 dwelling units per acre (outside of airport safety zone)~~ ~~• 2.0 FAR for office and vertically-mixed uses~~ ~~• 0.60 FAR for business park and retail uses~~ ~~*Subject to Specific Plan*[3]~~	~~Envisioned to primarily accommodate employee-intensive office, entertainment facilities, live/work, and supporting retail uses in a campus environment designed to leverage proximity to the park and maintain compatibility with surrounding residential areas. Stand-alone and mixed-use residential is permitted outside of the Chino Airport safety zone, primarily centered on Grove. Business park uses, such as research and development and "clean" industrial are also permitted provided they do not involve the frequent use of trucks (Class 4 or higher) as part of its primary activities. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-07*]~~
Mixed Use - Parkside[1] *(MU-PS)*	• 25.0 to 45.0 dwelling units per acre • 1.0 FAR for retail uses *Subject to approved Specific Plan*	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place and serve the surrounding residents. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-09*]
Mixed Use - Neighborhood	• 20.0 to 75.0 dwelling units per acre	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Activity Hubs[1] *(MU-NH)*	• 1.0 FAR for retail and office *Subject to Specific Plan[3] within Ontario Ranch[3]; ~~projects~~ subject to PUD outside of Ontario Ranch ~~subject to PUD~~ at City's discretion*	along the corridor and serve the surrounding residents. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-09*]
Overlays – An overlay is intended to reflect a particular characteristic of an area and is applied "over" an underlying land use designation to provide guidance above and beyond the underlying land use designation.		
Business Park Transitional Areas	Per the underlying designation unless a non-residential use is developed in which case the density and use requirements of the Business Park land use designations shall apply.	This area is within existing and future noise and safety impact zones of Ontario International Airport. This overlay allows residential uses to transition to a Business Park land use if an entire block can be recycled to a Business Park use and the block is contiguous to another non-residential block. In these cases, the City shall be responsible for the necessary amendments to the Policy Plan Map and Development Code.
Industrial Transitional Areas	Per the underlying designation unless a non-residential use is developed in which case the density and use requirements of the Industrial land use designations shall apply.	This area is within existing and future noise and safety impact zones of Ontario International Airport. This overlay allows residential uses to transition to an industrial land use if an entire block can be recycled to an Industrial use and the block is contiguous to another non-residential block. In these cases, the City shall be responsible for the necessary amendments to the Policy Plan Map and Development Code.
ONT Airport Influence Area	Varies	An area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restriction on those uses. Refer to the Airport Land Use Compatibility Plan for Ontario International Airport.
Chino Airport Influence Area	Varies	An area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restriction on those Uses. Refer to the Ontario Development Code for Chino Airport land use policies and criteria for development.
Landfill Impact Area	Varies	Lands immediately surrounding the Milliken Landfill may be contaminated or have other landfill-related hazards that may limit allowable uses, as well as site design. Development in this area requires the submission of a detailed environmental analysis.

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Plan Required Overlay – Denotes areas where specific plans or planned unit development plans are required prior to development, with final determination at the discretion of the City. See adopted specific plans and planned unit development in the City on the City's website.		
Ontario Airport Metro Center	Per approved individual specific plans	Envisioned as the most intensive area outside of downtown Los Angeles with a vertical and horizontal mixture of regional-serving retail, office, restaurant, entertainment, cultural, and residential uses in low to mid-rise buildings (3-10 stories). See adopted specific plans for more detail.
Ontario Ranch	Per approved individual specific plans[3]	Envisioned as a mixture of residential neighborhoods integrated with areas of high intensity (3-10 stories) with a mixture of employment, retail, service, entertainment, cultural, and residential uses united by a network of greenways/trails, open spaces, amenities, and infrastructure. All development to be oriented toward or designed to leverage the "Great Park," a linear open space amenity containing active and passive recreational features, gardens, water features, and cultural facilities. Additional direction may be provided through the application of place types and specific plans.
Downtown	Per approved planned unit development (PUD may be waived at City's discretion)[3]	Envisioned as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues. See the Downtown District Plan in the City's development code for more detail.

Notes:

1. Some parcels with this designation may fall within a Place Type, which characterizes the vision and urban design intent within a specified area. If any portion of a parcel is within a Place Type boundary, as shown in Figure CD-01, Place Types in the Community Design Element, that parcel is subject to Goal CD-3, and related policies. Projects must demonstrate that they are consistent with the vision and policy intent for the applicable Place Type as defined in Exhibits CD-02 through CD-09. Link to Community Design Element *Urban, Mixed-Use, and Transit-oriented Place Types* Section.
2. Parcels designated as MDR within the affordable housing overlay zoning district allow a maximum density of 30 dwelling units per acre if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements of the overlay zone.
3. All parcels within the affordable housing overlay zoning district have a minimum density of 20 dwelling units per acre. All parcels within the affordable housing overlay zoning district are exempt from the specific plan requirement if there is no existing specific plan and the project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements of the overlay zone.

LU-03 Future Buildout Table

Land Use	Acres[2]	Assumed Density/Intensity[3]	Units	Pop[4]	Non-Residential Square Feet	Jobs[5]
Residential						
Rural	529	2.0 du/ac	1,057	3,863	-	-
Low Density[6,7]	~~6,274~~ 5,810	5.9 du/ac (north of Riverside Dr) 4.5 du/ac (south of Riverside Dr)[7]	~~34,848~~ 32,753	~~127,326~~ 119,671	-	-
Low-Medium Density[6]	~~889~~ 930	8.5 du/ac	~~7,520~~ 7,865	~~26,475~~ 27,737	-	-
Medium Density[7]	~~2,299~~ 2,292	18.0 du/ac (north of Riverside Dr) 22.0 du/ac (south of Riverside Dr)[8]	~~47,206~~ 47,010	~~152,855~~ 152,223	-	-
High Density	~~198~~536	25.0 du/ac (north of Riverside Dr) 35.0 du/ac (south of Riverside Dr)	~~5,089~~ 16,902	~~13,038~~ 43,308	-	-
Subtotal	**~~10,189~~ 10,096**		**~~95,720~~ 105,587**	**~~323,553~~ 346,802**	**-**	**-**
Mixed Use						
• Downtown	132	• 60% of the area at 35 du/ac • 40% of the area at 0.80 FAR for office and retail	~~2,762~~ 2,783	~~7,077~~ 7,131	1,833,291	4,097
• East Holt Boulevard[8]	~~75~~ 92	• 75% of the area at 30 du/ac • 25% of area at 0.80 FAR retail	~~1,692~~ 2,074	~~4,336~~ 5,313	~~655,222~~ 802,882	~~546~~ 669
• West Holt Boulevard[8]	1	• 75% of the area at 30 du/ac • 25% of area at 0.80 FAR retail	33	84	12,678	11
• Meredith	91	• 50% of the area at 40 du/ac • 50% at 0.35 FAR for retail uses	1,815	4,651	691,939	577
• Multimodal Transit Center	73	• 15% of the area at 60 du/ac • 60% of the area at 1.0 FAR office and retail • 25% of the area at 0.70 FAR Lodging	653	1,673	2,449,557	5,993
• Inland Empire Corridor	37	• 82% of the area at 10 du/ac • 18% of area t 0.35 FAR retail	300	769	100,455	84
• Guasti	86	• 30% of the area at 30 du/ac • 15% of area at 1.0 FAR retail • 30% of area at 0.70 FAR office • 25% of area at 0.70 FAR Lodging	777	1,991	2,012,077	3,848
• Ontario Center[8] *(south of Concourse & east of Haven)*	186	• 40% of area at 40 du/ac • 20% of area at 1.0 FAR office • 30% of area at 0.70 FAR retail	3,729	9,553	3,329,507	7,327
• Ontario Center[8] *(north of Concourse & west of Haven)*	169	• 75% of area at 40 du/ac • 10% of area at 1.00 FAR office • 15% of area at 0.80 FAR retail	5,076	13,006	1,621,435	3,417
• Ontario Mills	249	• 40% of area at 40 du/ac • 5% of area at 0.75 FAR office • 55% of area at 0.50 FAR retail	3,990	10,223	3,394,666	3,971

LU-03 Future Buildout Table

Land Use	Acres[2]	Assumed Density/Intensity[3]	Units	Pop[4]	Non-Residential Square Feet	Jobs[5]
• Rich-Haven[2]	154	• 86% of area at 18 du/ac • 2% of area at 0.35 FAR office • 12% of area at 0.30 FAR retail	2,380	6,097	287,946	371
• Parkside	3	• 50% of the area at 35 du/ac • 50% of area at 0.80 FAR retail	52	132	51,440	129
• ~~Eucalyptus/ Chino Airport[2]~~	~~101~~	~~• 40% of the area at 35 du/ac~~ ~~• 10% of area at 0.80 FAR retail~~ ~~• 20% of area at 1.00 FAR office~~ ~~• 30% of area at 0.60 FAR business park (industrial)~~	~~1,471~~	~~3,769~~	~~2,059,760~~	~~4,008~~
• Grove[2]	~~36~~ 45	• 65% of the area at 35 du/ac • 25% of area at 0.80 FAR retail • 10% of area at 0.70 FAR ~~O~~office	~~821~~ 1,025	~~2,104~~ 2,627	~~385,285~~ 481,025	~~630~~ 786
• ~~Great~~ Grand Park[2]	~~300~~188	• ~~30~~70% of area at ~~25~~ 35 du/ac • 30% of area at 0.35 FAR ~~for~~ office • 40% of area at 0.30 FAR ~~for~~ retail ~~uses~~	~~7,342~~ 4,594	~~18,813~~ 11,772	~~2,741,373~~ 1,715,486	~~4,846~~ 3,032
• Sports Park	71	• 30% of area at 30 du/ac • 15% of area at 1.00 FAR office • 25% of area at 0.70 FAR hospitality • 30% of area at 0.70 FAR retail	637	1,632	1,649,650	2,637
• Neighborhood Activity Hub[8] *(Vineyard & Riverside)*	37	• 30% of area at 30 du/ac • 15% of area at 1.00 FAR office • 25% of area at 0.70 FAR hospitality • 30% of area at 0.70 FAR retail	331	847	856,025	1,368
• Neighborhood Activity Hub[8] *(Mountain Village)*	8	• 50% of the area at 35 du/ac • 50% of area at 0.80 FAR retail	137	350	136,070	340
• Neighborhood Activity Hub[8] *(Mountain & Fourth)*	7	• 70% of the area at 50 du/ac • 30% of area at 0.80 FAR retail	251	643	75,008	188
• Neighborhood Activity Hub[8] *(Euclid & Francis)*	13	• 50% of the area at 30 du/ac • 50% of area at 0.80 FAR retail	190	487	220,912	552
• Neighborhood Activity Hub[8] *(Euclid & Walnut)*	16	• 75% of the area at 30 du/ac • 25% of area at 0.80 FAR retail	369	945	142,840	357
• Neighborhood Activity Hub[2,8] *(Euclid & Riverside)*	15	• 75% of the area at 35 du/ac • 25% of area at 0.80 FAR retail	394	1,009	130,662	327
Subtotal	~~1,752~~ 1,672	-	~~34,234~~ 31,591	~~87,712~~ 80,935	~~22,332,123~~ 21,995,551	~~41,619~~ 40,081
Retail/Service						

LU-03 Future Buildout Table

Land Use	Acres[2]	Assumed Density/Intensity[3]	Units	Pop[4]	Non-Residential Square Feet	Jobs[5]
Neighborhood Commercial[6]	~~246~~ 237	0.30 FAR	-	-	~~3,212,553~~ 3,100,519	~~8,762~~ 8,456
General Commercial	~~385~~ 357	0.30 FAR	-	-	~~5,033,395~~ 4,661,303	~~5,605~~ 5,191
Office/ Commercial	309	0.75 FAR	-	-	10,101,773	28,239
Hospitality	~~194~~ 167	1.00 FAR	-	-	~~8,458,978~~ 7,273,232	~~11,412~~ 9,812
Subtotal	**~~1,134~~ 1,070**		**-**	**-**	**~~26,806,659~~ 25,136,787**	**~~54,018~~ 51,698**
Employment						
Business Park[6]	~~1,146~~ 1,426	0.50 FAR	-	-	~~25,324,447~~ 31,339,693	~~43,546~~ 48,947
Industrial[6]	~~7,651~~ 7,666	0.55 FAR	-	-	~~183,314,481~~ 183,669,538	~~148,293~~ 148,588
Subtotal	**~~8,797~~ 9,091**		-	-	**~~208,638,928~~ 215,009,231**	**~~191,839~~ 197,535**
Other						
Open Space–Non-Recreation	1,200	Not applicable	-	-	-	-
Open Space–Parkland[6]	~~1,041~~ 998	Not applicable	-	-	-	-
Open Space-Water	17	Not applicable	-	-	-	-
Public Facility	90	Not applicable	-	-	-	-
Public School	~~603~~ 604	Not applicable	-	-	-	-
Ontario International Airport	~~1,423~~ 1,408	Not applicable	-	-	-	-
Landfill	137	Not applicable	-	-	-	-
Railroad	250	Not applicable	-	-	-	-
Roadways	5,389	Not applicable	-	-	-	-
Subtotal	***~~10,150~~ 10,092***	-	-	-	-	-
Total	***32,022***	-	***~~129,952~~ 137,177***	***~~411,265~~ 427,737***	***~~263,828,479~~ 268,162,895***	***~~299,204~~ 301,037***

Notes

1 Historically, citywide buildout levels do not achieve the maximum allowable density/intensity on every parcel and are, on average, lower than allowed by the Policy Plan. Accordingly, the buildout projections in this Policy Plan do not assume buildout at the maximum density or intensity and instead are adjusted downward. There are a few notable exceptions to this. The assumed density for Low-Density Residential north of Riverside Drive is estimated above the allowed density to account for the continued use of areas that were built at densities above the current allowance, and to account for growth in these areas due to accessory dwelling unit (ADU) development and lot splits. Some areas were also entitled at greater densities

LU-03 Future Buildout Table

Land Use	Acres[2]	Assumed Density/Intensity[3]	Units	Pop[4]	Non-Residential Square Feet	Jobs[5]

due to the use of gross acreage rather than net acreage. These areas, identified in note 7 utilized customized growth assumptions to ensure that the future projection was equal to or larger than the number of existing units in built areas, and equal to or larger than existing entitlements in undeveloped or partially developed areas.

2 Acres are based on the City's Parcel data as of January 2021.

3 Assumed Density/Intensity includes both residential density, expressed as units per acre, and non-residential intensity, expressed as floor area ratio (FAR), which is the amount of building square feet in relation to the size of the lot.

4 Projections of population by residential designation are based on projected occupancy rates and a persons-per-household factor that varies by housing type.

5 The factors used to generate the number of employees by land use category were derived by comparing 2018 employment data published by the U.S. Census as part of the Longitudinal Employer-Household Dynamics (LEHD) dataset to existing building square footage by use type, as recorded in the City's building permit database.

6 Acreages and corresponding buildout estimates for these designations do not reflect underlying land uses within the Business Park and Industrial Overlays. Estimates within overlay areas are included within the corresponding Business Park and Industrial categories.

7. To ensure future projections are equal to or larger than existing conditions in built out areas as of August 2021, and equal to or larger than existing entitlements (approved before August 2021) in undeveloped or partially developed areas, buildout estimates for the following projects, assumed realistic densities as follows: Countryside Specific Plan (Low Density Residential: 6.18 du/ac), Creekside Specific Plan (Low Density Residential: 7.47 du/ac, Medium Density Residential: 15.81 du/ac), Subarea 29 Specific Plan (Low Density Residential: 6.55).

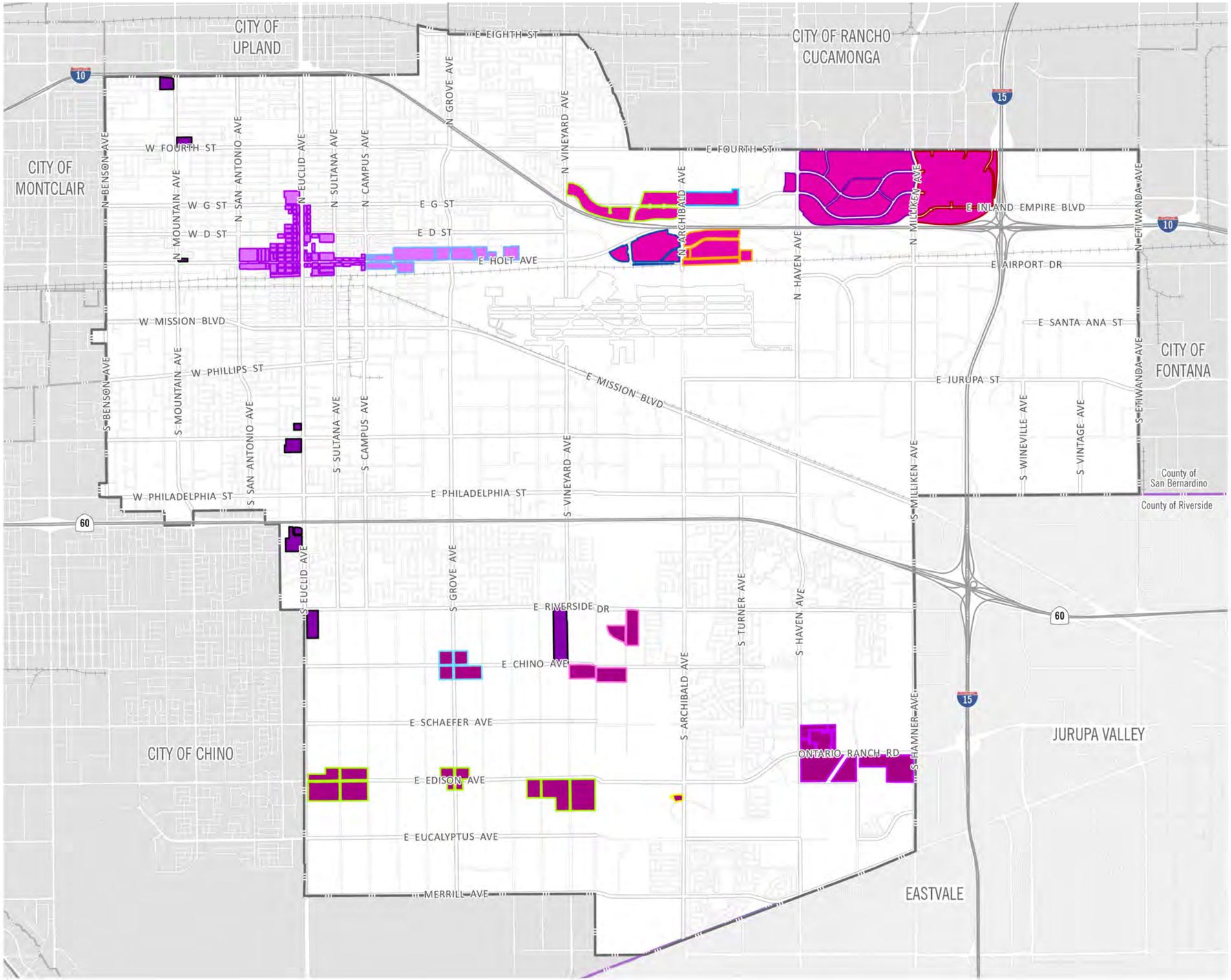
8. In certain mixed use categories, different buildout assumptions were employed on different sites. Variations in assumptions are included in multiple rows within this table.

~~**Last Amended: August 16, 2022**~~

DRAFT

Figure LU-04

Mixed Use Areas



- Ontario City Boundary
- County Boundary
- Rail Network

Mixed Use Categories

- Mixed Use - Downtown
- Mixed Use - Holt
- Mixed Use - Meredith
- Mixed Use - Multimodal
- Mixed Use - Inland Empire Corridor
- Mixed Use - Guasti
- Mixed Use - Ontario Center
- Mixed Use - Ontario Mills
- Mixed Use - Rich Haven
- Mixed Use - Grand Park
- Mixed Use - Grove
- Mixed Use - Parkside
- Mixed Use - Sports Empire
- Mixed Use - Neighborhood Activity Hub

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2026

Date: 2/3/2026

DRAFT

Figure PR-01

Park & Recreational Facilities



- Ontario City Boundary
- County Boundary
- Rail Network
- Existing Park
- Existing Parkway
- Existing Trail
- Planned Park

★ Community Center

1. Anthony Munoz Community Center
2. Armstrong Community Center
3. De Anza Community & Teen Center
4. Dorothy A Quesada Community Center
5. Ontario Senior Center
6. Veterans Memorial Community Center
7. Westwind Community Center

2·0·5·0 THE ONTARIO PLAN

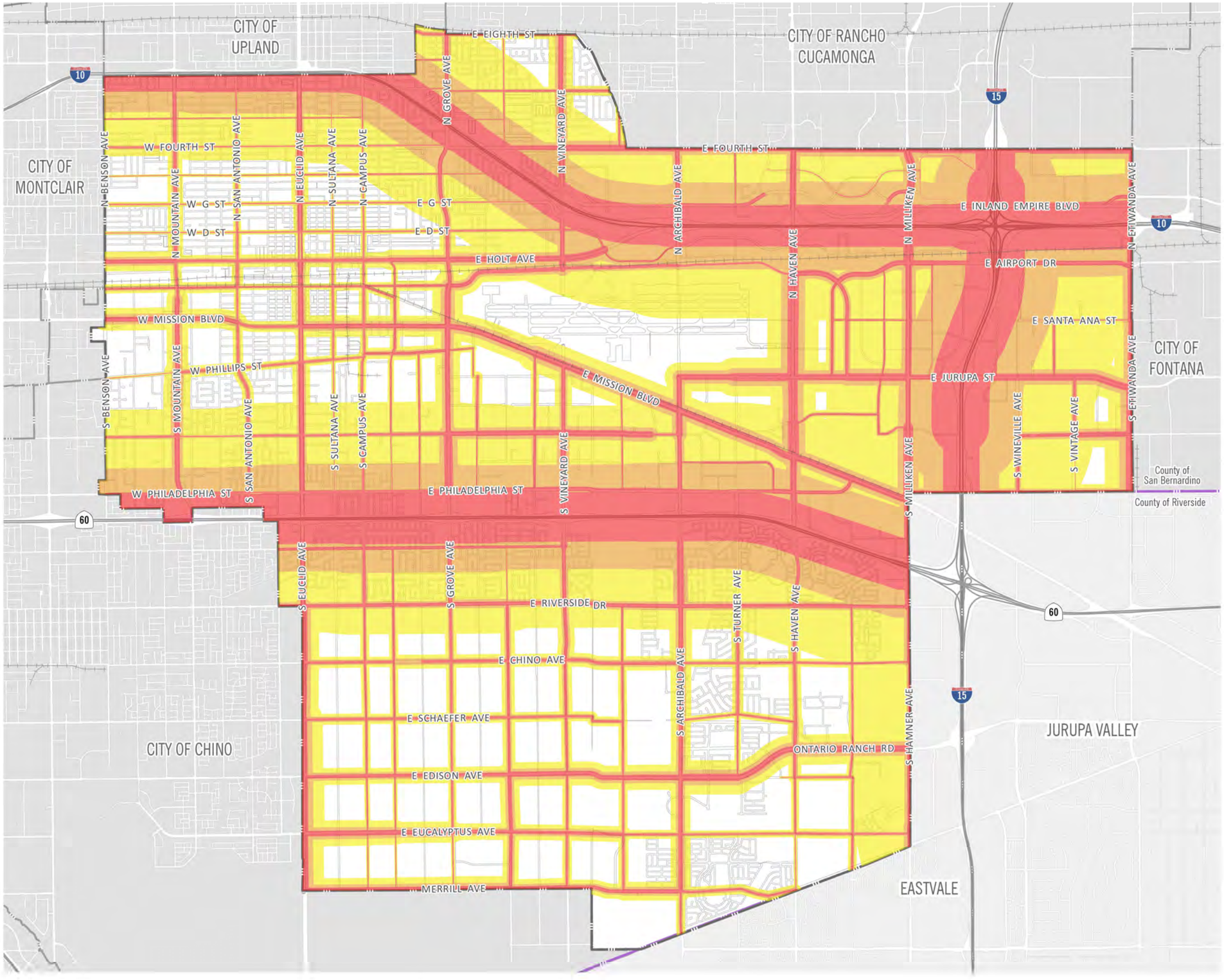
0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025 Date: 12/20/25

DRAFT

Figure S-06a

Future Traffic Noise Contours



Ontario City Boundary

County Boundary

Future Noise Contours

- 60-65 dBA CNEL
- 65-70 dBA CNEL
- 70+ dBA CNEL

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: Fehr & Peers 2025; PlaceWorks 2025 Date: 12/12/25

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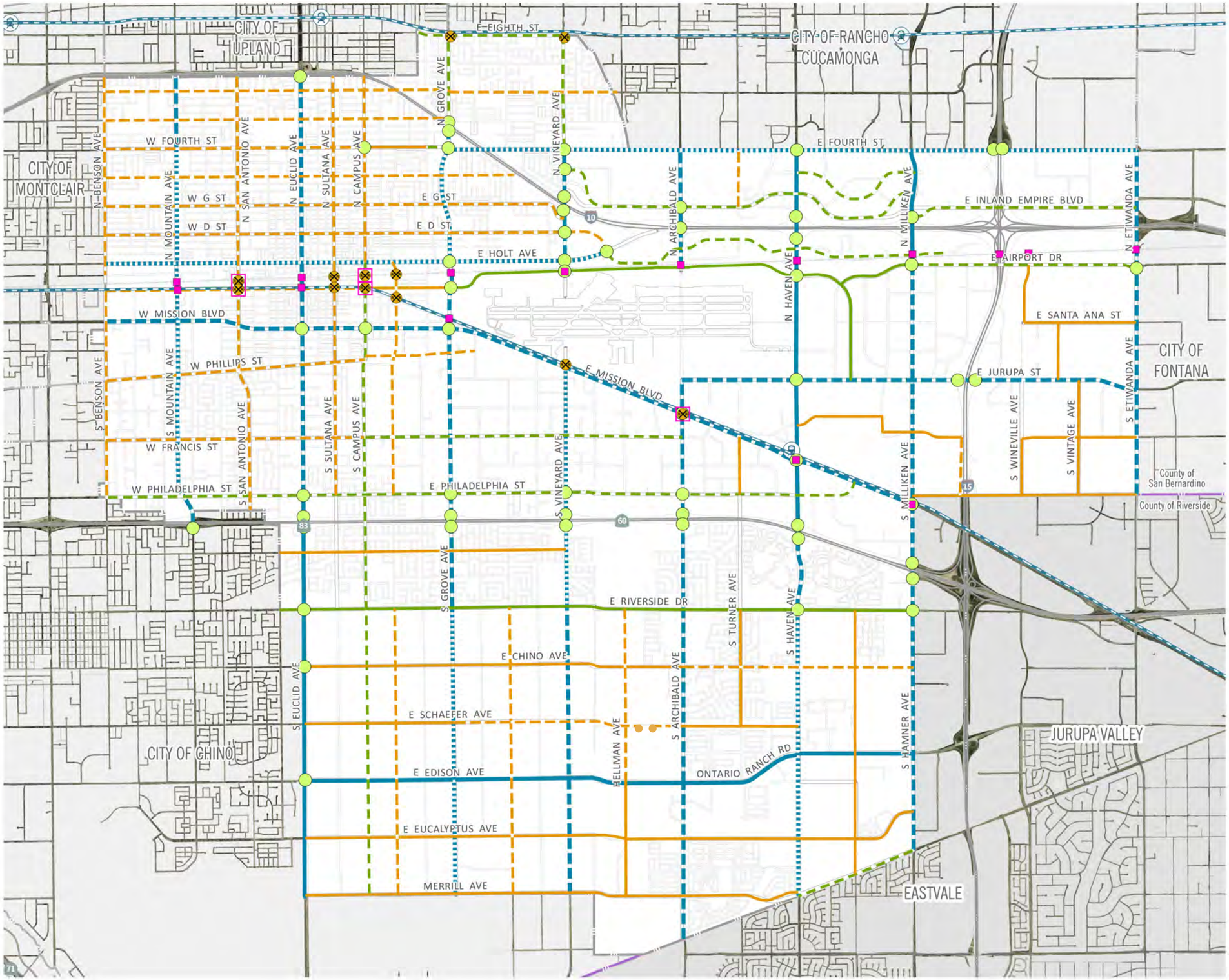
Figure M-01

Roadway Classifications



- Ontario City Boundary
- County Boundary

Rail Crossings

- Existing At-Grade Crossing
- Existing Grade-Separated Crossing
- Future Grade-Separated Crossing
- Enhanced Intersections
- Metrolink
- Metrolink Station

Roadway Classification

- Principal Arterial 8 Lanes
- Principal Arterial 6 Lanes
- Principal Arterial 4 Lanes
- Minor Arterial 6 Lanes
- Minor Arterial 4 Lanes
- Collector 4 Lanes
- Collector 2 Lanes

2·0·5·0 THE ONTARIO PLAN

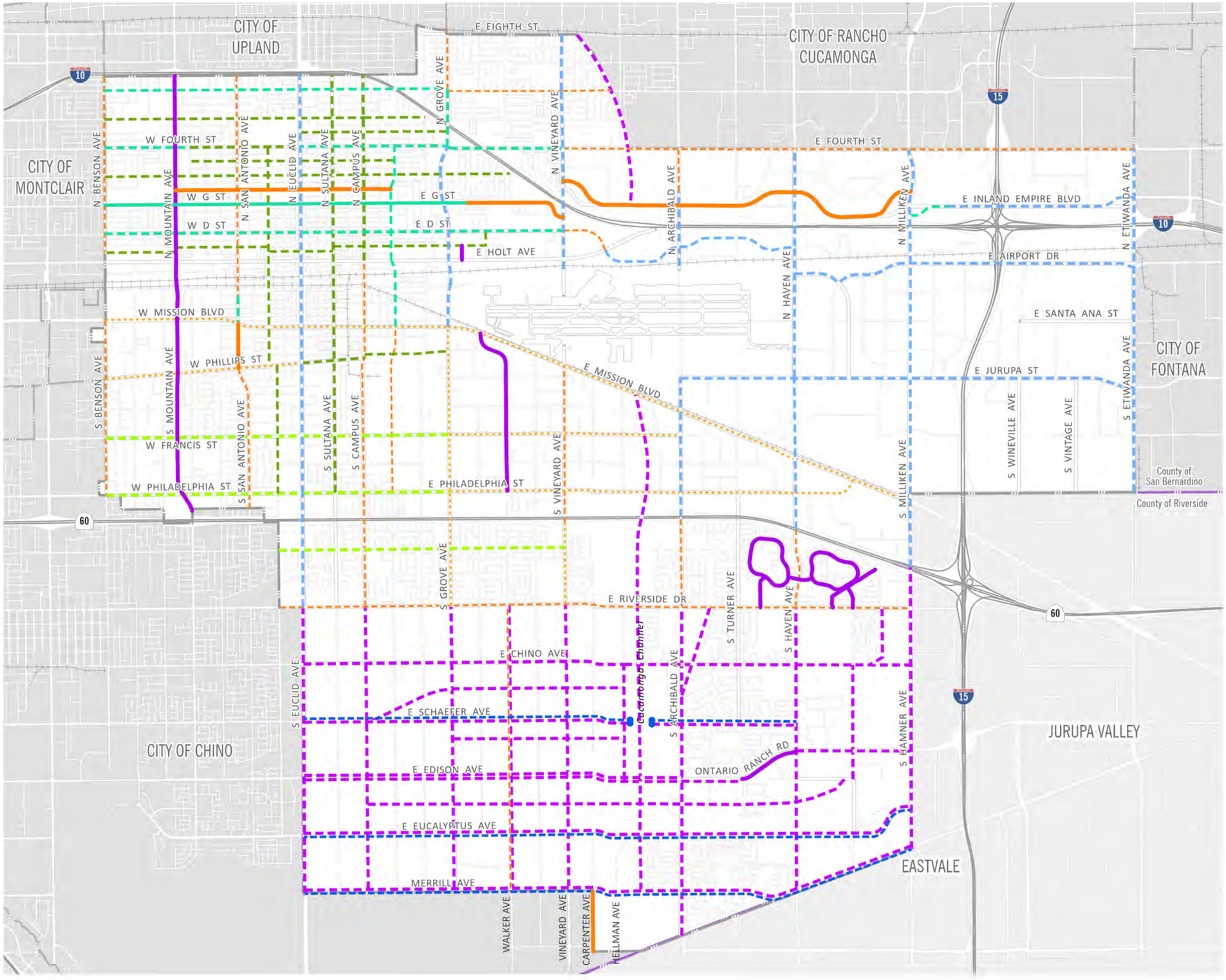
0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025 Date: 12/20/25

DRAFT

Figure M-02

Multipurpose Trails & Bikeways



- Ontario City Boundary
- County Boundary
- Rail Network

Existing Trail & Bike Network

- Multipurpose Trail/ Bike Path (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)

Proposed Trail & Bike Network

- MultipurposeTrail/ Bike Path (Class I)
- Bike Lane (Class II)
- Buffered Bike Lane (Class II)
- Bike Lane (Class II)/Bike Route (Class III)
- Bike Boulevard (Class III)
- Bike Route (Class III)
- Separated Bike Lane (Class IV)
- Additional Studies Required

2·0·5·0 THE ONTARIO PLAN

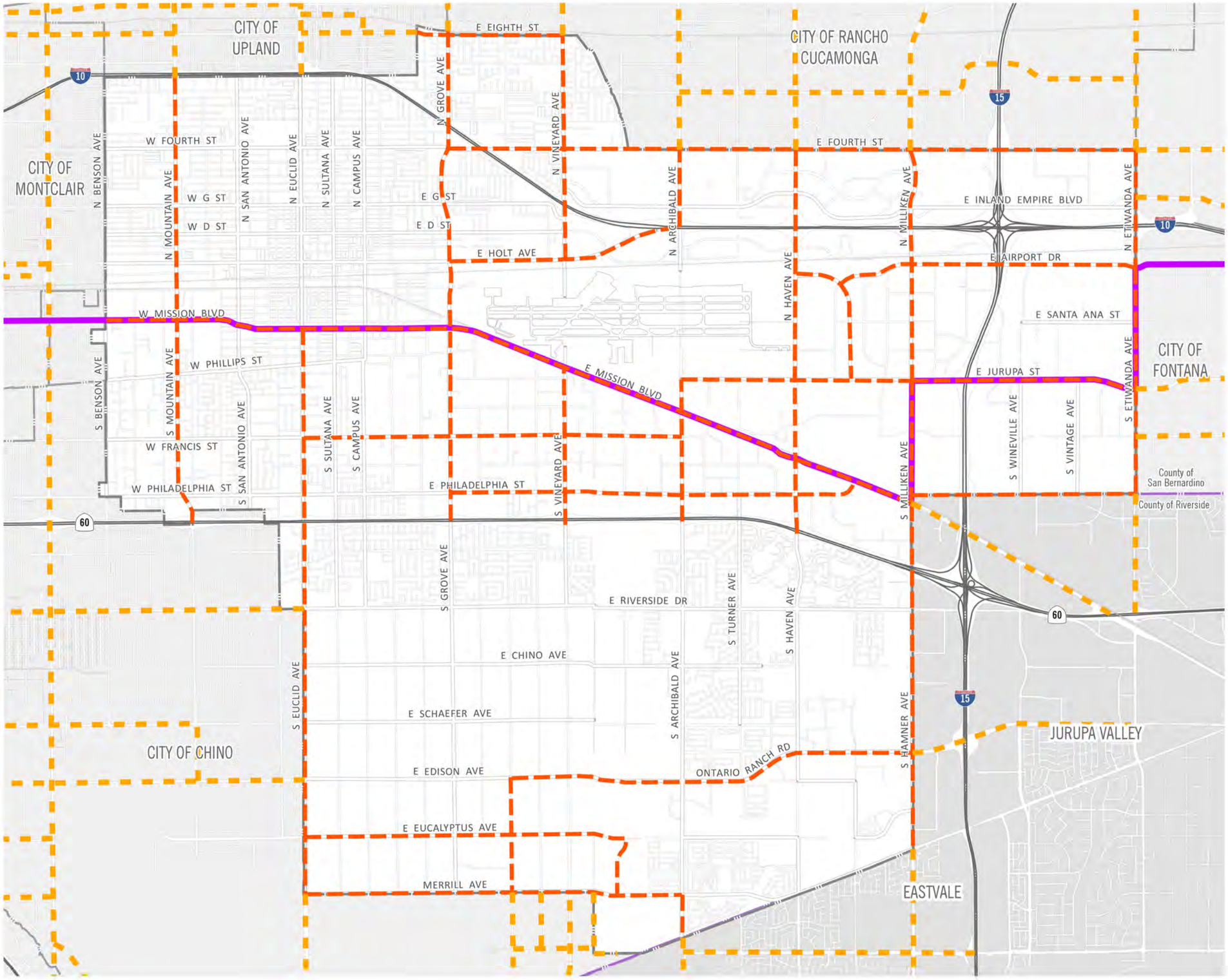
0 2,500 5,000 10,000 FT

Source: The City of Ontario 2026 Date: 3/3/2026

DRAFT

Figure M-04

Truck Routes



- County Boundary
- Ontario City Boundary
- Railroad

Truck Routes

- State DOT Network
- Truck Route
- Adjacent Agency Truck Route

2·0·5·0 THE ONTARIO PLAN

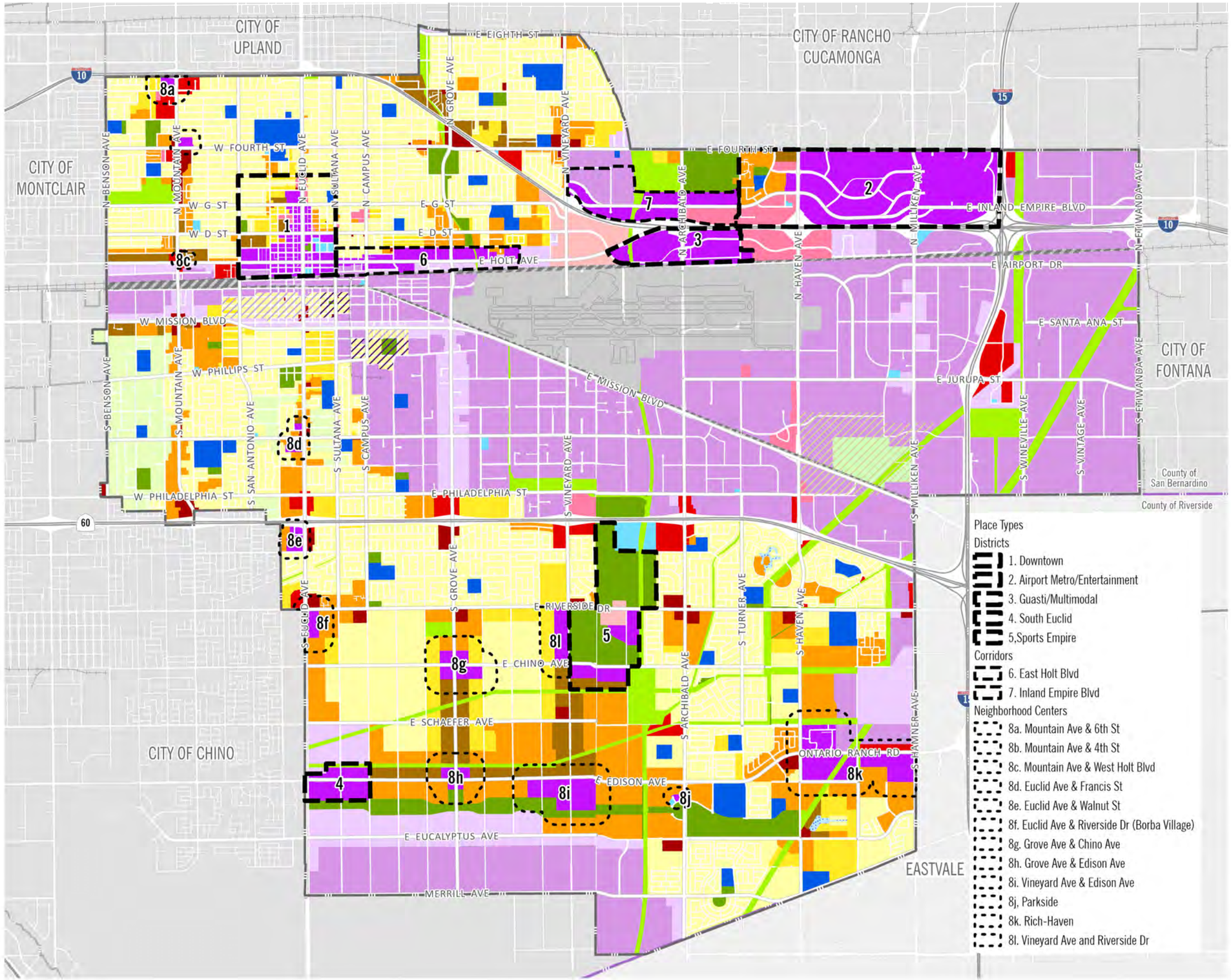
0 2,500 5,000 10,000 FT

Source: The City of Ontario 2025 Date: 12/20/25

DRAFT

Figure CD-01

Place Types



- Ontario City Boundary
- County Boundary
- Rail Network

TOP Overlay Zones

Overlay Zones
- Business Park Overlay
- Industrial Overlay
- Landfill Impact Area

Land Use Designations

Residential
- RR Rural Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential

Mixed-Use
- MU Mixed Use

Commercial
- NC Neighborhood Commercial
- GC General Commercial
- OC Office Commercial
- HOS Hospitality

Employment
- BP Business Park
- IND Industrial

Other
- OS-NR Open Space - Non-Rec
- OS-R Open Space - Recreation
- OS-W Open Space - Water
- PF Public Facility
- PS Public School
- ARPT Airport
- LF Landfill
- Rail
- ROW Right of Way

Place Types

Districts
- 1. Downtown
- 2. Airport Metro/Entertainment
- 3. Guasti/Multimodal
- 4. South Euclid
- 5,Sports Empire

Corridors
- 6. East Holt Blvd
- 7. Inland Empire Blvd

Neighborhood Centers
- 8a. Mountain Ave & 6th St
- 8b. Mountain Ave & 4th St
- 8c. Mountain Ave & West Holt Blvd
- 8d. Euclid Ave & Francis St
- 8e. Euclid Ave & Walnut St
- 8f. Euclid Ave & Riverside Dr (Borba Village)
- 8g. Grove Ave & Chino Ave
- 8h. Grove Ave & Edison Ave
- 8i. Vineyard Ave & Edison Ave
- 8j, Parkside
- 8k. Rich-Haven
- 8l. Vineyard Ave and Riverside Dr

2·0·5·0 THE ONTARIO PLAN

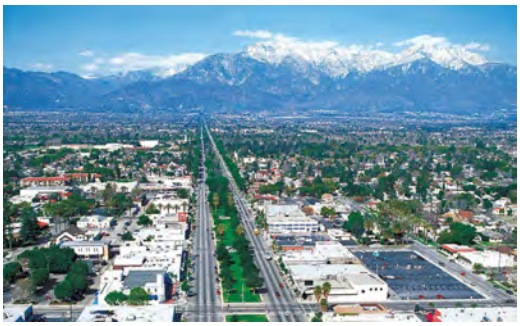
0 2,500 5,000 10,000 FT

Source: The City of Ontario 2026 Date: 3/3/2026

CD-02 Place Type Categories

Place Types

Districts – Districts are geographically large, culturally unique, and regionally significant areas of the city that fulfill different but complementary roles in creating a complete community. As regional destinations, districts serve as the "face of the city." Each district has a distinct identity that reflects its role within the city context and establishes a defined sense of place through the creation of an amenity-rich, transit-accessible, mixed-use environments where people can live, work, shop, dine, and have many of their daily needs met within a comfortable and convenient walk or bike ride from their residence, transit stop, or parked vehicle.



1

Downtown District

The historic center of Ontario, the Downtown District, is envisioned as the placed-based, people-focused, commercial, and cultural "heart" of the City and features several designated historic districts and landmark. Downtown will support a variety of businesses, housing opportunities for residents with a variety of income levels, creative spaces, entertainment options, and institutional and civic uses, while preserving its historic character, buildings, neighborhoods, and places. Complementing the wide mix of uses are designs, layouts and public spaces that give residents, visitors, and businesses a strong sense of connection and creates a place where people want to spend time.



2

Airport / Metro Entertainment District

The Airport / Metro Entertainment District is envisioned as a large-scale regional entertainment hub, leveraging attractions, such as the Toyota Arena and Ontario Mills, supported by a variety of retail and dining options integrated alongside high-intensity office and residential development. This area will evolve into a walkable urban center through the addition of mixed use infill development, a pedestrian-oriented road and trail network, key public realm improvements, and multiple transit options.



3

Guasti District/Multimodal District

The historic Guasti (winery) Village sets the theme and backdrop to the Guasti/Multimodal District. The district is envisioned to preserve and enhance the historic buildings as the focal point of a vibrant mixed use area that leverages its proximity to the Ontario International Airport, Ontario Convention Center, and the potential future development of a multimodal transit center. The district will include intensive office, commercial, and lodging uses along the I-10 corridor, and appropriately scaled residential, office, commercial, and lodging near the Guasti Village historic core. The multimodal mixed use area within the Guasti/Multimodal District is intended to leverage proximity to the future multimodal transportation center and link the Convention Center, Guasti compound, and airport through strong physical and visual design.

CD-02 Place Type Categories

Place Types



4

South Euclid District

Lying at the southwest corner of the City, the South Euclid District is envisioned to develop as a vertically- and horizontally- mixed use area to serve the populations of newly developing Ontario Ranch and adjoining communities. The district will include a range of housing types integrated within and alongside retail, commercial, and office uses, as well as public spaces and trails that connect ~~the~~ "~~Great~~ Grand Park" to Euclid Avenue. The area is intended to be highly walkable with pedestrian-oriented site design and road network and amenitized transit stops that leverage the Bus Rapid Transit (BRT) investments.



~~5~~

~~**South Employment District**~~

~~The South Employment District is envisioned to foster employee-intensive office, entertainment facilities, live/work, and supporting retail uses in a campus environment designed to leverage proximity to the "Great Park" and maintain compatibility with surrounding residential areas. Outside of the Chino Airport safety zone, higher density stand-alone and mixed use residential neighborhoods are intended to orient toward the "Great Park" and incorporate transition areas from the surrounding business park uses.~~



5

Sports Empire District

The Sports Empire district is envisioned as a vibrant, year-round regional destination where local residents and visitors come together around sports, recreation, and entertainment within a walkable, mixed-use environment. Anchored by ONT Field and professional baseball, the district integrates entertainment, hospitality, retail, and housing with open space and recreational assets to form a lively, walkable entertainment district. The district is integrated and highly connected to the surrounding residential communities, supporting daily activity, neighborhood vitality, and seamless connections to sports facilities, community amenities, and everyday destinations. Together, these elements create a cohesive district that thrives during major events while remaining an inviting place for the Ontario community to live, gather, recreate, and enjoy throughout the year.

Corridors – Corridors are important components of the vehicular circulation system, moving traffic through the city and connecting to the greater region. While this remains an important role of the city's corridors, they are envisioned as vibrant and sustainable places, with a mix of uses, a variety of transportation options, and comfortable pedestrian and bicycle access to surrounding neighborhoods.

CD-02 Place Type Categories

Place Types



6

East Holt Boulevard Corridor

Holt Boulevard is an important east-west corridor connecting Ontario to the greater region, with improved connectivity options through the addition of BRT service. This corridor is envisioned to gradually build out over time through infill development that ultimately yields vibrant neighborhood-serving commercial areas, a variety of housing options, and employment opportunities that are clustered around BRT stops that can be easily accessed by pedestrians and bicyclists.



7

Inland Empire Boulevard Corridor

The Inland Empire Boulevard Corridor connects Vineyard Avenue and the Convention Center directly to the heart of the Airport / Metro Entertainment District and future BRT. Near- to mid-term improvements include the addition of significant rows of large street trees to provide shade, spatial definition, and a better pedestrian environment; the addition of new bicycle facilities, infill buildings oriented to the street, and reorientation of existing building entrances toward the street where possible. Over the longer term, this corridor has the potential to become a westward extension of the Airport / Metro Entertainment District environment.

Neighborhood Centers – Neighborhood Centers serve as local gathering places, allow for convenient access to amenities, and help to establish identity for the surrounding neighborhoods. They typically consist of locally serving commercial uses and/or other community-serving uses, and intended to be accessible by foot, bike, transit, or car for those visiting the site or residing in the surrounding area. This place type is generally applied to the area within a short walk of a single or cluster of mixed use parcels along a larger street and/or around an intersection. Neighborhood Centers can be found throughout the existing city fabric (infill) and in areas planned for future growth and development (south of Riverside Drive).



8 (a-e)

Neighborhood Center - Infill

Neighborhood Centers located in areas where the commercial and residential parcels were largely developed in an incremental manner prior to 2020, are north of Riverside Drive, and are categorized as "infill" centers. These centers will range in size, complexity, and relationship to the surrounding streets and neighborhoods. Some are very small centers that may only include a horizontal mix of uses fronting onto a wide sidewalk while others may involve a vertically integrated mix of higher density residential and nonresidential uses oriented around a public plaza or other form of open space. All of these centers are envisioned to incorporate site design that prioritizes safe, and attractive, and well-shaded pedestrian access onsite,

CD-02 Place Type Categories

Place Types	
	from the public rights-of-way, and from the adjacent neighborhoods.
	**Neighborhood Center – South of Riverside Drive** Neighborhood Centers identified south of Riverside Drive are generally underutilized or vacant as of 2022. These Neighborhood Centers are envisioned to bring new vitality and involve some level of master planning, with the roadway, pathways, open spaces, public realm designs, and site designs coordinated prior to the development of all of the parcels. These centers will range in size, complexity, and relationship to the surrounding streets and neighborhoods. Some of these centers will involve a small node of mixed use development that is connected to the "~~Great~~ Grand Park" or Sports Empire District~~Park~~ while others will involve larger clusters of mixed-~~-~~use areas that serve as a focus point for the surrounding residential neighborhoods. The largest of these centers are intended to serve not only as a local focal point but also as a major citywide landmark that also connects ~~directly~~ to ~~the~~ "~~Great~~ Grand Park" and Ontario Sports Empire. All but the smallest of these centers are envisioned to consist of some amount of vertically integrated and higher intensity residential, office, and retail buildings oriented toward ~~the~~ "~~Great~~ Grand Park" and Ontario Sports Empire, large public plazas, and/or large trail systems. All of these centers are envisioned to incorporate site design that prioritizes safe, attractive opportunities for residential, and well-shaded pedestrian access onsite, from the public rights-of-way, and from the adjacent neighborhoods. Parking areas are to be located next to and behind buildings to provide a variety of frontages along streets.

8
(f-l~~k~~)

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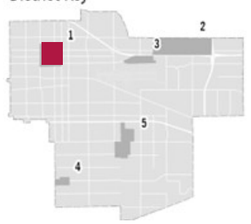
CD-03 Downtown District Place Type

1. Downtown District

District Key



VISION

As the historic center of Ontario, the Downtown District, is envisioned as the place-based, people-focused, commercial, and cultural "heart" of the City and features several designated historic districts and landmarks. Downtown will support a variety of businesses, housing opportunities for residents with a variety of income levels, creative spaces, entertainment options, and institutional and civic uses while preserving its historic character, buildings, neighborhoods, and places. Complementing the wide mix of uses are designs, layouts and public spaces that give residents, visitors, and businesses a strong sense of connection and creates a place where people want to spend time.



Conceptual reconfiguration of Euclid Ave (within existing curb-to-curb dimension) adding a Class IV bikeway, parking lane planters, and "off-peak" parking along the median to maintain three travel lanes during peak traffic volume times.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Low Density	2.1 to 5.0 dwelling units per acre	Single-family detached residences.
Low-Medium Density	5.1 to11.0 dwelling units per acre	Single/multi-family attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density	11.1 to 25.0 dwelling units per acre	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
High Density	25.1 to 45.0 dwelling units per acre	Multi-family dwellings including stacked flats and mid-rise and high-rise residential complexes.
Mixed Use - Downtown	25.0 to 75.0 dwelling units per acre 2.0 FAR for retail and office uses	Envisioned as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues.
Neighborhood Commercial	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
Office Commercial	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
Industrial	0.55 FAR	Variety of light industrial uses, including warehousing / distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances.
Open Space - Recreation	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.
Public School	Not applicable	Public schools (K-12) and universities.

DOWNTOWN DISTRICT INTENDED OUTCOMES

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



Downtown Ontario is the historic economic, cultural, and civic hub of Ontario, organized by a simple, walkable network of treelined streets, laid out as a new "Model Colony" in the 1880s.

The District's history, historic buildings, and distinct urban form define downtown's unique identity. These aspects should be preserved, celebrated, and enhanced to reinforce the area's existing identity.

Comfortable, Safe, Human Scale Public Realm



The Downtown's public realm is a traditional network of streets and public open spaces that are lined with a rich variety of buildings built since the 1880s.

Downtown's streets, parks, and plazas should be enhanced as "outdoor rooms of community," providing an attractive, comfortable, safe, and lively environment within which to walk, explore, shop, dine, meet friends and neighbors, and participate in community events. Each new public and private improvement in this area should reinforce a "pedestrians first" atmosphere.

Complete and Connected Network



Downtown Ontario's robust grid pattern network connects the retail core seamlessly to surrounding neighborhoods, Holt Boulevard, and the Ontario Amtrak station. The layout of street system provides each person with a wide range of choices including travel route and travel mode for each trip.

Downtown's simple, open network of pedestrian-friendly streets and blocks - with perimeters typically less than 1,600 feet – is the ideal public realm framework for any urban, mixed use, or transit-oriented area, the existing block structure should be maintained and completed.

Context Aware and Appropriate Building Design



Within the Euclid Avenue retail core, buildings from various time periods comfortably mix with newer buildings, unified by a number of important shared characteristics including, 1) tall, clear glass ground floor shopfronts, 2) welcoming entries along the sidewalk that reflect original 25-foot wide lots, 3) upper floor windows that relate to ground floor articulation consistent with a historic main street pattern.

Future infill development and renovations should respect and reflect established facade patterns to preserve Downtown's historic character. The architecture of new buildings should reflect the time in which they are built, while harmonizing with the scale, rhythm, and character of their historic predecessors.

Active Frontages



Within the retail core, the large clear glass shopfronts built right up to the sidewalk "blur the line" between the outdoor public realm and the indoor private businesses, prominently displaying wares and activities to passerby and in many cases allowing those activities – dining in particular – to spill out onto the sidewalks and into plazas and parks.

On side streets as one moves toward surrounding neighborhoods, ground floor offices and residences require some degree of privacy from passersby, buildings are set back from the sidewalk, reducing visibility into the residence or office, while offering views outward to the street and other public spaces, improving public safety and pedestrian comfort.

Managed Infrastructure



Successful downtowns require active and coordinated management of parking, public realm maintenance, special events, business recruitment, and on-going promotional activities to remain competitive with other downtown areas, lifestyle shopping centers, and "experience retail" destinations. Downtown Ontario and other regional downtowns must compete for customers, visitors, tenants, and events with successful, managed districts, so active, coordinated, management of the Downtown District is necessary to compete.

CD-04 Airport Metro / Entertainment District Place Type

2. Airport Metro / Entertainment District



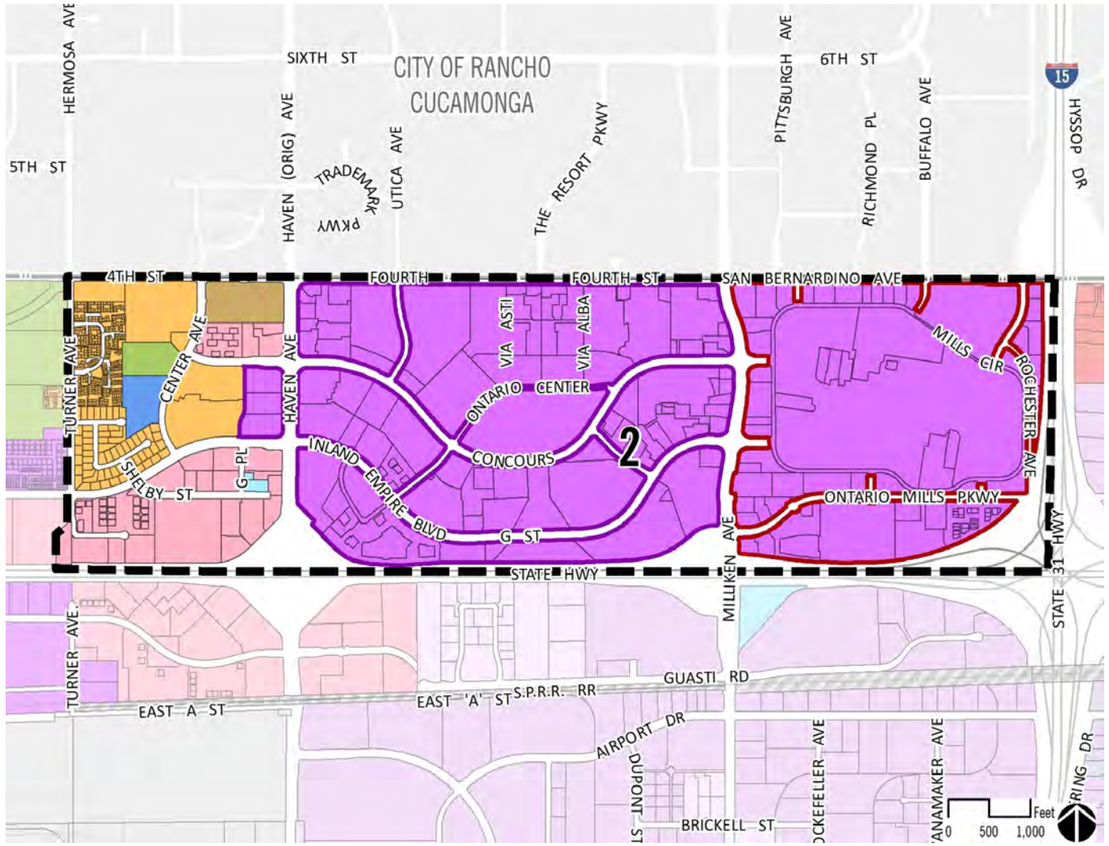
VISION

The Airport / Metro Entertainment District is envisioned as a large-scale regional entertainment hub, leveraging attractions, such as the Toyota Arena and Ontario Mills, supported by a variety of retail and dining options integrated alongside high-intensity office and residential development. This area will evolve into a walkable urban center through the addition of mixed use infill development, a pedestrian-oriented road and trail network, key public realm improvements, and multiple transit options.



Conceptual illustration showing mixed use infill development, streetscaping, and public realm improvements on Concourse Steet, near the Toyota Arena.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Medium Density	11.1 to 25.0 dwelling units per acre	Single/multi-family attached and detached residences including townhouses, court-yard homes, stacked flats, and small lot single-family subdivisions.
High Density	25.1 to 45.0 dwelling units per acre	Multi-family dwellings including stacked flats and mid-rise and high-rise residential complexes.
Mixed Use - Ontario Center	20.0 to 125.0 dwelling units per acre 2.0 FAR for office uses 1.0 FAR for retail uses	This area is one of the most intensive developments in Ontario and is characterized by low-rise (3-5 stories) and mid-rise (5-10 stories), mixed use buildings, iconic architecture, and regionally significant uses, such as the City owned arena and other cultural and entertainment uses. This area accommodates a vertical and horizontal mixture of entertainment, retail, office, and residential uses in an active, pedestrian oriented atmosphere. In this area, the Haven Corridor is envisioned as an elegant, landscaped boulevard lined multi-story office uses near the I-10 and mixed and residential uses closer to the City's northern boundary along 4th Street. There is an approved Specific Plan on this site that may require amendment to align with TOP.
Mixed Use - Ontario Mills	25.0 to 85.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses	This area will continue to be our regional retail center. We envision intensification of the area to include additional retail and entertainment, office, and multi-family (3-5 story) residential uses. New development is envisioned to occur along the interior loop road and the perimeter of the area. There is an approved Specific Plan on this site that may require amendment to align with TOP.
Office Commercial	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
Open Space - Recreation	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.
Public School	Not applicable	Public schools (K-12) and universities.

AIRPORT METRO / ENTERTAINMENT DISTRICT INTENDED OUTCOMES

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



The Airport Metro/ Entertainment District is envisioned as a major urban hub with a significant concentration of jobs, retail, entertainment, and housing, organized around a pedestrian-oriented street pattern that provides a uniquely urban experience and a rich public realm.

Comfortable, Safe, Human Scale Public Realm



A walkable, urban-scale public realm that includes the street network and a series of connected public spaces is envisioned to create comfortable, human-scale, pedestrian-oriented public spaces.

To achieve this, as new infill development occurs, surface parking lots should be reorganized into smaller blocks by introducing new public and private streets that extend through parking areas to establish a walkable network.

New streets should include generous sidewalks, large shade trees, and new buildings should be sited and designed to form a strong "streetwall" of urban buildings that define the public spaces.

Complete and Connected Network



The existing street network should be reorganized by adding additional local roads (public and private) that incorporate linkages through existing parking lots to create a walkable block pattern with high-quality pedestrian, bicycle, and transit facilities.

In addition to adding more local streets, modifications to existing streets, such as new bicycle facilities, new curbside parking, new bus stops, and new shade trees should be considered to ensure multimodal connectivity, and create walkable, enjoyable urban spaces.

The District's multimodal network of streets, trails, and transit options should link to nearby destinations, including the Ontario International Airport (ONT), Downtown and Guasti/Multimodal Districts, the multimodal transit center, and nearby Metrolink stations.

Context Aware and Appropriate Building Design



Just as existing major streets can be updated to radically improve walkability and urban character, many existing buildings can be updated to provide better street-facing frontages. New infill development, on the other hand, should be sited and designed to front sidewalk and other public spaces to establish "outdoor rooms" where people want to spend time.

The scale of buildings in this District is envisioned to range from 2 and 3 stories up to 10. Taller buildings should be sited and designed to shape the adjacent public spaces, and providing views of the San Bernardino Mountains and surrounding city from the windows, balconies and roof terraces.

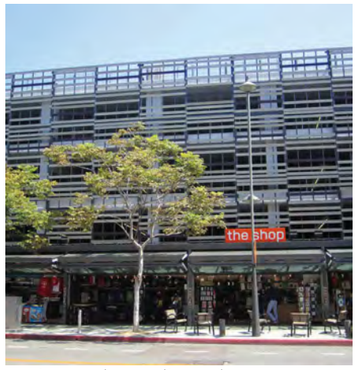
Active Frontages



Commercial frontages in this District should be characterized by tall, clear glass ground floors filled with restaurants and bars, nightclubs and music venues, retail shops, restaurants, and offices. Many of the District's streets – as well as other open spaces such as plazas, squares, courtyards, balconies, and roof terraces – will be activated by outdoor dining and other interior uses that spill into the street, creating a lively street life and blurring the line between outdoor and indoor uses.

Residential and office uses should overlook the public realm from upper floors, and on some local streets ground floor.

Managed Infrastructure



Active and coordinated management of the public realm will be critical to the success of the Entertainment District as it becomes an increasingly vibrant, active, and intense urban environment.

Shared parking, should be prioritized to efficiently utilize parking throughout the day, limit the amount of land needed to accommodate parking, encourage people to park once and walk to a variety of destinations within the District, and promote transit ridership.

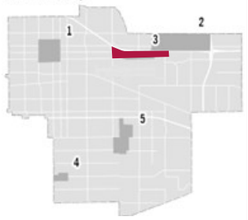
In addition to shared infrastructure, shared maintenance and management of public open spaces throughout the District would ensure a cohesive, efficient, and coordinated series of public spaces.

DRAFT

CD-05 Guasti/Multimodal District Place Type

3. Guasti/Multimodal District

District Key



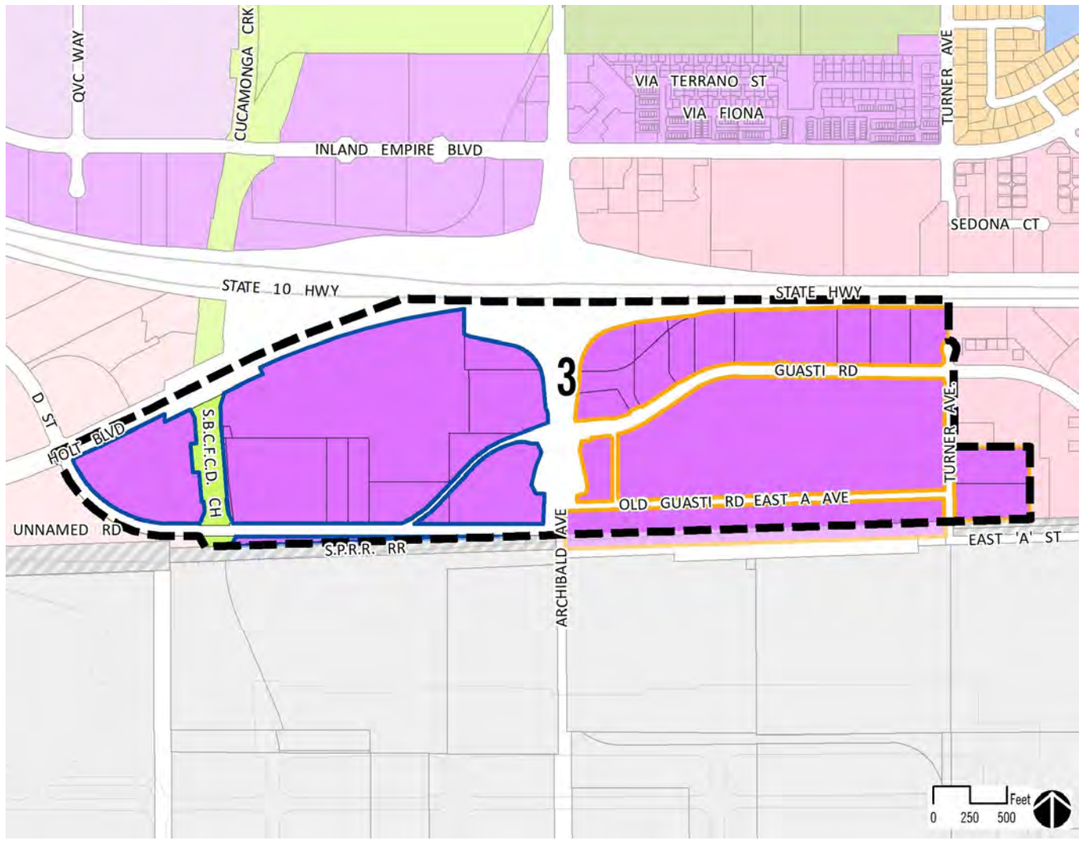
VISION

The historic Guasti (winery) Village sets the theme and backdrop for the Guasti/Multimodal District. The district is envisioned to preserve and enhance the historic buildings as the focal point of a vibrant mixed use area that leverages its proximity to the Ontario International Airport, Ontario Convention Center, and the potential future development of a multimodal transit center. The district will include intense office, commercial, and lodging uses along the I-10 corridor, and —appropriately-scaled residential, office, commercial, and lodging near the Guasti Village historic district core. The multimodal mixed use area within the Guasti/Multimodal District is intended to leverage proximity to the future multimodal transportation center and link the Convention Center, Guasti compound, and airport through strong physical and visual design.



Guasti Village will be the heart of a unique retail/entertainment district and destination that is unlike any-thing else in the city or broader region.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use - Guasti	25.0 to 65.0 dwelling units per acre 1.0 FAR for office and retail uses	This site includes the Guasti Winery, which is on the National Register of Historic Places. This area is envisioned as a mixture of high-quality office, lodging, retail and residential uses that incorporate the Guasti Winery. More intensive office and commercial uses are envisioned along I-10 while office, commercial, and lodging uses are envisioned in and around the historic structures; the southern portion of the area is being considered as potential site for the multimodal transit center. There is an approved Specific Plan on this site that may require amendment to align with TOP.
Mixed Use - Multimodal	20.0 to 80.0 dwelling units per acre 1.0 FAR for office and retail uses	The Multimodal Mixed Use Area is under consideration for our future multimodal transit station that links rail, regional, local, and Airport transit. Intensive office, retail, and residential uses are envisioned to be integrated with the transit station, which is expected to be within the area or in close proximity. The transit center is envisioned as an iconic, convenient, and intuitively designed multimodal transportation center that serves the City of Ontario and the region at-large.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.

GUASTI DISTRICT INTENDED OUTCOMES

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



The remaining historic buildings, structures, landscape, and spatial relationships that represent the viticulture company town of Guasti Village establish a clear and unique identity that will be preserved and celebrated as the area evolves into a unique urban hub that blends modern mixed use development, hospitality, jobs, housing, and transit access with the historic agrarian scale, character, and landscapes of the original Guasti (winery) Village.

Comfortable, Safe, Human Scale Public Realm



A new network of comfortable, human-scale, pedestrian-oriented public spaces that preserve and enhance the historic site is envisioned within this District.

To achieve this, a new network of pedestrian-oriented, shaded, treelined streets, and other public open spaces should be established. The design of the overall District should celebrate and connect the historic site to other points of interest such as the Ontario Convention Center, Ontario International Airport (ONT), and a planned multimodal transit center. Existing heritage trees should be utilized to offer shade, define the boundaries of public spaces, and provide wind-protection.

Complete and Connected Network



A walkable block structure, similar in scale to the Downtown District, is envisioned to create connections between the Ontario International Airport (ONT), the Ontario Convention Center, the Guasti site, higher intensity uses along the I-10 corridor, and the District's multimodal transit options including BRT service, Ontario Airport Loop, and creation of the city's multimodal transit center.

The street pattern should be augmented by a network of public spaces that blend the District's historical roots with more urban forms of land use.

Within this walkable block structure, some variation may occur. For example, some blocks may be dedicated entirely to surface or structured parking to accommodate the needs of regional-serving retail uses and businesses.

Context Aware and Appropriate Building Design



This District is located between the I-10 freeway, and ONT airport, with limited transitions between this area and other uses. As a result, context aware design should focus on providing appropriate transitions between the historic site within the District, the more intense uses along the I-10 corridor, and the hospitality uses near the Ontario Convention Center.

Buildings of all scales should be sited and designed to spatially define the network of local streets and open spaces.

Active Frontages



The array of uses envisioned for this District requires a flexible palette of frontage activation strategies.

Streetscapes and open spaces adjacent to office and employment uses should be activated by large main entries, lobbies, bike parking areas and employee break rooms and yards. Retail, restaurant, and entertainment uses should incorporate large windows that encourages uses to spill out into the street. Hotels or other hospitality uses should face the public realm with lobbies and restaurants, and housing should serve to activate some of the smaller streets, green spaces, and paseos by orienting lobbies, community rooms, terraces, courtyards, and balconies towards public spaces in a way that provides residents with both privacy and views of the streets and other public open spaces.

Managed Infrastructure

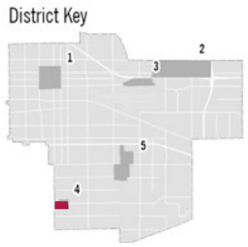


To reduce the land area devoted to parking cars to the practical minimum, it will be important that good transit service is provided to the District by the several lines currently in the planning stages, and that shared parking facilities are provided and actively managed.

Coordinated maintenance and management of public and common area landscaping and lighting within cohesive areas of the District should also be required.

CD-06 South Euclid District Place Type

4. South Euclid District



VISION

Lying at the southwest corner of the city, the South Euclid District is envisioned to develop as a vertically- and horizontally mixed use area to serve the populations of newly developing Ontario Ranch and adjoining communities. The district will include a range of housing types integrated within and alongside retail, commercial, and office uses, as well as public spaces and trails that connect ~~the~~ "~~Great~~ Grand Park" to Euclid Avenue. The area is intended to be highly walkable with pedestrian-oriented site design and road network and amenitized transit stops that leverage the Bus Rapid Transit (BRT) investments.



A new mixed use and lifestyle center within the South Euclid District would create a destination and amenity for neighborhoods in south Ontario - as well as surrounding neighborhoods in Chino, Eastvale, and beyond.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
~~Medium Density~~	~~20.1 to 25.0 dwelling units per acre~~[1]	~~Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.~~
Mixed Use - ~~Great~~ Grand Park	14.0[1] to 65.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses *Subject to Specific Plan*[1]	The ~~Great~~ Grand Park Mixed Use Areas are envisioned as the southwestern activity centers for citizens of Ontario. These areas accommodate a vertical and horizontal mixture of commercial, office, entertainment, and residential uses all connecting to ~~the Great~~ Grand Park with a pedestrian oriented atmosphere. It is envisioned that the major roads through these Mixed Use areas are couplets, which are a series of one-way streets that disperse traffic and allow reduced street widths, maximize the sense of community, and emphasize pedestrian accessibility. These Mixed Use areas are envisioned as low-rise (3-5 stories) with some mid-rise (5-10 stories) near the intersection of Euclid and Edison/Ontario Ranch Road.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.

Note:

1. All ~~medium density and~~ mixed use parcels within the South Euclid District are within the affordable housing overlay zoning district. The overlay, 1) sets a minimum density of 20 dwelling units per acre; and 2) waives the specific plan requirement if there is no existing specific plan and the proposed project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements outlined in the development code~~; and 3) allows a maximum density of 30 dwelling units per acre in the medium density land use category if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements outlined in the development code~~.

SOUTH EUCLID DISTRICT INTENDED OUTCOMES

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



The design character of the South Euclid District is envisioned to be varied, with a retail and civic core near Euclid Avenue that acts as a high-quality lifestyle center, with a highly walkable system of local roads, building and site design that enhance the pedestrian experience, and a connected network of outdoor spaces that link the larger open spaces of ~~the~~ "~~Great~~ Grand Park" and provide access to transit stops. The District will include a variety of attached and multifamily housing types in a very walkable, sustainable, and urban neighborhood setting.

Comfortable, Safe, Human Scale Public Realm



The public realm in the South Euclid District is envisioned as a walkable local street pattern that links a network of other public spaces, like plazas and parks, together, ultimately connecting to ~~the~~ "~~Great~~ Grand Park." The public realm is defined by thoughtfully designed adjacent buildings and appropriate landscaping.

To achieve this, buildings should be sited to create inviting outdoor spaces, and facades should be articulated at regular intervals. Indoor uses should engage adjacent public spaces. Retail shops and restaurants should face wide, shaded sidewalks that provide opportunities for indoor uses, such as dining, to spill out into the street.

Whenever possible, commercial parking should be located in shared parking lots or structures within blocks behind shops and buildings, while residential parking should be alley-loaded.

Complete and Connected Network



The South Euclid District is envisioned to be organized around a simple connective block structure that is similar in scale to the Downtown District, with typical blocks that are approximately 1,600 feet in perimeter, a size that facilitates pedestrian activity.

The street pattern should logically and conveniently link to neighborhoods within and next to the District, and the public space network within the District should establish a strong connection to ~~the~~ "~~Great~~ Grand Park", linking it to the District, Euclid Avenue, and transit stops along Ontario Ranch Road.

Some variation in the pattern may occur. Streets may be closed to vehicular access, with buildings fronting public spaces. Alternatively, blocks may be dedicated to surface or structured parking to serve retail and business uses. Maintaining safe and convenient pedestrian access should be prioritized.

Context Aware and Appropriate Building Design



Buildings should be designed and scaled relative to the spaces they front.

In commercial areas, buildings may include vertically mixed use projects with commercial on the ground floor, and housing or offices on the upper floors, stand-alone multifamily housing, or stand-alone office buildings. Less intense development is envisioned to the east along ~~the~~ "~~Great~~ Grand Park" frontage with, one- to three-story commercial, residential, and office uses that provide a strong presence and enhance the pedestrian environment.

Housing should reflect the scale, massing, and character of nearby buildings, with higher density apartments near the commercial core and around transit stops, transitioning to smaller scale multifamily and attached homes near adjacent neighborhoods.

Active Frontages



Within the commercial areas, ground floor building design should incorporate tall, clear shopfronts that blur the line between outdoor and indoor environments and allow for activities like outdoor dining to occupy adjacent sidewalks or other public spaces.

Residential buildings should be sited and designed to engage the street while maintaining privacy. Front doors and stoops should front the street and outdoor living spaces should overlook residential street and spaces.

Managed Infrastructure



Coordinated management of District-wide facilities and infrastructure will play an integral role in fostering a robust pedestrian atmosphere.

Shared parking strategies in the commercial core should be established to encourage visitors to park once and enjoy the area on foot, fully utilize available parking at all times of day, and provide flexibility to better adapt to changes in land use as well as changing trends in how people travel.

Shared maintenance should also be established to provide efficient, consistent, and sustainable maintenance and management of public spaces.

DRAFT

CD-07 South Employment District Place Type

5. South Employment District



VISION

The South Employment District is envisioned to foster employee-intensive office, entertainment facilities, live/work, and supporting retail uses in a campus environment designed to leverage proximity to the Great Park and maintain compatibility with surrounding residential areas. Outside of the Chino Airport safety zone, higher density stand-alone and mixed-use residential neighborhoods are intended to orient toward the Great Park and incorporate transition areas from the surrounding business park uses.



The Great Park-inspired, campus-like setting of the South Employment District will attract a variety of employment generating uses.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use – Eucalyptus / Chino Airport Overlay	25.0 to 45.0 dwelling units per acre (outside of airport safety zone) 2.0 FAR for office and vertically-mixed uses 0.60 FAR for business park and retail uses *Subject to Specific Plan*[1]	Envisioned to primarily accommodate employee-intensive office, entertainment facilities, live/work, and supporting retail uses in a campus environment designed to leverage proximity to the park and maintain compatibility with surrounding residential areas. Stand-alone and mixed use residential is permitted outside of the Chino Airport safety zone, primarily centered on Grove. Business park uses, such as research and development and "clean" industrial are also permitted provided they do not involve the frequent use of trucks (Class 4 or higher) as part of its primary activities.
Open Space – Recreation	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.

Note:

1. All mixed use parcels within the South Employment District are within the affordable housing overlay zoning district. The overlay, 1) sets a minimum density of 20 dwelling units per acre; 2) waives the specific plan requirement if there is no existing specific plan and the proposed project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements outlined in the development code; and 3) allows a maximum density of 30 dwelling units per acre in the medium density land use category if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements outlined in the development code.

SOUTH EMPLOYMENT DISTRICT INTENDED OUTCOMES

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



The South Employment District is envisioned as an employment hub with integrated residential uses concentrated around Grove Avenue, and supporting commercial uses, set in a campus-like environment. Proximity to the "Great Park," higher-density housing, and transit opportunities along Ontario Ranch Road will drive the success of this District as a pedestrian-first, transit-oriented campus.

A roadway between the mixed use area and the southern park boundary will provide public access to the "Great Park" from within the District, and attract visitors to the area outside of office hours.

Comfortable, Safe, Human Scale Public Realm

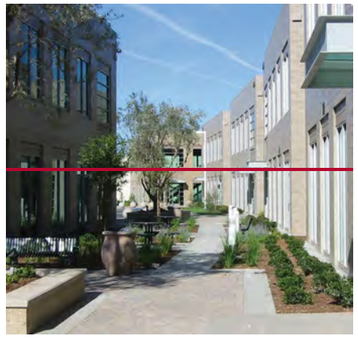


A complete network of complete streets will combine with Great Park access to form the foundation for establishing a comfortable, human-scale public realm in this District.

The "Great Park" will bring broad open spaces and citywide trail connections into this area, which should connect to the new network of streets.

The planned roadways in this area provide the foundation for a walkable network of streets and sidewalks, but an interconnected system of secondary local streets that link public spaces to the Great Park should be established.

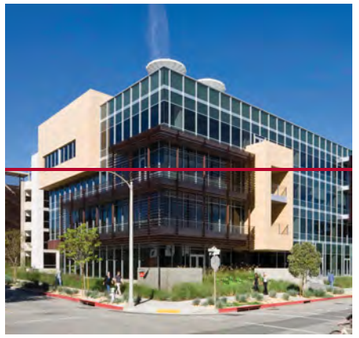
Complete and Connected Network



The South Employment District is envisioned to be organized around a connective multimodal network in a campus-like environment.

Portions of the network will provide vehicular accesses, but circulation within the District will focus on providing pedestrian and bicycle connections between residences, employment centers, the "Great Park," and transit stops along Ontario Ranch Road through a network of interconnected pedestrian malls, local streets, and other public spaces.

Context Aware and Appropriate Building Design



Buildings in this District are expected to range from 2 to 4 stories in height, with simple massing and modern design.

Uses may include office, apartments, attached residential, vertically mixed use projects, buildings that mix offices with and supporting retail and commercial uses. "Clean industrial" and business park uses like R&D and maker spaces should be clustered near Eucalyptus Avenue, and buildings should have minimal dock doors.

To ensure compatibility within and adjacent to the District, housing should be located near the "Great Park," oriented toward quieter local streets and open spaces, and screened from parking, loading areas, and noises produced by nearby uses.

Commercial uses should be concentrated at strategic locations where they are convenient to workers, residents, and visitors, accessible by all travel modes, and located between major destinations and transit stops.

Active Frontages



Buildings in this District are envisioned to have large footprints and simple massing. They should be designed to activate the public spaces by locating primary entrances, main lobbies, bike parking areas, employee lunchrooms, outdoor break areas, and other active uses along those frontages. Long walls should be articulated using appropriately placed windows, architectural details, and human-scale landscaping. Uses that benefit from limited fenestration should be located toward the rear of the building, while commercial, office, and residential uses should overlook adjacent public spaces.

Service areas like, trash enclosures, loading docks, and utility service entrances should be located to the rear of the buildings, along alleys, loading areas, and parking area.

Managed Infrastructure



Coordinated management of facilities and infrastructure will play an integral role in maintaining a robust district where people want to spend time.

Shared parking strategies should be established to encourage visitors to park once and enjoy the area on foot, fully utilize available parking at all times of day, and provide flexibility to better adapt to changes in land use as well as changing trends in how people travel.

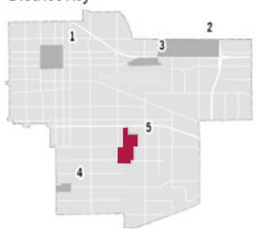
Shared maintenance should also be established to provide efficient, consistent, and sustainable maintenance and management of public spaces.

DRAFT

CD-07 Sports Empire District Place Type

5. Sports Empire District

District Key



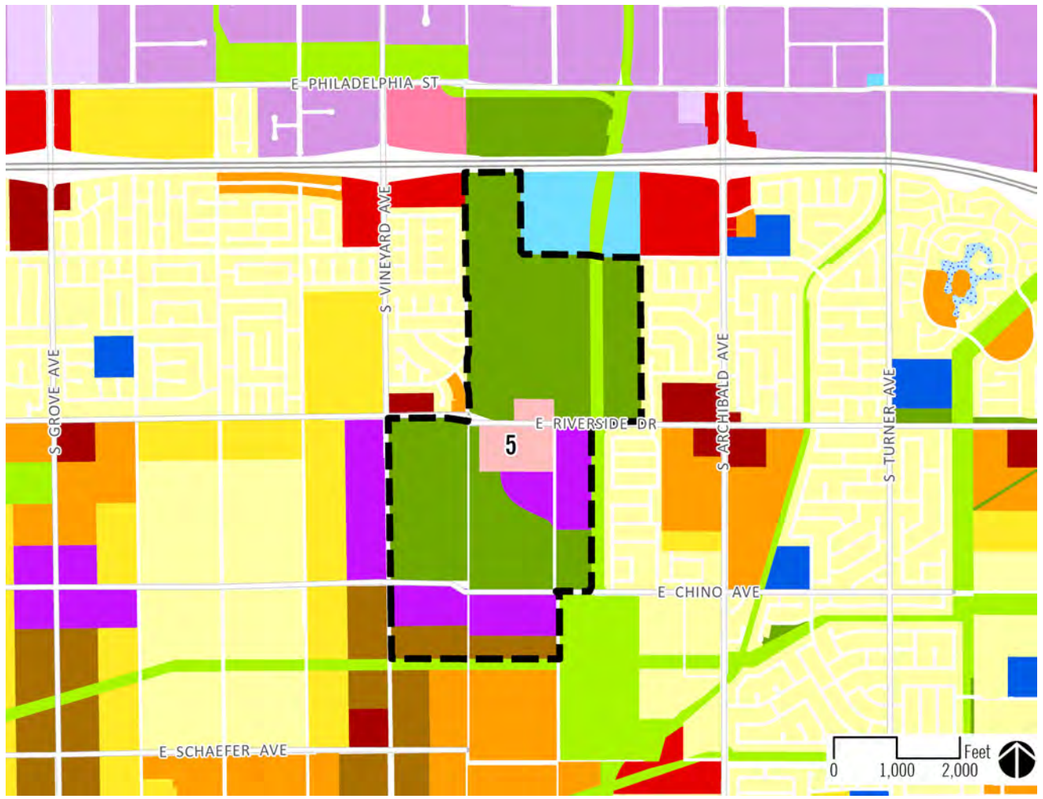
VISION

The Sports Empire district is envisioned as a vibrant, year-round regional destination where local residents and visitors come together around sports, recreation, and entertainment within a walkable, mixed-use environment. Anchored by ONT Field and professional baseball, the district integrates entertainment, hospitality, retail, and housing with open space and recreational assets to form a lively, walkable entertainment district. The district is integrated and highly connected to the surrounding residential communities, supporting daily activity, neighborhood vitality, and seamless connections to sports facilities, community amenities, and everyday destinations. Together, these elements create a cohesive district that thrives during major events while remaining an inviting place for the Ontario community to live, gather, recreate, and enjoy throughout the year.



The Ontario Sports Empire will create a local, regional, and national destination for sports and entertainment uses. The facility distinguishes itself as the "largest multi-use sports complex west of the Rocky Mountains" capable of hosting a wide range of recreational, tournament, and event activities.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Open Space - Recreation	Not applicable	We desire to realize multiple uses from these open spaces both public and private, such as trails, greenways, joint-use recreational amenities, landscaped parkways/ medians.
Open Space – Non-Recreation	Not applicable	Open space that includes utility easements and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, parking lots, and nurseries.
Hospitality	1.00 FAR	Regional serving tourist-serving, retail, entertainment, and service uses that support the Ontario Sports Empire.
Mixed Use – Sports Park	25.0 to 65.0 du/ac; 1.0 FAR retail & hospitality; 1.5 FAR office Subject to PUD or Specific Plan[1]	The Sports Park Mixed Use Areas are envisioned as a mixed-use recreation and entertainment hub, accommodating a vertical and horizontal mixture of commercial, office, entertainment, hospitality, and residential uses all in proximity to the Sports Park. This Mixed-use area is envisioned as low-to-mid-rise (3-5 stories), a mixture of hospitality, commercial, residential, and office uses that will create identity and place along the corridor and serve the surrounding residents.
High Density	25.1 to 45.0 dwelling units per acre	Multi-family dwellings, including stacked flats and mid-rise and high-rise residential complexes.

Notes:
1. Mixed-use and residential parcels South of Chino Avenue within this District are identified in the City's Housing Element, and are included in the affordable housing overlay zoning district. These properties are exempt from the specific plan requirement if there is no existing specific plan or PUD and the project seeking exemption includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements of the affordable housing overlay zone.

SPORTS EMPRIRE DISTRICT INTENDED OUTCOMES

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



The Ontario Sports Empire District will be recognized as a distinct, sports-themed destination and community place. District design, architecture, public art, signage, and open spaces reinforce an energetic identity centered on sports, competition, recreation, and year-round activity.

ONT Field serves as a focal landmark, incorporating aviation-inspired design elements that reference Ontario's airport legacy while remaining rooted in the district's overall sports character. Gateways, plazas, and major pedestrian corridors create memorable arrival experiences and a cohesive sense of place that distinguishes the Sports Empire within the city.

Comfortable, Safe, Human Scale Public Realm



Pedestrian corridors, plazas, parks, and open spaces are designed at a comfortable, human scale that supports daily activity, play, and large event crowds. Wide walkways, shade trees, shade structures, seating, lighting, intuitive circulation, and clear wayfinding create welcoming spaces for walking, socializing, playing, and outdoor dining. Public spaces accommodate both pre- and post-event activity and everyday community use, encouraging social interaction, safety, extended stays, and casual recreation. Housing integrated within the district benefits from direct access to these corridors, amenities, and open spaces, while remaining comfortably connected to higher-intensity event areas.

Complete and Connected Network



A coordinated network of pedestrian corridors, trails, and streets links uses within the district, including ONT Field, sports and recreational facilities, parks, housing, and visitor-serving amenities, and safe, accessible connections across major streets provides connections to future communities. Internal pathways are designed to support a park-once approach, enabling visitors to reach multiple destinations safely and comfortably without moving vehicles between venues. Wide walkways, shade, seating, intuitive circulation, and clear wayfinding create comfortable, human-scale routes that support walking, biking, play, socializing, and casual recreation. The City will also collaborate with transit providers to bring transit access to the site as the district develops.

Context Aware and Appropriate Building Design



Buildings within the Sports Empire District express a cohesive architectural character that supports entertainment, hospitality, retail, and residential activity. Landmark buildings frame plazas, parks, and corridors with engaging façades, shaded walkways, and features that reinforce the district's identity and create memorable public spaces.

Design emphasizes active, pedestrian-oriented edges that connect open spaces, streets, hotels, retail, and event venues. Housing is located and designed to be compatible with nearby sports facilities by thoughtfully addressing lighting and activity impacts while maintaining visual and pedestrian links to district amenities.

Success is evident in buildings and public spaces that are welcoming for daily use, accommodate visitors and community life, enhance retail vitality, and contribute to a cohesive, walkable district that functions well on both event and non-event days.

Active Frontages



Streets, plazas, and pedestrian corridors within the Sports Empire District are enlivened by active building edges supporting entertainment, hospitality, retail, and residential uses. Ground-floor facades and frequent entrances engage sidewalks, parks, and gathering spaces, creating visual interest, shade, and comfort throughout the day and evening. Outdoor dining, seating, and amenity spaces adjacent to walkways extend activity into the public realm.

Hotel lobbies, retail storefronts, and venue entrances face key pedestrian routes, reinforcing connections between uses and encouraging continuous movement. Where housing abuts public spaces, thoughtful design balances activation with privacy and comfort. Success is evident in streetscapes that feel lively, safe, and walkable on both event and non-event days, supporting seamless connections throughout the district.

Managed Infrastructure



Infrastructure within the Sports Empire District is planned cohesively to support a vibrant, park once walkable environment that shares resources to accommodate entertainment, hospitality, retail, and residential uses across both event and everyday conditions. Parking, utilities, stormwater systems, and service access are designed at a district scale to function efficiently during peak activity while enhancing overall connectivity, comfort, and character. Shared circulation infrastructure supports park-once goals and creates a cohesive network to navigate the site, while green infrastructure, shade elements, and landscape features are integrated throughout to improve comfort, environmental performance, and visual quality. Success is evident in infrastructure that supports seamless movement, reinforces the district's identity, and enhances experiences for visitors and residents alike.

CD-08 Corridor Place Types

6. East Holt Boulevard Corridor



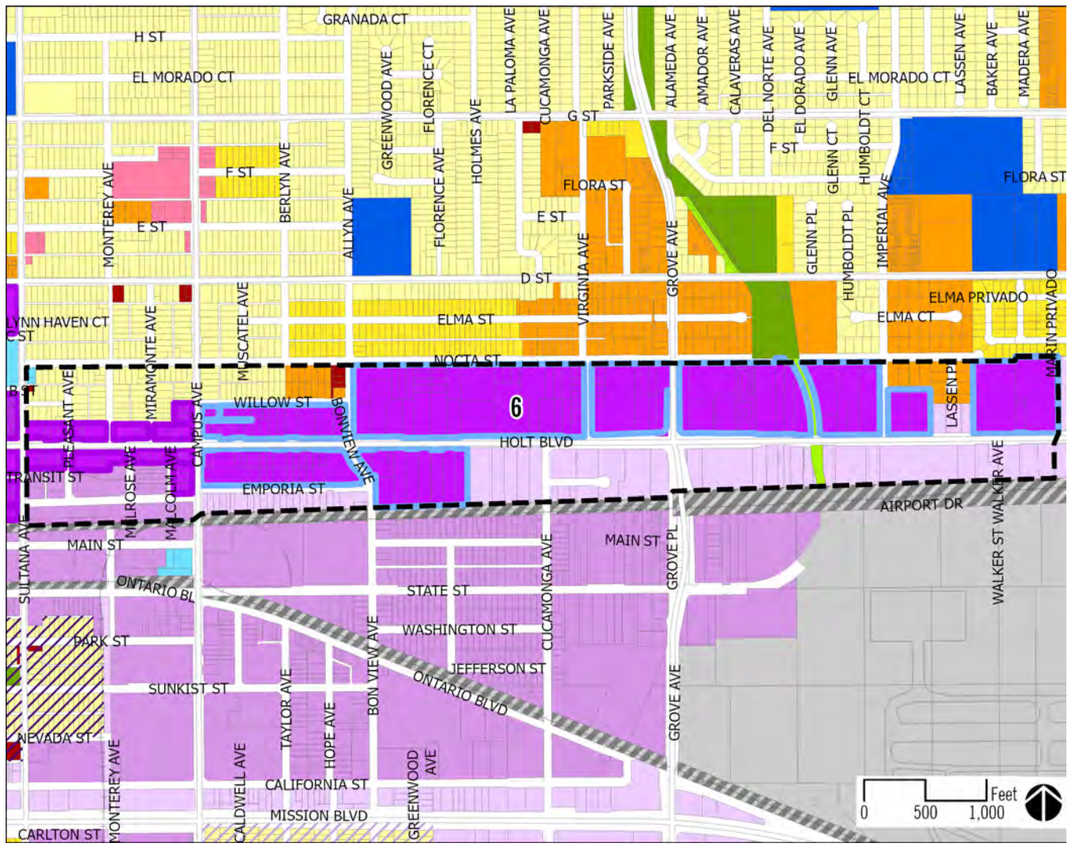
VISION

Holt Boulevard is an important east-west corridor connecting Ontario to the greater region, with improved connectivity options through the addition of BRT service. This corridor is envisioned to gradually build out over time through infill development that ultimately yields vibrant neighborhood-serving commercial areas, a variety of housing options, and employment opportunities that are clustered around BRT stops that can be easily accessed by pedestrians and bicyclists.



Conceptual rendering showing how mixed use and business park infill development could create active frontages, a lively pedestrian experience, and new public spaces along Holt Boulevard.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Low Density	2.1 to 5.0 dwelling units per acre	Single-family detached residences.
Medium Density	11.1 to 25.0 dwelling units per acre	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
Mixed Use - Downtown[1]	25.0 to 75.0 dwelling units per acre 2.0 FAR for retail and office uses	Envisioned as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues.
Mixed Use - Holt Blvd[1]	14.0[2] to 40.0 dwelling units per acre 2.0 FAR for office uses 1.0 FAR for retail uses	This area is envisioned as a low-rise (3-5 stories) intensification of the Holt Corridor. The intent is to create identity and place along the Holt Corridor, connect the corridor to Downtown, and connect the Downtown to the Ontario Airport Metro Center.
Neighborhood Commercial	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
Business Park	0.60 FAR	Employee-intensive office uses including corporate offices, technology centers, research and development, "clean" industry, light manufacturing, and supporting retail within a business park setting.
Industrial	0.55 FAR	Variety of light industrial uses, including warehousing / distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.

Notes:

1. Subject to PUD at City's discretion.
2. Some mixed use parcels within the Holt Boulevard Corridor are within the affordable housing overlay zoning district. The overlay sets a minimum density of 20 dwelling units per acre.

7. Inland Empire Boulevard Corridor



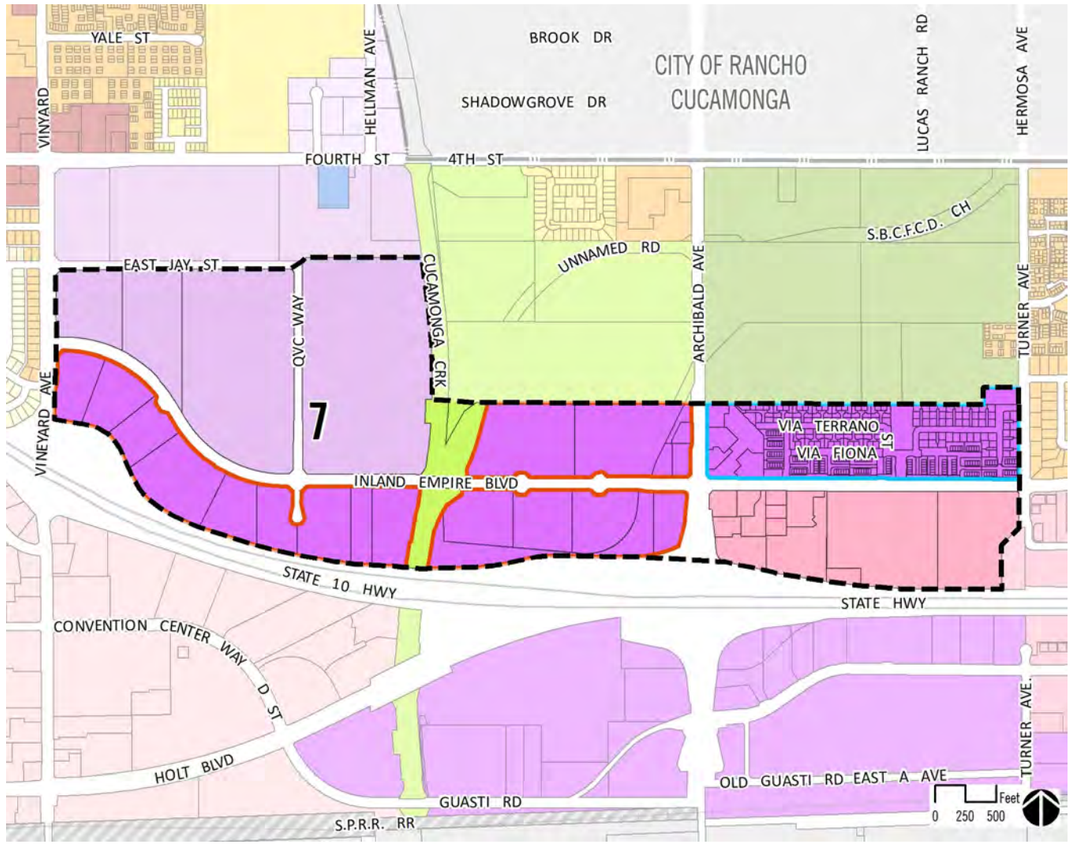
VISION

The Inland Empire Boulevard Corridor connects Vineyard Avenue and the Convention Center directly to the heart of the Airport / Metro Entertainment District and future BRT. Near- to mid-term improvements include the addition of significant rows of large street trees to provide shade, spatial definition, and a better pedestrian environment; the addition of new bicycle facilities, infill buildings oriented to the street, and reorientation of existing building entrances toward the street where possible. Over the longer term, this corridor has the potential to become a westward extension of the Airport / Metro Entertainment District environment.



Aerial image of Inland Empire Boulevard Corridor looking East from Vineyard Avenue.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use - Meredith	~~14~~25.0 to 125.0 dwelling units per acre 3.0 FAR for office and retail uses	This area is envisioned as a mixture of mid-rise buildings, regional-serving retail and office centers, and stand-alone high density residential projects.
Mixed Use - Inland Empire Corridor	14.0 to 30.0 dwelling units per acre 2.0 FAR for office uses 1.0 FAR for retail uses	Located along Inland Empire Boulevard, this area is primarily residential with a retail center at the corner of Inland Empire Boulevard and Archibald. Commercial uses that relate to the park are envisioned for the area West of the regional park.
Office Commercial	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
Industrial	0.55 FAR	Variety of light industrial uses, including warehousing / distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.

CORRIDOR INTENDED OUTCOMES (ALL CORRIDORS)

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



Corridors present the opportunity to transform an underutilized transportation corridor into a distinctive urban place, with infill development including new housing, transit-accessible job centers, and inviting commercial areas.

Public spaces along the transportation corridors should be designed to allow for widened sidewalks, framed by street trees, and multi-story housing, offices, or mixed use buildings.

Comfortable, Safe, Human Scale Public Realm



The primary street, and important cross streets within a corridor should be designed to allow for wide, walkable sidewalks that provide access to new housing, offices shops and restaurants, and create a pedestrian experience that is attractive, enjoyable, and meets the daily needs of local residents, transit riders, workers and visitors.

The tree-lined corridor and landscaped cross streets should be augmented by a network of small plazas and public spaces that provide neighborhood gathering points, and ideal locations for transit stops.

Complete and Connected Network



Access to corridor parcels and flanking uses should be organized as regularly spaced multimodal streets, or access points. These intersections should be designed to ensure safe, comfortable, and convenient pedestrian and bicycle travel, with for low-speed vehicular access at limited intervals.

Vacant, underdeveloped, and underutilized parcels should be organized into new walkable blocks that link destinations within the corridor, such as commercial areas and transit stops to adjacent neighborhoods and employment centers.

Large blocks (greater than 500 feet) on corridors adjacent to residential neighborhoods or employment centers should establish mid-block pedestrian paseos to encourage people to walk and bike to destinations along the primary corridor street.

Context Aware and Appropriate Building Design



The linear nature of corridors focuses development and investments in relatively shallow infill sites, leaving little room to transition from an active mixed use environment to a quieter neighborhood. Parcels adjacent to residential uses should provide seamless transitions from more intense corridor development to less intense neighborhoods. Types of transitions will vary based on the type of adjacent uses, scale of buildings, and lot depth.

Appropriate transitions may include, but are not limited to, "step down" building massing that reduces height as it approached residential neighborhoods, landscaped setbacks, scaled down development overall, and interior green or public spaces that provide a buffer between uses.

Active Frontages



Frontages within corridors should enable and promote human activity in the public realm.

Retail and restaurant frontages should have tall shopfronts that face and wide shaded sidewalks.

Residential frontages should raise the ground floor units above the street to provide adequate privacy, but not so high that pedestrians must walk past a blank ground floor.

All buildings should also provide "eyes on the street" from both ground floor and upper floor windows, terraces, and balconies, to improve safety for transit riders and pedestrians.

Policy CD-3.6 Managed Infrastructure



Segments of Urban Corridors with significant amounts of non-residential use are prime candidates for shared parking districts and maintenance districts.

CD-09 Neighborhood Center Place Types

8 (a-e) Neighborhood Center - Infill



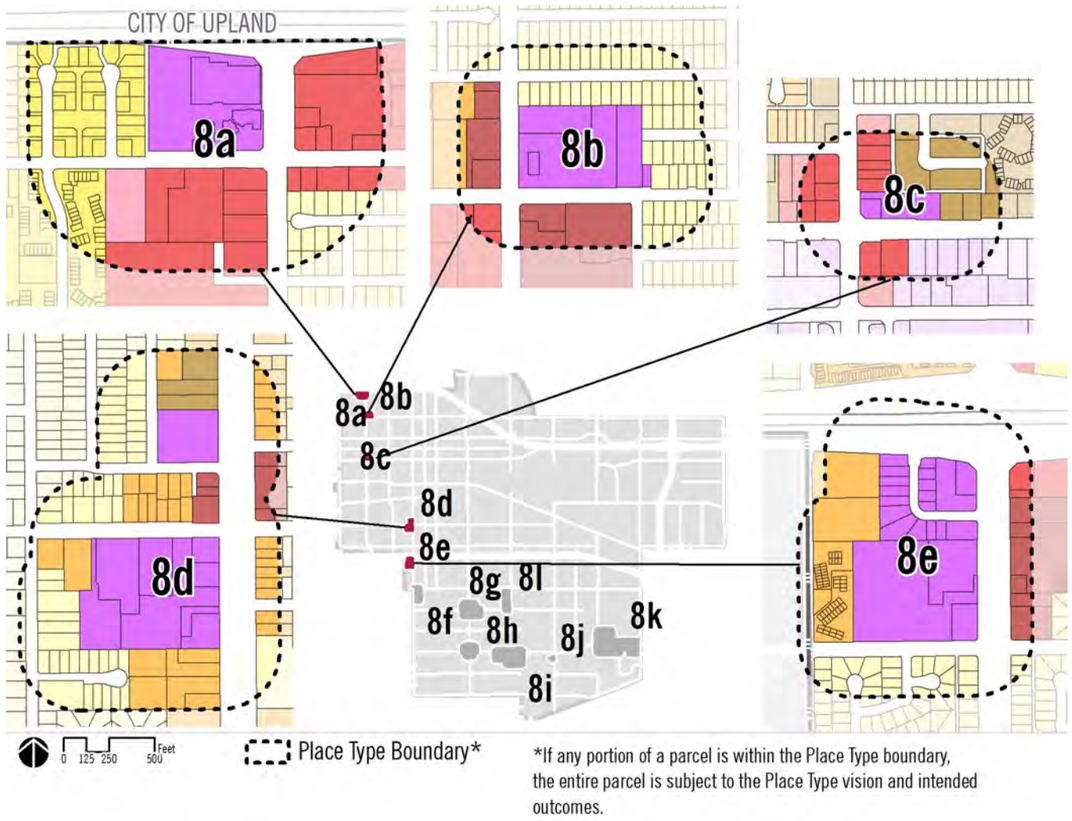
VISION

Neighborhood Centers located in areas where the commercial and residential parcels were largely developed in an incremental manner prior to 2020, are north of Riverside Drive, and are categorized as "infill" centers. These centers will range in size, complexity, and relationship to the surrounding streets and neighborhoods. Some are very small centers that may only include a horizontal mix of uses fronting onto a wide sidewalk while others may involve a vertically integrated mix of higher density residential and nonresidential uses oriented around a public plaza or other form of open space. All of these centers are envisioned to incorporate site design that prioritizes safe, and attractive, and well-shaded pedestrian access on-site, from the public rights-of-way, and from the adjacent neighborhoods.



Mixed use Neighborhood Centers are intended to bring many daily needs and community amenities within easy reach of most residents.

LAND USE



*If any portion of a parcel is within the Place Type boundary, the entire parcel is subject to the Place Type vision and intended outcomes.

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Low Density	2.1 to 5.0 dwelling units per acre	Single-family detached residences.
Low-Medium Density	5.1 to 11.0 dwelling units per acre	Single/multi-family attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density	11.1 to 25.0 dwelling units per acre	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
High Density	25.1 to 45.0 dwelling units per acre	Multi-family dwellings including stacked flats and mid-rise and high-rise residential complexes.
Mixed Use - Neighborhood Activity Hubs	20.0 to 75.0 dwelling units per acre 1.0 FAR for retail and office *Subject to PUD at City's discretion*	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02, and CD-09*]
Neighborhood Commercial	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
General Commercial	0.40 FAR	Local and regional serving retail, personal service, entertainment, dining, office, tourist-serving, and related commercial uses.
Office Commercial	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
Business Park	0.60 FAR	Employee-intensive office uses including corporate offices, technology centers, research and development, "clean" industry, light manufacturing, and supporting retail within a business park setting.

8 (f-~~j~~l) Neighborhood Center – South of Riverside Drive

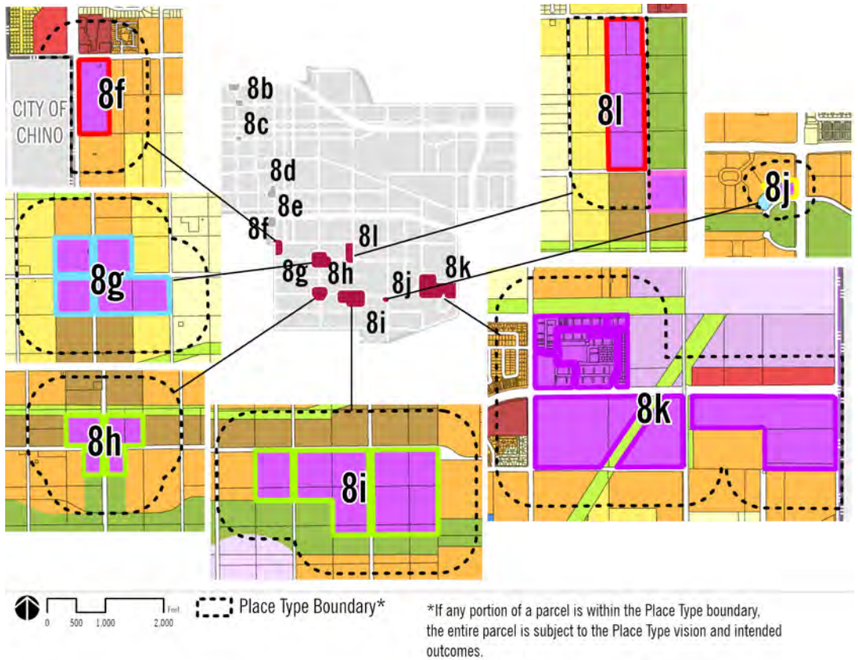
VISION

Neighborhood Centers identified south of Riverside Drive are generally underutilized or vacant as of 2022. These Neighborhood Centers are envisioned to bring new vitality and involve some level of master planning, with the roadway, pathways, open spaces, public realm designs, and site designs coordinated prior to the development of all of the parcels. These centers will range in size, complexity, and relationship to the surrounding streets and neighborhoods.

Some of these centers will involve a small node of mixed use development that is connected to the "Grand~~eat~~ Park" while others will involve larger clusters of mixed use areas that serve as a focal~~us~~ point for the surrounding residential neighborhoods. The largest of these centers are intended to serve not only as a local focal point but also as a major citywide landmark that also connects directly to the "Grand~~eat~~ Park". All but the smallest of these centers are envisioned to consist of some amount of vertically integrated and higher intensity residential, office, and retail buildings oriented toward the "Grand~~eat~~ Park", large public plazas, and/or large trail systems.

All of these centers are envisioned to incorporate site design that prioritizes safe, attractive, and well-shaded pedestrian access onsite, from the public rights-of-way, and from the adjacent neighborhoods. Parking areas are to be located next to and behind buildings to provide a variety of frontages along streets.

LAND USE



*If any portion of a parcel is within the Place Type boundary, the entire parcel is subject to the Place Type vision and intended outcomes.



Conceptual illustration showing a potential Neighborhood Center – South of Riverside Drive with wide sidewalks, buildings oriented toward the streets, and a variety of transportation options.

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Low Density	2.1 to 5.0 dwelling units per acre	Single-family detached residences.
Low-Medium Density	5.1 to 11.0 dwelling units per acre	Single/multi-family attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density	11.1[1] to 25.0dwelling units per acre	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
High Density	25.1 to 45.0 dwelling units per acre	Multi-family dwellings including stacked flats and mid-rise and high-rise residential complexes.
Mixed Use - ~~Great~~ Grand Park	14.0[1] to 65.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses *Subject to Specific Plan*[1]	The ~~Great~~ Grand Park Mixed Use Areas are envisioned as the southwestern activity centers for citizens of Ontario. These areas accommodate a vertical and horizontal mixture of commercial, office, entertainment, and residential uses all connecting to the ~~Great~~ Grand Park with a pedestrian oriented atmosphere. It is envisioned that the major roads through these Mixed Use areas are couplets, which are a series of one-way streets that disperse traffic and allow reduced street widths, maximize the sense of community, and emphasize pedestrian accessibility. These Mixed Use areas are envisioned as low-rise (3-5 stories) with some mid-rise (5-10 stories) near the intersection of Euclid and Edison/Ontario Ranch Road.
Mixed Use - Grove	14.0[1] to 65.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses *Subject to Specific Plan*[1]	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents.
Mixed Use - Parkside	25.0 to 45.0 dwelling units per acre 1.0 FAR for retail uses *Subject to approved Specific Plan*	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place and serve the surrounding residents.
Mixed Use Neighborhood Activity Hubs	20.0 to 75.0 dwelling units per acre 1.0 FAR for retail and office *Subject to Specific Plan*[1]	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents.
Neighborhood Commercial	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
General Commercial	0.40 FAR	Local and regional serving retail, personal service, entertainment, dining, office, tourist-serving, and related commercial uses.
Open Space - Recreation	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.

Note:

1. Some medium density, high density, and mixed use parcels in the Neighborhood Centers South of Riverside Drive are within the affordable housing overlay zoning district. The overlay, 1) sets a minimum density of 20 dwelling units per acre; 2) waives the specific plan requirement if there is no existing specific plan and the proposed project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements outlined in the development code; and 3) allows a maximum density of 30 dwelling units per acre in the medium density land use category if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements outlined in the development code. If not covered by a specific plan, projects are still subject to a PUD at the City's discretion.

NEIGHBORHOOD CENTERS INTENDED OUTCOMES (ALL CENTERS)

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type

Unique Identity



Neighborhood Centers are organized by a pattern of walkable blocks, tree-lined streets and varied architecture within a compact area. Each building, business, and use contributes to the Center's unique character adding value to the Center and surrounding neighborhoods by its proximity and accessibility to them. These centers are connected to adjoining neighborhoods by a network of neighborhood streets and pedestrian connections, not separated from them by loading zones, trash enclosures and tall walls. Appropriate transitions from the busy environment of the commercial core of the center to the quiet neighborhood environments is achieved by gradual transitions in building scale and level of activity.

Comfortable, Safe, Human Scale Public Realm



The public realm of Neighborhood Centers includes streets connecting to neighborhoods, and parking lots and other publicly accessible open spaces. These interwoven open spaces meet the functional requirements for vehicular access and parking that are met in conventional shopping centers by large parking lots connected to large streets with auto-only driveways, and provide a comfortable retail experience for residents and visitors to shop, dine, and spend time with friends and family.

Complete and Connected Network



Centers are organized around a network of local streets, both public and private, that form walkable blocks. Neighborhood centers should be connected to larger cross-town streets and corridors by local cross-streets.

To encourage walking and to provide equitable access to goods and services for residents who are unable to drive, additional paseos and other "pedestrian shortcuts" should be provided when lots or blocks exceed approximately 500 feet in width.

Context Aware and Appropriate Building Design



Most Neighborhood Centers face on crosstown avenues and Neighborhood Corridors. They should front these streets with larger buildings and high levels of commercial activity. The height, size, and scale of buildings and levels of activity should systematically step downward toward adjoining neighborhoods. Building masses near single-family neighborhoods should be reduced in height, width and bulk, and activities should transition for very busy and active retail and restaurant uses to quieter office and residential uses.

Active Frontages



The ground floors of buildings - and the public spaces they front - should be designed to balance the needs of interior uses with the active public realm.

Retail and restaurant businesses near the main avenue and within the retail core of the center, should be adjacent to wide sidewalks, and building facades should include with tall, transparent shopfronts providing clear views of merchandise and activity within each business.

As uses transitions from the retail core to adjacent neighborhoods streetscape improvements and sidewalks should change with landscape pallet giving way to sidewalks behind green parkway strips. Similarly, deeper setbacks should mark the transition from Center to neighborhood.

Managed Infrastructure



Coordinated management of facilities and infrastructure will play an integral role in maintaining a successful Neighborhood Center where people want to spend time.

Shared parking strategies should be established to encourage visitors to park once and enjoy the area on foot, fully utilize available parking at all times of day, and provide flexibility to better adapt to changes in land use as well as changing trends in how people travel.

Shared maintenance should also be established to provide efficient, consistent, and sustainable maintenance and management of public space.

Housing Element Technical Report Amendments

A Component of The Ontario Plan 2050

Public Review Draft | March 2026

Please note only sections with proposed amendments are included

The current Housing Element Technical Report is available here:
https://content.ontarioca.gov/sites/default/files/2024-12/HE%20Adopted%2020220821%20Clean_0_0.pdf

3. ASSESSMENT OF FAIR HOUSING

2026 Sites Inventory Strategy and Relationship to Assessment of Fair Housing

The City has refined its Housing Element sites inventory to respond to updated development trends, site availability, and State housing law requirements, while maintaining the core strategy described in this chapter to affirmatively further fair housing. The revised sites inventory continues to focus on lower and very low income development potential in Ontario Ranch, a TCAC/HCD high-resource area, and along Holt Boulevard and Downtown to support place-based revitalization and address overcrowding, overpayment, and displacement risk in northwest Ontario. Figure 3-13 (2021) shows the 2022 sites inventory relative to the 2021 TCAC opportunity areas, and Figure 3-13 (2026) shows the 2026 sites inventory relative to the 2026 TCAC opportunity areas.

Although specific parcels in the sites inventory have been updated, the overall geographic distribution of capacity by income category and the associated fair housing factors remain consistent with the AFH analysis in this chapter. The updated inventory continues to:

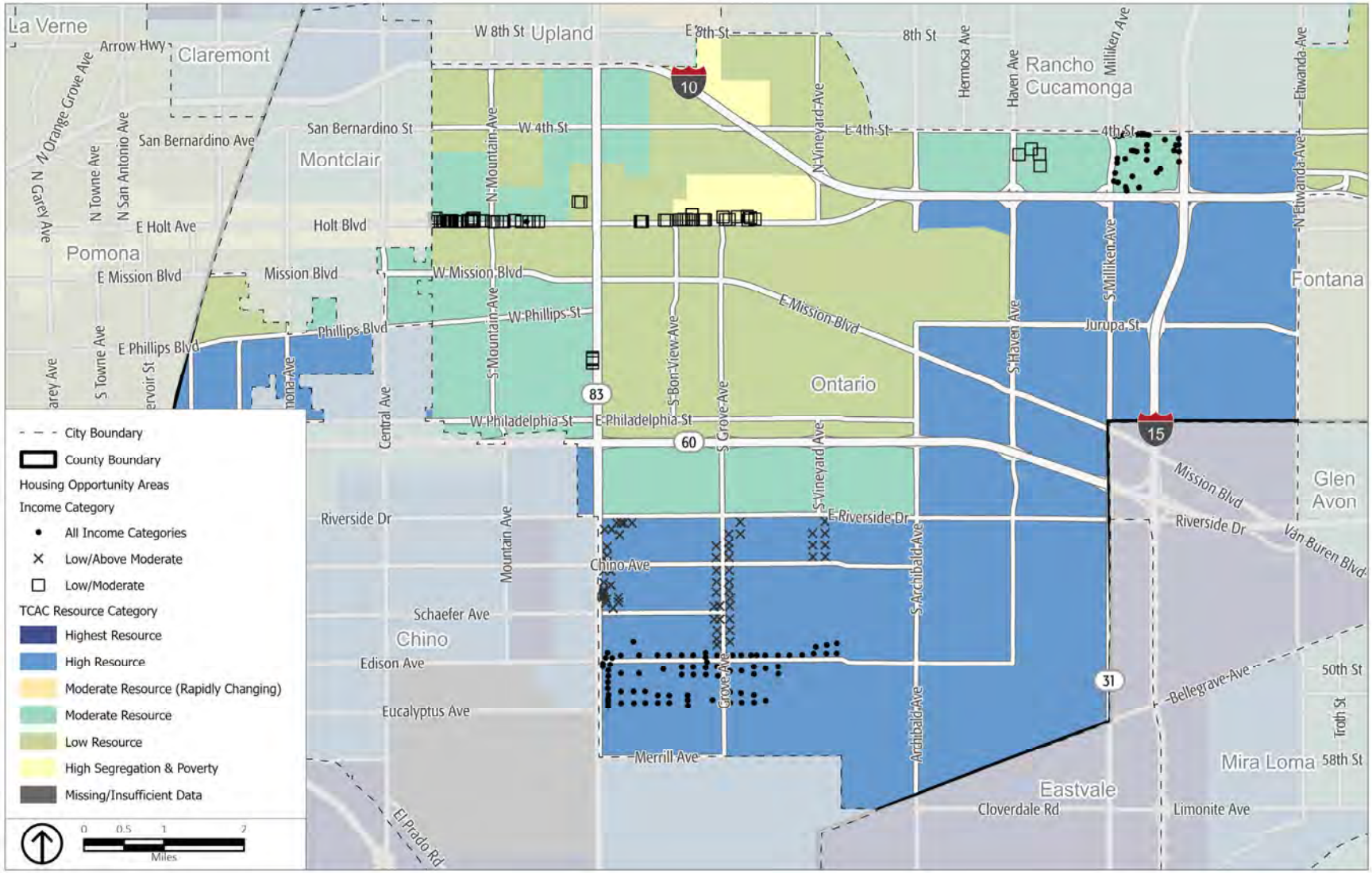
- Reduce the concentration of lower-income households in northwest Ontario.
- Expand affordable housing opportunities in high-resource areas.
- Support neighborhood reinvestment in low-resource areas without causing displacement.

The revised sites inventory advances the same fair housing strategy; thus, no amendments are required to the Assessment of Fair Housing, the identification or prioritization of contributing factors, or the associated programs. The City will continue to monitor implementation of the updated sites inventory and related programs to ensure they further the AFH goals and respond to any fair housing issues over the remainder of the planning period.

About the Assessment of Fair Housing

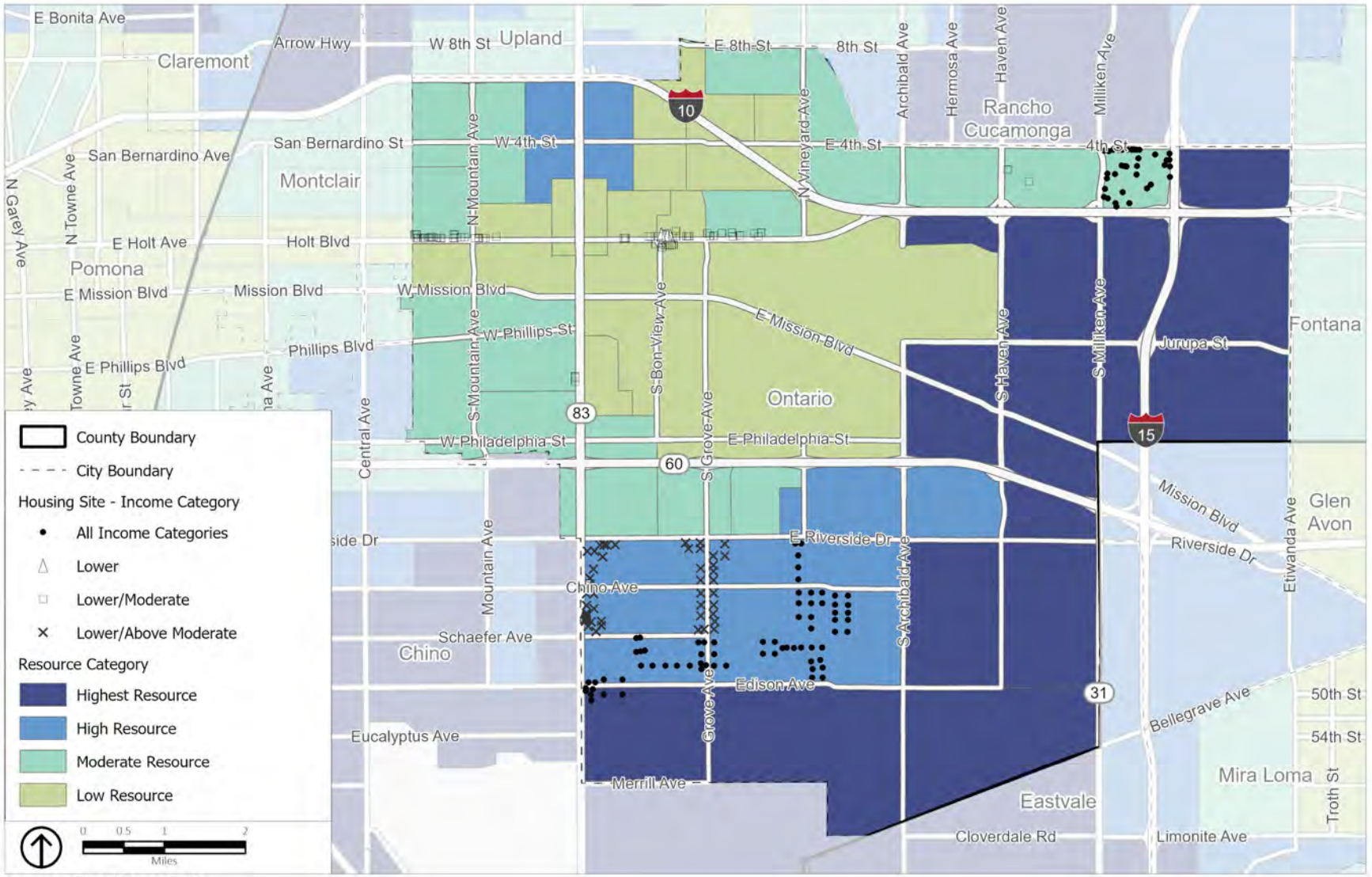
Assembly Bill (AB) 686 requires that all housing elements due on or after January 1, 2021, contain an Assessment of Fair Housing (AFH) consistent with the core elements of the analysis required by the federal Affirmatively Furthering Fair Housing (AFFH) Final Rule of July 16, 2015.

Figure 3-13(2021) Sites Inventory and Resource Areas



Source: TCAC/HCD, 2021.

Figure 3-13(2026) 2026 Sites Inventory and Resource Areas



Source: TCAC/HCD, 2026.

5. Resources

5.1 Housing Resources

This section describes the land resources within Ontario that are available to address the City's existing and future housing needs, including its share of the Regional Housing Needs Assessment (RHNA).

Regional Housing Needs

The regional housing needs mandate requires every local government in California to plan for its "fair share" of the region's existing and future housing needs. The California Legislature has stated that housing availability is of vital statewide importance, as is the early attainment of decent housing and a suitable living environment for every Californian. State law, therefore, requires the California Department of Housing and Community Development (HCD) to develop housing needs projections for every region in California. As directed by state law, HCD estimates each region's existing and future needs every eight years; each eight-year period is called a housing cycle. For Ontario and the rest of the Southern California Association of Governments (SCAG) region, the upcoming housing cycle (the 6th cycle) plans for projected housing needs between 2021 and 2029.

For the 6th cycle, the SCAG region has been allocated more than 1.3 million housing units to be planned for by 2029. This estimate is 300 percent higher than the approximately 400,000 units required in the previous housing planning period (the 5th cycle, which covered 2013-2021). The large regional allocation results from underproduction of housing, rapidly increasing housing prices and rents, and increasing levels of housing overpayment among residents. As a result, local governments across the region must plan to accommodate an unprecedented increase in housing goals.

SCAG is responsible for dividing the 1.3-million-unit target between each of the 191 jurisdictions in the region. Under state law, SCAG must consider specific planning factors in allocating the required housing units between jurisdictions, but it can develop a tailored model for the region. SCAG's model for the 6th cycle considers the availability of land, adequacy of infrastructure and services, market demand for housing, fair housing, availability of employment and transit, local population growth estimates, and many other housing and planning considerations; the model, however, weights opportunities to promote fair housing, proximity to employment, and transit accessibility more heavily than other factors, so jurisdictions that were closer to jobs centers, had a lower concentration of poverty, and had more access to transit opportunities

were generally allocated more units than those with poor jobs access and no public transit.

In Ontario, the RHNA goal has nearly doubled since the last Housing Element planning period. For the 2013-2021 planning period, Ontario's RHNA was 10,861 units; the allocation increased 92 percent to 20,854 units for the 2021-2029 period. Within this goal, the City must plan for housing production at three different income levels: lower-income housing (includes extremely low, very low, and low income), moderate-income, and above moderate-income. Table 5-1 summarizes the City's 2021–2029 RHNA. Ontario is required to set aside sufficient land, adopt programs, and provide funding (to the extent feasible) to facilitate and encourage housing production commensurate with that need.

Table 5-1
Ontario Regional Housing Need Allocation, 2021–2029

	Lower Income	*Moderate Income*	*Above Moderate Income*	*Total Capacity*
RHNA Need	8,926	3,329	8,599	20,854

Source: SCAG, 2021.

California law holds local governments responsible for planning for their share of the region' housing needs and ensuring that housing is planned commensurate with the total assigned need for each affordability category. However, state law does not require a city to build housing; that is the responsibility of the building industry. Local governments can obtain credit toward meeting their RHNA target in four ways:

- **Housing Production.** Housing units built and occupied (received a certificate of occupancy) on or after June 30, 2021, when the projection period for the 6th cycle RHNA begins.
- **Planned Production**. Housing units proposed for construction that are likely to be approved and built during the planning period, from July 2021 to October 2029.
- **Available Land.** Designation of vacant and underutilized sites with zoning, development standards, services, and public facilities in place so housing can be built.
- **Alternative Credits**. Qualified projects that involve the rehabilitation, preservation, and conversion of non-affordable units to affordable units, subject to conditions.

The City's housing strategies use the first three options. The following section describes how the City will address its housing planning and production goals for the 2021-2029 RHNA.

Relationship of Zoning and Density to Housing Affordability

This section describes the suitability of residential development standards, namely allowed density and zoning districts, for facilitating housing affordable to different income levels.

Zoning and density standards are correlated to the affordability of housing. In general, higher-density housing projects, like apartment buildings, are more affordable than lower-density projects, like single-family homes. While other factors such as location, the size of the units, and quality of the finish materials also contribute to a project's ultimate affordability, the state has determined that density and zoning standards are suitable proxies for identifying the potential affordability level of a site.

The following sections describe the density thresholds identified for each income category and the current zoning districts that allow the identified densities.

Lower Income

Density

Housing element law requires jurisdictions to provide a requisite analysis showing that zones identified for lower-income households provide sufficient density to encourage such development. The law provides two options for preparing the analysis: (1) describe market demand and trends, financial feasibility, and recent development experience; (2) utilize default density standards deemed adequate to meet the appropriate zoning test. According to state law, the default density standard for Ontario is 30 dwelling units per acre. In 2019 and 2020, two 100-percent affordable housing projects were built in Ontario with densities between 25 and 30 dwelling units per acre:

- ***Vista Verde***. Completed in 2021. Consists of 101 affordable units (lower-income); built at a density of 26 dwelling units per acre.
- ***Emporia Place I***. Completed in 2020. Consists of 74 affordable units (lower-income); built at a density of 26.7 dwelling units per acre.

Therefore, for the 2021-2029 planning period, the City has determined that the default density adequately demonstrates its capacity to accommodate the lower-income RHNA.

Zoning

Under the current development standards, residential development within the following zoning districts allows for densities of 30 dwelling units per acre or more.

- ***Mixed-Use (MU-1)*** – 20–75 dwelling units per acre
- ***Mixed-Use (MU-~~2~~6)*** – 14-40 dwelling units per acre
  - The City's Development Code allows for stand-alone multifamily residential projects in mixed-use districts.
- ***Planned Unit Development (PUDs)*** – 25–75 dwelling units per acre
- ***High-Density Residential (HDR-45)*** – 25.1–45 dwelling units per acre

The City's rezoning program (Program 13) will also create an affordable housing overlay that expands the land use categories that can accommodate at least 30 dwelling units per acre, exempt projects with at least 20 percent of units affordable to lower incomes from specific plan requirements if no specific plan exists, and revises existing specific plans to allow at least 30 dwelling units per acre on identified sites. Each of these changes will play a key role in fulfilling the City's lower-income RHNA.

Moderate Income

Density

Typically, medium to medium-high multiple-family zoning districts are suitable for facilitating the construction of housing affordable to moderate-income households. To determine the densities needed to accommodate moderate-income housing, nearly 2,000 properties sold or listed on the MLS between September 2020 and September 2021 were analyzed. Of the 2,000 records analyzed, 66 were newer construction (built after 2017) townhomes or condos, most of which were built at densities between 8 and 18 dwelling units per acre. Of those, 10 properties sold for less than $410,000, the moderate-income threshold, indicating the densities were sufficient to produce moderate-income housing. These sales included four new construction homes in the New Haven master-planned community (two two-bedroom units and two three-bedroom units), where projects are typically 18 units per acre or less.

In recognition of increasing home prices, however, the City has determined that a higher density of 25 units per acre would be more conducive to creating moderate-income housing. In support of this, the Cities of Chino, Fontana, and Rancho Cucamonga indicate that master-

planned communities with densities up to 25 dwelling units per acre offer homes that are affordable to moderate-income households. Therefore, the City's land inventory will focus on sites that allow for 25 or more dwelling units per acre to fulfill its moderate-income allocation.

Zoning

The same zoning districts identified as suitable for lower-income housing are suitable for moderate-income housing, as well as the following:

- ***Medium-Density Residential (MDR-25)*** – 18.1 – 25 dwelling units per acre
- ***Specific Plan (SP)*** – Sites designated as SP, where no specific plan exists, can facilitate moderate-income housing if the corresponding Policy Plan designation allows densities up to 25 dwelling units per acre. Such Policy Plan designations include:
  - *Medium-Density Residential (MDR)* – 11 to 25 dwelling units per acre
  - *Mixed-Use (MU)* – current and proposed designations for various mixed-use areas allow a range of densities with maximums ranging from 25 to 125 dwelling units per acre.

Above Moderate Income

Density and Zoning

The planned residential development projects in the city (see Table 5-2) include a mix of housing types at various densities. Most, however, are anticipated to develop at market rates that are affordable to above-moderate-income households. Therefore, it is assumed that any density and any residentially zoned land can support the development of above-moderate housing.

Housing Production and Planned Production

This section details residential development projects that have been ~~approved~~reported on the City's Annual Progress Reports (APRs) during the 6th cycle between 2022 and 2024~~., or are very near approval by the City and will complete constructed during the 6th housing cycle.~~

~~The City of Ontario has approved or expects to approve several residential projects that will receive their certificate of occupancy or final inspection during the 6th cycle. Most of these projects are already under construction, as noted in Table 5-2. As allowed under state housing element law, these approved and pending residential projects will be eligible for credit toward the 6th cycle RHNA~~.

~~As described here~~ The reported development is ~~and listed~~ summarized in Table 5-2~~, housing pipeline projects represent~~ and includes a mix of residential types~~,~~ and price points~~, and affordability levels~~.

- **Mix of Housing Types**. A ~~broad~~ range of housing products ~~is~~ has been reported in the development pipeline, including single-family residential projects, condominiums, townhomes, clustered and motor court homes, and apartment projects. Proposed projects are located on vacant land throughout the city, within existing residential neighborhoods, in underutilized mixed-use areas, and on undeveloped land south of Riverside Drive and east of the Cucamonga Channel (the Channel), where the area is transitioning from agricultural uses to residential communities.

- **Project affordability**. A project's affordability is based on the type of residential product approved/entitled in the community and the market sales price or rent charged for recently built projects in the city.

- **Mix of Vacant and Underused Sites**. Similar to the land inventory discussed later, proposed projects are situated on a combination of vacant and underused sites. Many included the subdivision of large lots or the development of a range of products, including multifamily housing, on large lots over 10 acres in size. Further, prior projects that have been built in the city have been within underutilized lots.

- **Mix of Housing Locations**. The City ~~has approved proposals, to develop 2,111~~ reported more than 12,000 units on APRs in the 6th Cycle.~~, most of which are currently under construction and expected to receive a certificate of occupancy during the 6th cycle.~~ While the greatest volume of housing development is in the area south of Riverside Drive and east of the Channel, projects have also been approved in the downtown area, along commercial corridors like Holt Boulevard, within the mixed-use areas along the Interstate (I-) 10 corridor, ~~and~~ and scattered throughout established neighborhoods~~, in addition to~~ as well as hundreds of accessory dwelling units (ADUs) that have been permitted and built, primarily in the City's established residential neighborhoods.

A summary of development progress reported on APRs during the 6th cycle ~~Only projects that have been issued a building permit or are expected to receive a building permit in the near term are~~ is ~~included~~ in ~~the pipeline projections~~Table 5-2. ~~Several more projects have been entitled, and many additional complex projects are currently under review that would add thousands more units to the city, but these have~~

~~not been included. Table 5-2, therefore, represents a conservative estimate of the planned projects.~~

Table 5-2 6th Cycle Development Progress

	Built			Permitted			Entitled			Submitted			
Unit Type	ELI+VLI+LI[1]	MI	AMI	ELI+VLI+LI	MI[2]	AMI	ELI+VLI+LI	MI	AMI	ELI+VLI+LI	MI	AMI	Total Units
2 to 4 units together[4]	-	-	45	-	-	30	-	-	-	-	-	3	78
Multifamily (5+ units)[1,4]	49[1]	-	640[1]	-	-	209[3]	3[3]	-	1,710	-	-	1,471	4,082
Accessory Dwelling Unit (ADU)[4]	-	-	195	-	-	251	-	-	-	-	-	-	446
Single Family Attached (SFA)[2,4]	-	-	968	-	7[2]	530[2]	-	-	2,111	-	-	252	3,868
Single Family Detached (SFD)[4]	-	-	1,460	-	-	690	-	-	810	-	-	668	3,628
Total[4]	49	-	3,308	-	7	1,710	3	-	4,631	-	-	2,394	12,102

Source City of Ontario Annual Progress Reports, 2022–2024, plus projects with moderate or lower income units reported on the 2025 APR.

1. APNs 104905403, 104905404: 201 S. Fern Ave (Emporia Place II by Related CA), completed 2024. All units deed restricted; Total: 50 Units; ELI: 10 Units; VLI: 20 Units; LI: 19 Units; AMI (Caretaker unit): 1.
2. APN 100855112: 1355 5th Street, under construction 2026. Mixed income (moderate units deed restricted, privately funded w/ density bonus); Total: 70 units; MI: 7 units; AMI: 63 units (status updated on 2025 APR).
3. APN 11007102: 1389 E Holt Blvd. Approved: mixed income (very low income units deed-restricted, privately funded w/ density bonus); Total: 50 units; VLI: 3 units; AMI: 47 units (new on 2025 APR)
4. Due to the annual nature of APRs, some projects are reported in multiple years. In an effort to avoid double-counting units (such as those reported as permitted one year and built the following year), the following corrections are reflected in the table:
   - 2 to 4 units together: No adjustments
   - Multifamily (5+ units): Permitted units on parcels where built units were reported were reduced to zero. (Reduced permitted by 18 units (AMI))
   - Accessory Dwelling Unit (ADU): Permitted units on parcels where a built ADU was reported were reduced to zero. (Reduced AMI permitted by 147 units)
   - Single Family Attached (SFA): Built units have been subtracted from permitted units on parcels where built units were reported. Permitted units reported over multiple years have been consolidated. (Reduced permitted by 786 units (AMI)).
   - Single Family Detached (SFD): Built units have been subtracted from permitted units on parcels where built units were reported. Permitted and built units reported over multiple years have been consolidated. (Reduced permitted by 1,315 units (AMI); reduced built by 56 units (AMI)).
5. Submitted units that were later reported as entitled, permitted, and/or built have been removed from this table and reported in other columns as appropriate (reduced submitted by 3,622 units)

ELI = Extremely Low Income, VLI = Very Low Income, LI = Low Income, MI = Moderate Income, AMI = Above Moderate Income

~~Table 5-2~~
~~Residential Projects in the Pipeline~~

~~ID~~	~~Project Name~~	~~Assessor's Parcel Number (APN)~~	~~Type*~~	~~Total Units~~	~~Affordability~~			~~Status**~~
					~~Lower~~	~~Mod.~~	~~Above Mod.~~	
~~1~~	~~Misc. Projects Downtown~~	~~104837612, 104839431~~	~~SF~~	~~2~~	~~-~~	~~-~~	~~2~~	~~UC~~
~~2~~	~~Misc. Projects Between Mission Blvd and Riverside Dr~~	~~104955121, 105034106, 105034162, 104931214, 104953154~~	~~SF & ADU~~	~~5~~	~~-~~	~~-~~	~~5~~	~~UC~~
~~3~~	~~West Holt Multi-family~~	~~101055106~~	~~MF~~	~~6~~	~~-~~	~~-~~	~~6~~	~~UC~~
~~4~~	~~Mission & Palmetto~~	~~101138204~~	~~MF~~	~~68~~	~~-~~	~~-~~	~~68~~	~~PC~~
~~5~~	~~890 South Magnolia~~	~~101137115-16~~	~~MF~~	~~49~~	~~-~~	~~-~~	~~49~~	~~EN~~
~~6~~	~~Meredith~~	~~11031152, -53~~	~~MF~~	~~925~~	~~-~~	~~-~~	~~925~~	~~UC~~
~~7~~	~~Piemonte~~	~~21020440~~	~~MF~~	~~22~~	~~-~~	~~-~~	~~22~~	~~UC~~

8	Esperanza	21830203-04, 21830301-17, 21830326-57, 21832201-04, 21832312-33, 21832362-65, 21858501-27, 21858638-41, 21872301-11, 21872339-40, 21872349, 21872401-40, 21872442	SF	200	-	-	200	UC
9	Rich-Haven	21801602-03, 21816115, 21826229-30, 21826235-37, 21826239	SF	60	-	-	60	UC
		21801601, 21801604-05, 21809303, 21816115, 21821102, 21826206-07, 21839303-04, 21839308-09	MF	271	-	-	271	UC
10	Subarea 29	107339105-17, 107339129-35, 107339209-12, 107339243-53, 107340214-26, 107340228-30, 107340244-47, 21801501-05, 21801507-16, 21801529-47, 21801549-54, 21801562-64, 21827123, 21833153-54, 21867448-50, 21899125-33, 21899221-27, 21899232-53, 21899331-32, 21899334-42, 21899405-10, 21899477-84, 107339118, 107339126-28, 107339213-15	SF	325	-	-	325	UC
11	The Avenue	21865227	SF	11	-	-	11	UC
12	West Haven	21815111, 21815138	SF	129	-	-	129	UC
13	Harlow Ln	107339216-27, 107340231-38	SF	20	-	-	20	UC
14	Hazel St	107340110-27	SF	18	-	-	18	UC
TOTAL			-	2,111	-	-	2,111	-

Source: City of Ontario, 2021.

Notes: The projects included in the table include permits that have been issued but not completed and certificates of occupancy issued on or after 6/30/2021. There are also several projects currently under review that are not included in this table.

* SF = Single-Family, MF = Multifamily

** UC = Under Construction, PC = Currently in Plan Check, EN = Entitlement has been approved and project is expected to submit plans in near-term

Ontario's 2021-2029 RHNA includes 8,599 units for the above-moderate-income allocation (Table 5-1). ~~As shown in Table 5-2, the majority of projects are currently under construction. The two projects that are not under construction include:~~

~~Mission & Palmetto, which is currently in plan check and expected to be issued a building permit and commence construction by 2023.~~

~~890 South Magnolia, which is fully entitled, and it expected to be issued a building permit and commence construction before 2024.~~

~~Projects that are currently under construction and those that will begin construction before 2024 are expected to complete construction and received a certificate of occupancy well before the close of 6th cycle. Therefore, these projects can address 2,111 units of the above-moderate allocation.~~

Projects reported on the APRs address all of the above-moderate RHNA and a small portion of the City's lower and moderate RHNA, as noted in the summary of sites to accommodate the RHNA (Table 5-16).

The remainder of this chapter will focus on key strategies that the City will undertake to address the remainder of the ~~above-moderate allocation as well as the~~ lower- and moderate-income RHNA~~,~~ as well as additional capacity for above-moderate units in mixed-income communities.

2021-2029 RHNA Strategies

While the prior section listed residential projects ~~approved for development in the city~~reported on APRs, this section describes additional strategies proposed to address the remaining RHNA for the 2021-2029 Housing Element~~.~~ planning period.

The City is required to identify ~~available~~ sufficient~~,~~ appropriately zoned sites to accommodate its 2021–2029 RHNA, including the portion assigned to lower- and moderate-income households. An analysis of the city's available land and existing zoning districts showed that there was not enough land zoned at ~~the correct~~appropriate densities to ~~facilitate the development of enough~~ accommodate housing affordable to lower- and moderate-income households, ~~to fulfill the RHNA~~ and a rezoning program (Program 13) was needed. The City has implemented most provisions of Program 13, as noted throughout this section.

The City evaluated all of its land resources for suitability to develop at densities suitable to lower- and moderate-income housing and developed strategies and programs to meet its obligation. A description and analysis of the sites identified, including the sites' suitability for residential development, suitability to accommodate lower-income housing, realistic capacity, and allocation of units by RHNA income category ~~is~~ are

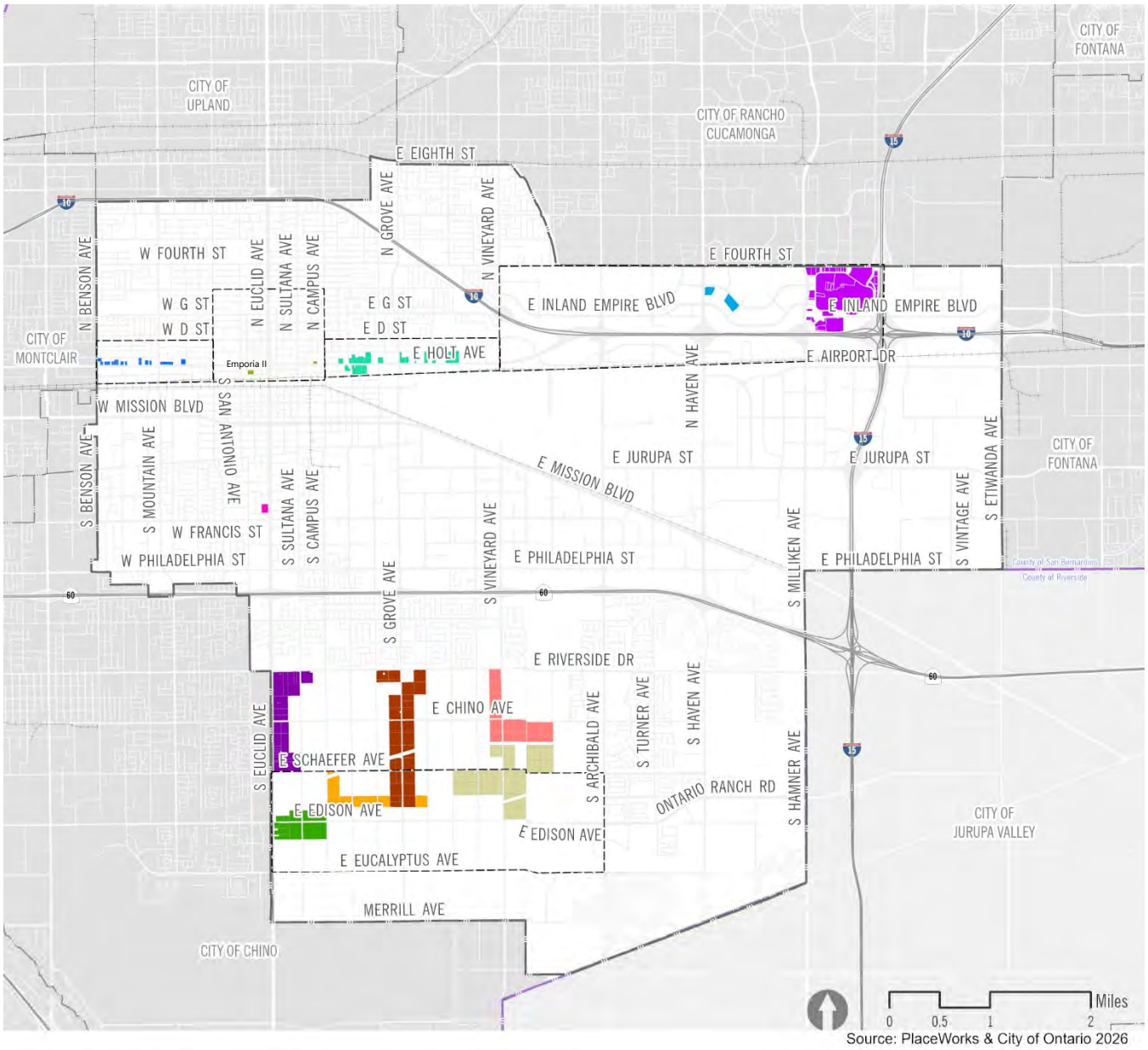
included in this section. Applicable programs are discussed ~~as applicable~~ throughout.

Identification of Sites

The analysis identified ~~233~~ 223 parcels, divided into ~~10~~ 11 Housing Opportunity Areas in which housing growth can be accommodated ~~after the City implements its rezoning program (Program 13)~~. These Opportunity Areas are further grouped into six key strategies, and illustrated in Figure 5-1, *Housing Opportunity Areas*. Housing Opportunity Areas are grouped based on similarities in site suitability, sites ability to accommodate the lower-income RHNA, realistic capacity adjustments, and distribution of units by RHNA income category. In addition to the Opportunity Areas, the City used accessory dwelling units (ADUs) as the seventh strategy to fulfill the RHNA. The sites identified in the Opportunity Areas further the City's housing goals and align with regional transportation plans by placing higher-density housing along future transit routes. The RHNA strategies also consider fair and equitable housing goals, development feasibility, proximity to amenities such as grocery stores, open space, and jobs, environmental constraints, and infrastructure availability. To ensure that the identified sites are suitable for the development of affordable housing within the 6th Cycle, and to promote such development the City has also identified several programs, outlined in the Chapter 9. These programs are intended to work in concert with the sites inventory to facilitate housing development. Programs that specifically relate to the City's sites inventory include Programs 8, 10-11, 13, and 15. These programs will be implemented in coordination with the TOP 2050 amendment process, Housing Element updates, and zoning updates -required to support the land inventory. A detailed list of each site by Assessor's Parcel Number (APN) is included in Appendix B.

Figure 5-1 shows the identified sites categorized into 10 Housing Opportunity Areas and six strategies based on their location within the city. Figures 5-2 to 5-11 show detailed maps of sites within each Opportunity Area.

Figure 5-1 Housing Opportunity Areas



Source: PlaceWorks & City of Ontario 2026

Housing Opportunity Areas

Strategies
- Downtown
- West Holt
- East Holt
- Old Cardenas Market
- Ontario Center Specific Plan
- Ontario Mills
- Grand Park
- Grove Corridor
- SCE Easement
- Euclid Corridor
- Vineyard Corridor
- Sports Park

Rail
- Rail Network

Boundaries
- TOP 2050 Growth Areas
- Ontario City Boundary
- County Boundary

Strategies

Strategies 1-6, reflect the City's sites inventory. Discussions of each strategy comprise the City's sites analysis. The discussions analyze the suitability of sites, sites to accommodate lower-income RHNA requirements, realistic capacity, and units by RHNA income level for each strategy. Proposed programs (contained in Chapter 9) that help to demonstrate site suitability, zoning adequacy, ability to accommodate lower-income housing, or are necessary to comply with housing element law are also referenced as applicable.

Following the sites analysis (strategies 1-6), strategy 7 includes a discussion demonstrating realistic ADU development potential within the city and the determination of ADU affordability levels.

Sites Analysis

The City has divided its sites analysis including the suitability of sites, sites to accommodate lower-income RHNA, realistic capacity, and units by RHNA income category by strategy.

Analyzing Suitability of Sites

The following items will be addressed, as described and applicable, under each strategy:

- **Infrastructure Availability**. Analysis assessing infrastructure availability is included for every strategy. Strategy 6, where infrastructure is still in development, outlines planned infrastructure development, and describes the City's strategy to account for the development to necessary systems. Program 11 discusses infrastructure development in the Western Ontario Ranch, where Opportunity Areas under strategy 6 are located.

- **Consistency with Affirmatively Furthering Fair Housing**. Detailed analysis of how identified sites affirmatively further fair housing opportunities is included in Chapter 3, so this topic is not addressed in this chapter.

- **RHNA Income Category**. A description specifying which portion of the realistic capacity is suitable to accommodate lower, moderate, and above moderate households, and a discussion of why the City identified sites within each opportunity area as those best suited to accommodate the lower-income RHNA (based on HCD Best Practices).

- **Environmental Constraints**. Analysis assessing environmental constraints is included for every strategy. Additional analysis is provided for strategy 6, where mapping of potential hazards identified ~~26~~ 7 parcels where groundwater levels may be shallow enough to risk potential liquefaction. Program 11 addresses

development in the Ontario Ranch, where strategy 6 Opportunity Areas are located.

Analyzing Sites to Accommodate Lower-Income RHNA, Realistic Capacity, and RHNA Income Category

Because the City's RHNA obligation is large, its land resources are finite, its parcel sizes are defined, and vacant land is scarce, the City's inventory of suitable sites includes 223~~233~~ parcels. The existing conditions, market trends, and types of anticipated development vary dramatically between different parts of the city, but there are many similarities between sites in proximity to one another. To better describe the unique considerations for the 223~~233~~ parcels, the City has divided its sites analysis including discussions of site suitability, zoning adequacy, and capacity assessment by strategy, in the following section (*Strategies*). The following items will be addressed, as applicable, under each strategy:

- **Inclusion in Previous Housing Element**. Eighteen nonvacant parcels in the City's land inventory were included the previous housing element. To encourage redevelopment on these sites, state law requires that the City allow by-right development of housing projects with at least 20 percent of units affordable to lower-income households. To meet this requirement, these sites are subject to Program 15, as discussed under strategies 1 and 2 (recycled sites are only located in the Downtown and West Holt Housing Opportunity Areas).

- **Zoning**. Many of the identified sites ~~are~~ were not ~~currently~~ originally zoned for the correct densities to support the affordability levels by the City. These sites ~~will be~~were included in the City rezoning program (Program 13). ~~Rezoning is required for strategies 1-4, and strategy 6.as~~ The City has completed rezoning for all sites under Strategies 1–3 and Strategy 6, consistent with Program 13. These parcels now allow default densities appropriate for lower- and moderate-income housing. Strategy 5 zoning has not been completed~~,~~ because all units identified under this strategy were treated as surplus capacity, and have not been necessary to satisfy its RHNA. Since certification, any changes to the inventory that required rezoning have been processed concurrent with adjustments to the sites inventory~~;~~, reported in the City's annual progress reports (APRs)~~;~~ and, when substantial, submitted to HCD for review. This was done to ensure continued compliance during the 6th cycle. All sites that were rezoned~~,~~ were done so to accommodate ~~for~~ a shortfall of units needed to fulfill the City's lower- and moderate-income RHNA. These sites have been treated as "rezoned sites" and are documented as meeting state law requirements for sites that are rezoned in order to make up for said shortfall. A detailed

description of current and proposed zoning for specific sites in each Housing Opportunity Area is discussed under the applicable strategy. The proposed zoning changes are also tabulated by APN in Appendix B.

- **Size of Sites.** Analysis assessing the suitability of sites is included for every strategy. Strategies 1, 2, 5, and 6 (where sites less than 0.5 acres or greater than 10 acres are identified) also provide sufficient evidence demonstrating that the identified sites are suitable to accommodate housing for lower-income households. Programs to facilitate affordable development on these sites, including Programs 8, 10, 11, and 13 are discussed under each strategy.

- **Underutilized (Nonvacant) Sites.** Underutilized (nonvacant) sites are identified in strategies 1-4, and strategy 6. Analysis for each strategy includes a discussion of existing uses, availability of sites, and feasibility of development. A discussion of Citywide trends and market conditions is included in the next section, while additional information about market trends specific to the strategy has been added to the discussion under strategies 5 and 6. Examples of projects demonstrating the potential for the sites to accommodate the lower-income RHNA are included under the discussion of strategy-specific market trends (strategies 5-6), Size of Site, and Feasibility of Development for each strategy or Opportunity Area as applicable. Finally, development potential on sites were confirmed through discussions with property owners, home building groups, developers and affordable housing developers.

In addition to the items described above, the sites analysis includes description of the following topics:

- **Realistic Capacity**. A detailed analysis demonstrating the realistic capacity on each site.

- **RHNA Income Category**. A breakdown of units identified to meet RHNA obligation by income category.

Citywide Market Trends

Inflation, reductions in net foreign migrations, high construction costs, changes in the nature of retail and office work, and a host of other economic and market conditions create and exacerbate risk and uncertainty in development. ~~The COVID-19 pandemic has profoundly changed the way that people shop, work, travel, and use their homes. By forcing the closure of many businesses and forcing many businesses to allow employees to work from home, COVID-19 has created economic impacts that will live on long after the pandemic subsides. These impacts are reasonably expected to affect market demand for development~~

~~throughout the 6th Cycle.~~ This section summarizes the findings expected to impact the development feasibility during the 2021-2029 cycle.

Retail

- Retailers have focused on omni-channel retailing—provide multiple avenues to shop, purchase, and/or return goods—and have been less concerned with expanding their physical footprint except in faster growing areas.
- Retail stores have mostly recovered from the COVID-era disruptions.
- K-shaped economy means that stores focused on high-end customers can be expected to do well, and those focused on lower- and middle-income customers may be challenged.
- Faced with elevated inflation, high construction costs, and tariffs, lower-~~-~~cost building-~~-~~space options will be important for attracting and retaining retail businesses.
- ~~Increasing retail vacancies from permanent closure of retail stores, services, dining, and entertainment businesses~~
- ~~Hastened shift from in-store to online retail will lengthen the recovery period for retail~~
- ~~Long term, household growth will support faster recovery and experience-oriented retail districts may ameliorate competition from online retail~~
- ~~Weak to no demand for new retail development (3 to 5 year minimum)~~

Office

- Office vacancies remain elevated throughout Southern California.
- ~~Shift to more work-from-home will lead office-based businesses to downsize as office leases come up for renewal over the next several years~~
- Could take five to ten years for office vacancies to peak and then recover to healthy levels.
- ~~Not clear yet if medical office and commercial office space for retail services will be as hard hit as the broader office market, but may suffer from pandemic-related permanent business closures~~
- ~~Weak to no demand for new office development for five to ten years; once development demand returns, smaller office~~

~~footprints likely to result in slower growth in office development over the long term~~

- Medical office market remains the bright spot in office demand.

Lodging and Hospitality

- Leisure and business travel have recovered from the downturn during the COVID 19 pandemic.
- A market study may be warranted to identify opportunities to attract hotels.
- Given high construction costs and still elevated interest rates, TOT sharing may be necessary to entice new lodging development.
- ~~Business travel virtually ceased at height of pandemic~~
- ~~Business travel is the most profitable segment in hospitality and is key to the hospitality market in Ontario~~
- ~~Recovery in hospitality tends to lag overall economic recovery~~
- ~~Business travel may never return to pre-pandemic levels as technology for internet-based meetings improve and become more commonplace~~
- ~~Market demand would have supported new hotels prior to the pandemic but will now take several years or longer for market demand to recover~~

Residential

- Residential market has remained strong. ~~during the pandemic~~
- US and California have underbuilt housing since the 2008–09 recession, so continued market strength is expected.
- Still, elevated interest rates may limit the feasibility of for-rent market-rate housing.
- ~~However, rising mortgage delinquencies and potential for rental evictions after protections expire are serious complications that could disrupt the housing market in the short term, or longer, depending on the government's response~~
- ~~For now, residential market demand is strong and expected to remain strong for the foreseeable future~~

Industrial

- The industrial market has near historic-low vacancy rates, although the market may be slightly softer than in previous years.

- Container traffic at the ports remains elevated, signaling continued demand for warehousing.
- Public sentiment has turned against warehousing development in many Inland Empire communities.
- ~~The industrial market has remained strong during the pandemic with historic low vacancy rates~~
- ~~Market driven by warehousing demand, which has ripple effects on manufacturing and other industrial uses~~
- ~~There is not enough land area in Southern California planned and zoned for industrial uses to meet the long-term potential for industrial development~~
- ~~The market will continue to support additional industrial development for the foreseeable future~~

Strategy 1: Downtown Housing Opportunity Area

Opportunity Area

The City developed the Downtown District Plan, as described in Program 8, which provides opportunities for high-density, market-rate, and affordable housing in the ~~Euclid Avenue Entertainment District and~~ Holt Boulevard District.

Recently completed p~~P~~rojects ~~pending funding~~, such as the Emporia Place I & II affordable housing development projects, (completed in 2020 and 2024 with 74 and 49 units affordable to lower income households), demonstrate the feasibility of 100 percent affordable residential projects in the Holt Boulevard District (LUA-3) of the Downtown District Plan. ~~projects under review, such as the Hutton C-Block Mixed-Use development that will bring ground-floor commercial with high-density housing and , structured parking to the heart of downtown, and recently completed projects, such as the Emporia I affordable housing project (completed 2020), embody the vision for housing in the downtown.~~

In addition to completed projects (those that were active during the 6th cycle are included in the summary of reported projects in Table 5-2), ~~T~~the City has identified ~~nine~~ seven sites in ~~addition to the pipeline projects~~this Opportunity Area for inclusion in the land inventory, as shown in Figure 5-2.

Figure 5-2 Downtown Housing Opportunity Area



Suitability of Sites

Infrastructure Availability

Downtown is well-served by infrastructure. The City is also working to build OntarioNet, a new fiber-optic internet service throughout the city. The first fiber lines serving Ontario have already been installed in the areas around downtown, providing high-speed internet to support residential and mixed-use development.

RHNA Income Category

The Downtown Opportunity Area was determined to be suitable for lower-income households based on proximity to transit, access to existing and planned jobs and amenities, access to grocery stores, proximity to available infrastructure and utilities, and because there are no known requirements for environmental mitigation:

- *Proximity to transit.* ~~All~~ The site~~s~~ in this Opportunity Area ~~are~~ is within a 1/4 mile walk of the new Bus Rapid Transit (BRT) stop that is planned by the San Bernardino County Transit Authority (SBCTA) along Holt Boulevard. ~~This~~The West Valley Connector BRT route is ~~funded~~under construction and ~~expected~~scheduled to ~~be operational in 2023.~~ begin operation by late 2026.

- *Access to existing and planned jobs and amenities.* It is estimated that Downtown Ontario is currently home to more than 6,500 jobs, and the Downtown District Plan, described under Program 11, includes incentives to increase that number through development

streamlining tools such as an expansion of the administrative use permit (AUP) program, and through economic development efforts, such as bringing structured parking to the area and focused outreach to desired employment-generating users.

- *Access to grocery stores.* All sites in this Opportunity Area are within a 1/2 mile walk of an existing grocery store (Stater Brothers at 646 W. Holt Blvd. and Cardenas Markets at 720 E. Holt Blvd.).
- *Proximity to infrastructure and utilities.* As noted under infrastructure availability, this area is well-served, and these sites will benefit from innovative technology the City is piloting in the downtown.
- *Environmental mitigation.* As noted under Environmental Constraints, and discussed under Existing Use, there are no known natural or man-made environmental development concerns that would require mitigation.

To provide conservative estimates, however, only 50 percent of the identified capacity (described under Realistic Capacity) was considered suitable to accommodate lower-income housing, while the balance was considered suitable for moderate-income housing (detailed under Units by RHNA Income Category).

Environmental Constraints
There are no environmental constraints limiting development potential.

Analysis of sites to accommodate lower-income RHNA
The ~~two~~ site~~s~~ identified in this area~~, numbered in Figure 5-2, are~~ is described below.

~~*1. SWC D Street & Palm Avenue*~~

- ~~Inclusion in Previous Housing Element~~

  ~~The two parcels associated with site were included in the City's last housing element. In compliance with Assembly Bill (AB) 1397, by-right development will be allowed for any residential project that provides for at least 20 percent of units affordable to lower-income households as described in Program 15.~~

- ~~Zoning~~

  ~~The site is currently zoned for HDR-45, which allows up to 45 dwelling units per acre, satisfying the default density requirements for lower-income housing.~~

- ~~Size of Site~~

~~This site consists of two adjoining parcels (0.5 and 0.7 acres in size), so no sites smaller than 0.5 acres are included.~~

- ~~Existing Use~~

  ~~Both parcels are currently occupied by underutilized parking lots. While the parking divisions do not follow lot lines, one lot serves the utilities building to the east, while the other functions as auxiliary parking play area for the church complex to the north. Both lots, however, are under different ownership than the uses they currently serve. These parcels were identified in the inventory because parking lots provide a unique opportunity for redevelopment; limited demolition is necessary, so developers can often afford to pay higher land costs.~~

- ~~Availability of Sites~~

  ~~The City is not aware of any parking or other leases that would preclude development of these sites for affordable housing within the 6th cycle. In addition, the City is reducing requirements for this type of single-use parking in the downtown through regulatory changes in how the City determines where parking for projects can be accommodated, which would reduce the need for these uses. Further, the City has had informal conversations with property owners. While they do not currently have plans to redevelop, redevelopment of these sites for as residential uses, including potential lower income housing during the 6th cycle is feasible.~~

- ~~Feasibility of Development.~~

  ~~The identified parcels as well as the uses they currently serve are all located within Phase I or Phase II of the Downtown District Plan (Phase I adopted in 2020, Phase II expected adoption in 2023), described under Program 8. Among other actions, the City has already developed a performance-based Downtown Parking Model that promotes a "park once" strategy and considers time-of-use of different land uses to minimize the amount of parking required to serve homes, businesses, and other uses in the area, and to create a pedestrian-oriented hub. As a result of these changes, uses in this area will require less single-use parking, such as that provided on the identified site.~~

  ~~In addition to the reduced demand for the current use, there is strong interest demand for new residential projects. There are 4 residential projects currently under consideration in the downtown area. Affordable housing has also proven viable on infill sites like the identified parcels in the downtown area. There~~

~~is one recently completed (2020) affordable housing project (Emporia I), and one proposed affordable housing project (Emporia II, applying for funding in 2022), that were developed on infill properties in the downtown core. There are no other known limitations to development of this site for residential uses or affordable housing within the 6th cycle.~~

~~2.~~ *NWC Holt Boulevard & Miramonte Avenue*

- Inclusion in Previous Housing Element.

  The site consists of three~~These~~ parcels that were not included in prior housing elements. They are newly carried forward as part of the Downtown Opportunity Area in the 6th cycle inventory under Strategy 1.

- Zoning

  The site ~~is currently zoned for Neighborhood Commercial (CN), but it will be~~was rezoned as part of the City's rezoning program (Program 13) ~~with a proposed designation of~~to MU-1, part of the Holt Boulevard District (LUA-3) under the Downtown District Plan, which allows ~~up~~ between 25 and~~to~~ 75 dwelling units per acre and is suitable for lower income housing.

- Size of Site

  This site consists of 3 parcels which combined cover 0.5 acres. To facilitate the consolidation of these lots and promote redevelopment, the City will implement a lot consolidation ordinance, as described in Program 10. Because this lot is along Holt Boulevard and within the Downtown Opportunity Area, it will benefit from the provisions of both Programs 8 and 10.

- Existing Use

  The entirety of this site is currently operating as a used car sales lot. Car lots provide a unique opportunity for redevelopment because limited demolition is necessary; as a result, developers can often afford to pay higher land costs. Furthermore, this lot is currently occupied by an independent car sales operation, so strategic decisions by major corporations would not be necessary.

- Availability of Sites

  Typical commercial properties are leased on three- to five-year terms. It is unlikely this site would have lease terms longer than industry standards. In addition, uses that occupy lower-rent properties, like small-scale independent used car sales, are historically phased out as land values rise to the point where

property owners can realize higher profits through either redevelopment or sale of the property. Given the current market conditions (described above), which show a strong demand for residential, ~~rezoning this property from commercial only (CN)~~the site is expected to ~~mixed use (MU-1)~~transition over the planning period as residential demand continues to rise. ~~and allowing for residential only development, as proposed, will increase the current value of the property and encourage owners to consider alternative uses, like residential.~~ The City contacted property owners regarding the proposed land uses changes. Several property owners reached out to discuss changes with the City and none indicated that housing development was not feasible.

- Feasibility of Development

  This property is within ~~Phase II of~~ the Downtown District Plan (MU-1), Holt Boulevard District (LUA-3)~~—~~, which promotes "park once" strategies, and it is adjacent to ~~a planned~~the bus rapid transit (BRT) line on Holt Boulevard that is ~~already funded~~under construction~~,~~ and expected to be operational ~~in~~ by late 2026~~3~~. Both of these conditions reduce the parking burden of the site, reducing the costs and design challenges associated with accommodating parking on smaller housing sites. Discussions with National CORE~~ore~~, the affordable housing developer who constructed and operates the Vista Verde affordable housing project on East Holt Boulevard (completed 2021), indicated that they have developed affordable projects on sites as small as 0.5 acre~~s~~, further demonstrating that high-density affordable housing is realistic at this scale under current market and regulatory conditions. The provisions of both Programs 8 and 10 are intended to encourage development and enable affordable housing on this site.

Realistic Capacity

To determine the realistic capacity on these sites, the City identified a realistic density below the maximum~~,~~ and applied an additional reduction factor to sites with a mixed-use designation to account for potential non-residential uses. A summary of the assumptions and realistic capacity is included in Table 5-3, and detailed descriptions of the adjustment factors applied to sites within each zoning designation is provided after the table.

Table 5-3
Strategy 1: Realistic Capacity

Zoning ~~(after rezoning)~~	Number of Parcels	Acres* (Net)	Max Density (du/ac)	Max Capacity (units*)	Adjustment Factors**	Final Realistic Capacity (units*)

Opportunity Area: Downtown						
~~HDR-45~~	~~2~~	~~1.2~~	~~45~~	~~54~~	~~53.3%~~	~~29~~
MU-1	3	0.5	75	39	28.0%	11
TOTAL	3 ~~5~~	0.5 ~~1.7~~		39 ~~92~~		11 ~~40~~

Source: City of Ontario, ~~2022~~2026.

*Acres and units have been rounded.
**See Adjustment Factor below for a detailed description of the adjustment factors applied to each group of sites.

Adjustment Factors

- ~~HDR-45~~

~~Description:~~

- ~~Size of site: 2 parcels (consolidated), 1.2 acres~~
- ~~Allowable density: 25-45 dwelling units per acre~~
- ~~RHNA affordability: Lower-income (50 percent), Moderate-income (50 percent)~~
- ~~Existing Use: Parking Lot (see Existing Use under "Site Specific Information" above)~~
- ~~Infrastructure availability: Yes, no constraints~~
- ~~Environmental constraints: None known~~

~~Capacity Factors:~~

- ~~*Land Use Controls and Site* Improvements. No Adjustment~~
  ~~Site size reflects net acreage.~~
- ~~*Realistic Residential Capacity*. No Adjustment~~
  ~~The HDR-45 zone is a residential district, intended for 100 percent residential projects. For this reason, 100 percent of the site area was considered viable for residential development, and no reduction factor was applied.~~
- ~~*Typical Densities*. 53.3 Percent Adjustment~~
  ~~For conservative estimates, the minimum density of the zone, 25 dwelling units per acre, was used to determine the total housing capacity. 25 dwelling units per acre is 53.3 percent of the maximum density allowed.~~
- ~~*Infrastructure Availability*. No Adjustment~~

~~Not applicable, no constraint~~

- ~~*Environmental Constraints.* No Adjustment~~
  ~~No known site constraint~~

~~**Total Capacity Adjustments: (1)x(1)x(.533)x(1)x(1) = 53.3 percent**~~

- MU-1

  Description:

  - Size of site: 3 parcels (consolidated), 0.5 acres
  - Allowable density: 25-75 dwelling units per acre
  - RHNA affordability: Lower-income (50 percent), Moderate-income (50 percent)
  - Existing Use: Used car sales (see Existing Use under "Site Specific Information" above)
  - Infrastructure availability: Yes, no constraints
  - Environmental constraints: None known

  Capacity Factors:

  - *Land Use Controls and Site Improvements.* No Adjustment
    Site size reflects net acreage.
  - *Realistic Residential Capacity.* 60 Percent Adjustment
    This mixed-use designation allows for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses. Recent and proposed development in the district includes a mix of all three types of projects, including the following residential and mixed use projects: The Hutton C-Block development is a mixed-use project with commercial uses on the ground floor, structured parking, and multi-family housing on upper floors. The Palmer West project is 100 percent residential. Two affordable projects, Emporia I, completed in 2020, and Emporia II,~~ which is entitled and expected to start construction in 2022 if funding applications are successful~~ completed in 2024, are also examples of 100 percent residential projects in this district, and illustrated that the zoning can support affordable projects. To account for potential non-residential uses, an adjustment factor of 60 percent was applied. This estimate generally reflects the

mix of project types the City anticipates based on recent applications for development in the MU-1 zone.

- *Typical Densities.* 46.7 Percent Adjustment

  The downtown mixed-use category allows residential densities between 25 and 75 dwelling units per acre. A realistic density on the lower end of the allowed range, 35 dwelling units per acre, was used to determine the total capacity in this zoning district. Recent entitlements in excess of 40 dwelling units per acres have been issued in this district. Projects include the Hutton C-Block development (60 dwelling units per acre), and the Palmer West multi-family project (47 dwelling units per acre). Affordable projects in the City, like the Emporia I development (completed in 2020), was built at a slightly lower density (26 dwelling units per acre), but there are several examples of recent affordable projects outside the City that are built at or above 35 dwelling units per acre including, Clark Commons (36 du/ac), affordable family apartments in Buena Park, completed in 2019. Accordingly, 35 dwelling units per acre will provide realistic capacity estimates. Thirty-five dwelling units per acre is 46.7 percent of the maximum density allowed.

- *Infrastructure Availability.* No Adjustment

  Not applicable, no constraint

- *Environmental Constraints.* No Adjustment

  No known site constraint

Total Capacity Adjustments: (1)x(.600)x(.467)x(1)x(1)=28.0 percent

Units by RHNA Income Category

On both sites, only 50 percent of the final realistic capacity was estimated to have the potential to accommodate lower incomes, as shown in Table 5-4.

Table 5-4
Strategy 1: Units by Income Category

Zoning ~~(after rezoning)~~	Number of Parcels	Acres* (Net)	Units by RHNA Income Category			Final Realistic Capacity (units*)
			Lower (units*)	Moderate (units*)	Above Moderate (units*)	
Opportunity Area: Downtown						
~~HDR-45~~	~~2~~	~~1.2~~	~~15~~	~~14~~	~~-~~	~~29~~

MU-1	3	0.5	5	6	-	**11**
TOTAL	3 ~~5~~	0.5 ~~1.7~~	5 ~~20~~	6 ~~20~~	**-**	11 ~~40~~

Source: City of Ontario, ~~2022~~2026.
*Acres and units have been rounded.

Strategy 2: Holt Boulevard Opportunity Areas (West and East)

Opportunity Areas

Holt Boulevard is one of the city's original thoroughfares, extending through Ontario and connecting to neighboring communities. It is also an important regional transit corridor. This strategy includes two Opportunity Areas, West Holt Boulevard and East Holt Boulevard.

Suitability of Sites

Infrastructure Availability

Like Downtown, Holt Boulevard is well served by infrastructure. Water, sewer, and other utilities are in place along the corridor, and the area will benefit from ongoing technology and infrastructure investments associated with the BRT expansion and OntarioNet.

RHNA Income Category

These sites were determined to be suitable for lower-income households based on proximity to transit, access to grocery stores, proximity to available infrastructure and utilities, and because there are no known requirements for environmental mitigation, as discussed below.

- *Proximity to transit.* Holt Boulevard has long been an important transit corridor in the city. Existing bus lines along Holt Boulevard report some of the highest ridership rates in San Bernardino County. ~~In addition, the~~The San Bernardino County Transportation Authority (SBCTA) ~~plans to provide~~is implementing new ~~bus rapid transit~~Bus Rapid Transit (BRT) service along Holt Boulevard as part of the West Valley Connector Project. ~~Those portions~~Portions of the project ~~that will serve~~serving Holt Boulevard are ~~funded~~under construction and ~~scheduled for operation in 2023. are~~ expected to be operational by the end of 2026.

  - West Holt Boulevard. Approximately 70 percent of the land area identified for lower- and moderate-income housing along West Holt Boulevard is within a 5-minute walk of a planned BRT stop; 100 percent of sites are within a 10-minute walk of a planned BRT stop.

- *Access to grocery stores.*

- West Holt Boulevard. Approximately half of the acreage identified in this Opportunity Area are within a 1/2 mile walk of an existing grocery store (Superior Grocers at 815 W. Holt Blvd.).

- East Holt Boulevard. Sites ~~1-9, as noted on Figure 5-4~~west of Grove Avenue in the~~,~~ East Holt Housing Opportunity Area~~,~~ are within a 1/2 mile walk of an existing grocery store (Cardenas Markets at 720 E. Holt Blvd.). Sites east of Grove avenue are within 1/2 mile walk of a BRT station, which provides access to a variety of grocery options, including a BRT stop in front of the Cardenas Market at 720 E. Holt Blvd.

- *Proximity to infrastructure and utilities.* As noted under infrastructure availability, this area is well-served, and these sites will benefit from innovative technology the City is piloting in the downtown.

- *Environmental mitigation.* As noted under Environmental Constraints, and discussed under Existing Use, there are no known natural or man-made environmental development concerns that would require mitigation.

To provide conservative estimates, however, only 50 percent of the identified capacity (described under Realistic Capacity) was considered suitable to accommodate lower-income housing, while the balance was considered suitable for moderate-income housing (detailed under Units by RHNA Income Category).

Environmental Constraints
The development in these areas would constitute urban infill projects on already disturbed land, so there are no environmental constraints limiting development potential.

Analysis of sites to accommodate lower-income RHNA
West Holt Boulevard
The City has identified ~~36~~27 parcels (~~18.3~~12.9 acres) along West Holt Boulevard for inclusion in the land inventory, as shown in Figure 5-3 and described below.

Figure 5-3 West Holt Housing Opportunity Area



- Inclusion in Previous Housing Element

  Several parcels were included in the City's prior housing element (see a detailed list by APN in Appendix B and Program 15). To further encourage residential development on parcels listed in the last housing element and to comply with AB 1397, by-right development will be allowed for any residential project that includes at least 20 percent of units affordable to lower-income households, as described in Program 15.

- Zoning

  - *Sites with Adequate Zoning*. There are ~~27~~25 parcels (~~12.8~~11.4 acres) within the Opportunity Area currently zoned as HDR-45, which allows residential projects at densities between 25 and 45 dwelling units per acre and satisfies the default density requirements for lower-income housing and is sufficient to support moderate-income housing as well.

  - ~~*Proposed* *Rezoning*~~. Two parcels (1.5 acres)~~, currently~~ were rezoned ~~as~~ from Community Commercial (CC) to MU-8C-AH~~, are~~ as part of the City's rezoning program (Program 13). The City ~~proposes~~ changed~~ing~~ the designation to MU-8C~~2~~ with an Affordable Housing Overlay ~~(described in Program 13)~~, which ~~will allow~~allows a density range of 20~~-~~–40 dwelling units per acre and is suitable for lower- and moderate-income housing.

~~Five parcels (4.0 acres) are currently zoned as MDR-25. These will be included in the City's rezoning program (Program 13) with a proposed designation of HDR-45, which allows up to 45 dwelling units per acre and is suitable for both lower- and moderate-income housing.~~

- Size of Sites

  While parcels smaller than 0.5 acres have been identified throughout West Holt Boulevard, such parcels were only included in the sites inventory if they maintained consistent ownership with an adjacent parcel and together the parcels were greater than 0.5 acres. Adjacent parcels with consistent ownership often function as a single site. As described in Program 10, the City plans to adopt an ordinance to encourage site consolidation.

- Existing Use

  Existing uses include parking lots (2 consolidated sites, 1.4 acres), aging commercial properties including, retail/service commercial (4 consolidated sites, ~~2.8~~3.65 acres), materials suppliers and related parking areas (2 consolidated sites, 2.1 acres), automotive uses (2 sites, ~~1.0~~ 0.62 acres), and used car sales lots (~~11 sites~~6 consolidated lots, 5.04~~10.5~~ acres). These commercial properties are underutilized and surrounded by residential uses.

  The identified parking lots are associated with an established restaurant. While the restaurant is not expected to turn over this cycle, the parking areas are large, and the restaurant would still retain a large parking area that was not included in the inventory. The consolidated sites (4 parcels total) are adjacent and could be further consolidated to enable redevelopment. The City discussed general growth opportunities with property owners, who do not currently have plans to redevelop, but development could occur during the 6th cycle. Program 10 encourages lot consolidation as described above.

  The retail/service commercial properties identified in the inventory were selected because of the age of the buildings and the current mix of uses. The 4 consolidated sites are comprised of 7 parcels with structures built between 1950 and 1960. The typical lifespan of a commercial building is 30 years. The structures on the identified sites range in age from 60 to 70 years. As structures age, systems need to be updated and hazardous materials common in construction when these buildings were constructed, like asbestos and lead paint need to be abated, increasing the cost of upkeep. As these costs increase, cost-effective revenue generation declines.

When buildings no longer produce cost-effect revenue, they have reached the end of their useful life, and properties (and property owners) are typically ready for redevelopment. Tenants in these structures include liquor stores, a party supply store, an independent furniture store, a custom glass and mirror supplier, appliance repair, and a beauty school. All are small independent businesses, so redevelopment of these properties would not require strategic decisions by major corporations.

~~Other commercial uses include a nursery, a building material supplier, tire sales and automotive services. The nursey and building materials supplier operate largely outdoors and have very few supporting structures. If these properties were to redevelopment, these uses would be easier to relocate as tenant improvements are minimum. The tire sales and automotive uses also occupy structure built in the 1970s, that are now reaching the end of their useful lives.~~

Car sales lots, currently occupy more than half of the acreage identified in the sites inventory. These uses are largely undeveloped, which means the cost and effort required to transition to residential uses are reduced as less site preparation will be necessary.

- Availability of Sites

  In general, typical commercial properties are leased on three- to five-year terms. It is unlikely that existing tenants in this area would have lease terms longer than industry standards. In addition, uses that occupy lower-rent properties, like those included in the land inventory along West Holt, are historically phased out of urban areas as land values rise to the point where property owners can realize higher profits through either redevelopment or sale of the property. Given the current market conditions (described above), which show a strong demand for residential, an increased appetite for higher-density projects. The City has reached out to property owners in this area. While none have current plans for housing development, many were interested in potential lot consolidation, indicating the redevelopment is feasible within the 6th cycle.

- Feasibility of Development

  Sites along West Holt Boulevard were identified based on proximity to transit, potential for redevelopment, and current zoning.

There is ~~a growing~~sustained interest in residential development in this area~~. The~~, as evidenced by recent and ongoing entitlement activity for multifamily projects along West Holt Boulevard and in the broader corridor. Building on earlier entitlements, such as the Roosevelt Tower Apartments~~, located~~ at 549 West Holt Boulevard~~, ; is currently in entitlements, but construction of the 59-unit apartment building is expected~~newer multifamily and mixed-use proposals; and continued developer inquiries~~,~~ indicate that the market remains receptive to ~~begin in 2022. While this project indicates there is an appetite for~~ higher-density housing ~~development in this part of the city, examples from the larger region illustrate how underutilized sites, similar to those identified along West Holt, are being redeveloped with affordable housing, demonstrating~~at this location during the ~~potential for affordable housing on the identified sites.~~ current planning period.

Affordable housing projects throughout the region have started to look to smaller underutilized parking lots and aging commercial sites for opportunities to develop affordable housing in areas that are well served by transit and infrastructure, like the sites identified along West Holt Boulevard. Recent examples include the Heroes Landing affordable housing project in Santa Ana, CA, which transformed an underutilized parking lot on a 1.5-acre site into 75 units for permanent supportive housing. Also in Santa Ana, the Tiny Tim Plaza affordable housing project that is currently under construction turned an aging strip commercial center into 51 units of affordable family housing and community-serving commercial uses.

East Holt Boulevard

The City has identified ~~21~~ 33 parcels (~~22.2~~41.9 acres) for inclusion in the land inventory, as shown in Figure 5-4 and described below.

Figure 5-4 East Holt Housing Opportunity Area



- Inclusion in Previous Housing Element.

  These parcels were not included in prior housing elements.

- Zoning

  - *Sites with Adequate Zoning*. ~~Five~~ Six vacant parcels (5.1 acres) and eleven underutilized parcels (~~11.2~~10 acres) are zoned MU-~~2~~6, which allows 14~~-~~–40 dwelling units per acre, a density sufficient to support the development of lower- and moderate-income housing without rezoning.

  - ~~*Proposed* Rezon~~ed Properties~~ing~~. ~~Four~~ Three vacant parcels ~~(5.9 acres) are currently~~ were rezoned from~~for~~ Business Park (BP) to MU-1-AH or MU-6-AH–, consistent with ~~and will be included in~~ the City's rezoning program (Program 13)~~, with a proposed designation of MU-2-AH (mixed-use with an Affordable Housing Overlay, described in Program 13)~~. These~~is~~ designations ~~will~~ allow a density range of 20~~-~~–40 dwelling units per acre for MU-6-AH and 25-75 dwelling units per acre for MU-1-AH projects. As such, they are~~ and is~~ suitable to support lower- and moderate-income housing.

  - In addition, the City identified 9 properties during the 6th cycle, totaling approximately 9.5 acres, that were rezoned to MU-1 with the Affordable Housing Overlay Zone during the 6th Cycle. In addition, the City identified 3 properties, totaling approximately 9.7 acres, that were rezoned to MU-6-AH

during the 6th Cycle. All rezoning was processed either before or concurrent with the adoption of the revised Housing Element (2026), so an additional implementing program is not required.

- Size of Sites

  There are no sites smaller than 0.5 acres or larger than 10 acres identified within the East Holt Opportunity Area. The City's strategy emphasizes assembling small and mid-sized parcels into development sites that are large enough to support multifamily projects while remaining consistent with the established products currently of interest in the corridor.

- Existing Use

  Nine parcels (11 acres) within the Opportunity Area are currently vacant. Vacant sites are shaded in Figure 5-4, but no numerical value is assigned to Vacant sites.

  Eleven parcels (11.2 acres) are underutilized sites. The potential for redevelopment on each non-vacant site, numbered by parcel in Figure 5-4, is described below.

  1-2. Between Campus Avenue and Allyn Avenue, two parcels (1.5 acres) are identified to have the potential for redevelopment. The first (site 1-44) is a used car sales lot, which has potential for redevelopment because of the low existing floor-area ratio (FAR) (very small building and large parking area) and the age of the building. The demolition required for redevelopment would be minimal. Adjacent to this is a parcel (site 1-45, 0.91 acres) where servicelow-intensity commercial uses, including a laundromat and automotive shop, have been identified as candidates for redevelopment due to the age of the buildings (50+ years old) nearing the end of a typical lifespan for commercial buildings. Tenants on both sites are independent operators, so redevelopment of these properties would not require strategic decisions by major corporations.

  3. Traveling east on Holt Boulevard, another parcel (0.90 acres), just east of the Allyn Avenue intersection, has also been identified to have the potential for redevelopment due to the low existing FAR (large parking area and small building), the age of the structure (48 years old), and because an independent retail use occupies the site. the City has entitled a Planned Unit Development on four vacant sites 1-39, 1-42, 1-43, 1-51. The entitlement includes a 100 percent deed-restricted affordable housing community, known as Vista Verde II, which is being built

in partnership between the City and National CORE. Vista Verde II was entitled in February 2025 and will provide 144 lower income units funded through an Affordable Housing and Sustainable Communities (AHSC) program award, City contributions, and tax credit equity. This project reinforces the City's commitment to producing affordable housing and services to support long-term housing stability for lower income households.

Site 1-50 at the northwest corner of Holt Boulevard and Allyn Avenue is not included in the entitlement, but property owners of the existing O'Reilly Auto parts have expressed interest in selling the property to the City to house affordable housing.

~~4.6~~ Continuing east on Holt Boulevard, ~~on the other side of three vacant sites included in the inventory~~immediately east of the entitled Vista Verde II project, sit three parcels (sites 1-37, 1-38, and 1-41, ~~4.5~~3.2 acres), with potential for redevelopment due to low existing FAR, the age of existing structures, and because the sites are currently used by an independent automotive parts retailer and an independent automotive repair shop, which often produce noise, odors, and other nuisances that are incompatible with residential uses. These sites, however are adjacent to several residential properties. Converting these sites to housing would improve the land use compatibility for adjacent residents.

~~7.~~ 9. Further east along Holt Boulevard, three sites (1-34, 1-35, and 1-36, 1.8 acres) are identified as candidates for redevelopment. The first two properties include an unused parking lot and a boarded-up, vacant building that once functioned as a church. These sites were identified for potential redevelopment because of the age of the structure (nearly 100 years old), the poor state of repair of the building, and because the two sites are not currently being used. An automotive repair shop occupies the third parcel; it was identified as a candidate for redevelopment because it is adjacent to residential uses, which can cause nuisance issues, and has a low existing FAR.

~~10~~ 11. East of the Grove Avenue intersection sit~~s~~ two sites (1-32 and 1-33, 2.4 acres), each with an existing motel. These sites were identified because both are older, underperforming, budget motels that could be converted into permanent supportive housing or demolished and rebuilt with housing affordable to lower- and moderate-income households.

Sites 2-4 and 2-5 were identified as suitable for affordable housing development in conjunction with the vacant site 2-6. Site 2-4

houses a postal office while site 2-5 houses an aging office with a low existing FAR. It is anticipated that the development of the vacant parcel at site 2-6 will spur development on these adjacent lots, to account for existing uses on these properties, however, units have only been projected on the vacant parcel.

Site 3-58 houses DG market, discount retailer. This site was identified as suitable for affordable housing development due the low existing FAR, the size of the site and the potential for the site to turn over due to reduced retail demand.

Sites 3-24 and 3-52 are more than 50 percent vacant. Site 3-37 houses a vacant building with extremely low FAR, that is prime for redevelopment.

Sites 1-31, 1-30, 2-6, 2-12, 2-13, 2-14, 3-41, 3-39, 3-38, 3-59, and 3-46 are vacant.

- Availability of Sites

  In general, typical commercial properties are leased on three- to five-year terms. It is unlikely that existing tenants in this area would have lease terms longer than industry standards. ~~In addition, uses that occupy lower-rent properties, like those included in the land inventory along East Holt, are historically phased out of urban areas as land values rise to the point where property owners can realize higher profits through either redevelopment or sale of the property.~~Many of the corridor's lower-rent, auto-oriented, and small strip commercial uses are ~~located~~ on parcels suitable for affordable housing, and as land values and interest in residential and mixed-use infill increase, these uses are expected to transition to higher-value housing or mixed-use projects as owners pursue opportunities to redevelop or sell. ~~Given t~~The current market conditions (described above)~~, which~~ show a strong demand for residential~~,~~ and increased appetite for higher-density projects. Existing and planned affordable housing projects in this area show the viability of such sites for lower income housing.

  The City reached out to several property owners in this area. While none have current plans for housing development, those who responded would consider introducing housing or affordable housing should the opportunity arise, the primary concern property owners indicated was smaller lot sizes, which the City is working to mitigate through the provisions of program 10, including adoption of a lot consolidation ordinance to encourage and enable development of affordable housing.

- Feasibility of Development

  Like West Holt Boulevard, sites along East Holt Boulevard were identified based on proximity to transit, potential for redevelopment, and current zoning.

  Approximately half of the sites identified in the East Holt Boulevard Opportunity Area are within a 5-minute walk of a planned BRT stop; 100 percent of sites are within a 10-minute walk of a planned BRT stop.

  There is a growing interest in residential development in this area. This is evidenced by the Vista Verde affordable housing project, completed in 2021, which was developed in the ~~MU-2~~mixed-use district along East Holt Boulevard as a 100-percent affordable housing project, demonstrating that this zone and area can support affordable housing. In addition to this project, a new ~~market rate~~one hundred percent affordable project is ~~proposed~~ entitled at 1001 E Holt ~~Blvd~~Boulevard. ~~1001 E Holt Blvd. is currently in entitlements, but construction of the 42-unit apartment building is expected to begin in 2022 or 2023~~ which is fully funded by multiple grants including an Affordable Housing and Sustainable Communities (AHSC) grant.

  Examples from the larger region further illustrate how nonvacant sites, similar to those identified along West Holt, are being redeveloped with affordable housing, demonstrating the potential for affordable housing on the nonvacant sites.

  Affordable housing projects throughout the region have started to look to smaller underutilized parking lots and aging commercial sites for opportunities to develop affordable housing in areas that are well served by transit and infrastructure, like the sites identified along West Holt Boulevard. Recent examples include the Heroes Landing affordable housing project in Santa Ana, CA, which transformed an underutilized parking lot on a 1.5-acre site into 75 units for permanent supportive housing. Also in Santa Ana, the Tiny Tim Plaza affordable housing project that is currently under construction turned an aging strip commercial center into 51 units of affordable family housing and community-serving commercial uses.

Realistic Capacity

To determine the realistic capacity on these sites, the City identified a realistic density below the maximum, and applied an additional reduction factor to sites with a mixed-use designation to account for

potential non-residential uses. A summary of the assumptions and realistic capacity is included in Table 5-5, and detailed descriptions of the adjustment factors applied to sites within each zoning designation is provided after the table.

Table 5-5
Strategy 2: Realistic Capacity

Zoning (after rezoning)	*Number of Parcels*	*Acres** (Net)	*Max Density* (du/ac)	*Max Capacity* (units*)	*Adjustment Factors***	*Final Realistic Capacity* (units*)
Opportunity Area: West Holt						
HDR-45	25 ~~32~~	11.41 ~~16.9~~	45	513 ~~759~~	53.3%	285 ~~422~~
MU-8C-AH~~MU-2-AH~~	2	1.46 ~~1.5~~	40	58 ~~58~~	56.3%	33 ~~32~~
Opportunity Area: East Holt						
MU-1~~MU-2~~	7 ~~16~~	7.3 ~~16.3~~	~~40~~75	548~~650~~	~~56.3~~28.0%	163 ~~366~~
MU-1-AH~~MU-2-AH~~	9 ~~4~~	9.5 ~~5.9~~	~~40~~75	714 ~~237~~	~~56.3~~28.0%	214 ~~134~~
MU-6	6	6.0	40	240	56.3%	135
MU-6-AH	6	13.6	40	5442	56.3%	305
PUD	5	5.5	40	220	65.5%	144
TOTAL	60 ~~54~~	54.8~~0~~ ~~40.5~~		1,004 ~~1,705~~		584 ~~954~~

Source: City of Ontario, ~~2022~~2026.
*Acres and units have been rounded.
**See Adjustment Factor below for a detailed description of the adjustment factors applied to each group of sites.

Adjustment Factors

- HDR-45

  Description:

  - Number and size of sites: ~~21~~25 sites ~~after consolidation of 32 parcels, 16.9~~totaling approximately 11.4 net acres
  - Allowable density: 25-45 dwelling units per acre
  - RHNA affordability: Lower-income (50 percent), Moderate-income (50 percent)
  - Existing Use: Parking lots, aging retail, building materials supply, automotive services, auto sales, commercial

services (see Existing Use under "Site Specific Information" above for details)

- Infrastructure availability: Yes, no constraints
- Environmental constraints: None known

Capacity Factors:

- *Land Use Controls and Site Improvements.* No Adjustment
  Site size reflects net acreage.
- *Realistic Residential Capacity.* No Adjustment
  The HDR-45 zone is a residential district, intended for 100 percent residential projects. For this reason, 100 percent of the site area was considered viable for residential development, and no reduction factor was applied.
- *Typical Densities.* 53.3 Percent Adjustment
  For conservative estimates, the minimum density of the zone, 25 dwelling units per acre, was used to determine the total housing capacity. 25 dwelling units per acre is 53.3 percent of the maximum density allowed.
- *Infrastructure Availability.* No Adjustment
  Not applicable, no constraint
- *Environmental Constraints.* No Adjustment
  No known site constraint

Total Capacity Adjustments: (1)x(1)x(.533)x(1)x(1) = 53.3 percent

- ~~MU-2 and MU-2-AH,~~ MU-6, MU-6-AH, and MU-8C-AH

  Description:

  - Number and size of sites: ~~20~~Across West Holt and East Holt, there are 14 parcels, 8 of which are in the Affordable Housing Overlay (15.1 acres), and 6 are not in the overlay (6.0 acres) ~~sites after consolidation of 22 parcels, 23.7 acres~~
  - Allowable density:
    - MU-6~~2~~: 14-40 dwelling units per acre
    - MU-6~~2~~-AH and MU-8C-AH: 20-40 dwelling units per acre

- RHNA affordability: Lower-income (50 percent), Moderate-income (50 percent), with the exception of site 2-~~-~~4, 2-5, and 2-6, discussed further below.

- Existing Use: ~~Vacant (9 parcels, 6.6 acres),~~Sites include a mix of vacant parcels and underutilized urban commercial and auto-oriented uses such as older motels, auto repair and parts ~~store, automotive services~~stores, open storage, used car sales, aging ~~motels~~strip commercial, small convenience ~~store in aging building~~stores on largely ~~vacant lot, vacant~~paved lots, and a former church and parking area, ~~Used car sales (see~~ all identified as candidates for redevelopment.~~ under "Site Specific Information" above)~~

- Infrastructure availability: Yes, no constraints. The corridor is fully served by utilities and is aligned with existing and planned high-frequency transit, including the Holt Boulevard BRT.

Environmental constraints: None known

Capacity Factors:

- *Land Use Controls and Site Improvements.* No Adjustment

  Site size reflects net acreage~~.~~, with no additional reductions for site improvements beyond standard requirements.

- *Realistic Residential Capacity.* 75 Percent Adjustment

  This mixed-use designation allows for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses. Recent and proposed development in the district includes a mix of ~~all three types of~~ projects, including ~~the following residential and mixed use projects:~~ 1001 E. Holt Blvd. (Vista Verde II), which is fully entitled for 144 lower-income units and fully funded through AHSC and other grants; and 1389 E Holt Blvd, a privately funded project entitled for 50 units including 3 affordable to very low income households. ~~is a mixed-use project with commercial and residential uses~~, ~~. The Roosevelt Tower Apartments is 100 percent residential.~~ Vista Verde I Affordable Housing, completed in 2021, is also 100 percent residential. All projects~~, and it~~ illustrate~~s~~ that the MU-~~2~~ 6 and MU-1 zoning districts can support affordable projects.

To account for potential non-residential uses, a reduction factor of 25 percent was applied. This estimate generally reflects the mix of project types the City anticipates on the identified properties based on recent applications and zoning changes. The remaining 25 percent of land on identified sites is assumed to be for non-residential uses. This estimate generally reflects the mix of project types the City anticipates based on recent applications for development in the MU-6 and MU-8C~~2~~ zones.

- *Typical Densities.* 75 Percent Adjustment

  The Holt Boulevard mixed-use categories~~y~~ (MU-~~2~~6 and MU-8C) allow~~s~~ residential densities between 14 and 40 dwelling units per acre. Mixed-use sites that are part of the rezoning program are also within the affordable housing overlay (MU-~~2~~6-AH or MU-8C-AH), which will raise the minimum density to 20 dwelling units per acre, (densities between 20 and 40 dwelling units per acre are allowed). A realistic density ~~on~~ in the middle of the allowed range, 30 dwelling units per acre, was deemed realistic to determine the total capacity in these zoning districts. Recent and proposed projects in mixed-use areas along Holt Boulevard supports this density, with most proposed residential projects falling between 25 and 35 dwelling units per acre, but proposed projects have been as high as 72 dwelling units per acre. ~~including, the Roosevelt Tower Apartments, located at 549 West Holt Boulevard (72 dwelling units per acre), and 1001 E. Holt Blvd., a mixed-use multi-family project (35 dwelling units per acre)~~. Accordingly, 30 dwelling units per acre will provide a realistic capacity estimate.

- *Infrastructure Availability.* No Adjustment

  Not applicable, no constraint

- *Environmental Constraints.* No Adjustment

  No known site constraint

Total Capacity Adjustments: (1)x(.750)x(.750)x(1)x(1)=56.3 percent

- **MU-6-AH: Sites 2-4, 2-5, and 2-6.**

  - *Land Use Controls and Site Improvements.* No Adjustment. Site size reflects net acreage, with no additional reductions for site improvements beyond standard requirements.
  - *Realistic Residential Capacity.* 34.8 Percent



Combined, the sites total 9.7 acres (4.7 acres for 2-4, 0.5 acres for 2-5, and 4.5 acres for 2-6), with a combined maximum residential capacity of 388 units. Due to existing uses on two of the sites, however, the City assumed that only the vacant property (site 2-6, 4.5 acres) would be suitable for redevelopment within the 6th Cycle, which would allow for a maximum of 135 units.

To account for potential non-residential uses, however, an additional reduction factor of 25 percent was applied. This estimate generally reflects the mix of project types the City anticipates on the identified properties based on recent applications and zoning changes. The remaining 25 percent of land on identified sites is assumed to be for non-residential uses. This estimate generally reflects the mix of project types the City anticipates based on recent applications for development in the MU-6 and MU-8C zones.

- *Typical Densities.* 75 Percent Adjustment

  All three parcels are designated for mixed-use development (MU-6-AH) with the affordable housing overlay, permitting 20–40 dwelling units per acre. The same density assumption (30 dwelling units per acre) as other properties in this opportunity area with the same zoning is used (see Typical Densities in the prior MU-6-AH section for a full discussion).
- *Infrastructure Availability.* No Adjustment

  Not applicable, no constraint
- *Environmental Constraints.* No Adjustment

  No known site constraint

Total Capacity Adjustments: (1)x(.348)x(.750)x(1)x(1)=26.1 percent

- MU-1 and MU-1-AH

  Description:

  - Size of site: 16 parcels (consolidated), 16.8 acres
  - Allowable density: 25–75 dwelling units per acre
  - RHNA affordability: Lower-income (50 percent), Moderate-income (50 percent)

- Existing Use: (see Existing Use under "Site Specific Information" above)

- Infrastructure availability: Yes, no constraints

- Environmental constraints: None known

Capacity Factors:

- *Land Use Controls and Site Improvements.* No Adjustment

  Site size reflects net acreage.

- *Realistic Residential Capacity.* 60 Percent Adjustment

  This mixed-use designation allows for 100 percent residential uses, mixed-use projects, and 100 percent non-residential uses. Recent and proposed development in the district include a mix of all three types of projects, including the following residential and mixed-use projects. The Hutton C-Block development is a mixed-use project with commercial uses on the ground floor, structured parking, and multi-family housing on upper floors. The Palmer West project is 100 percent residential. Two affordable projects, Emporia I, completed in 2020, and Emporia II, completed in 2024, are also examples of 100 percent residential projects in this district and illustrate that the zoning can support affordable projects. To account for potential non-residential uses, an adjustment factor of 60 percent was applied. This estimate generally reflects the mix of project types the City anticipates based on recent applications for development in the MU-1 zone.

- *Typical Densities.* 46.7 Percent Adjustment

  The downtown mixed-use category allows residential densities between 25 and 75 dwelling units per acre. A realistic density on the lower end of the allowed range, 35 dwelling units per acre, was used to determine the total capacity in this zoning district. Recent entitlements in excess of 40 dwelling units per acres have been issued in this district. Projects include the Hutton C-Block development (60 dwelling units per acre) and the Palmer West multi-family project (47 dwelling units per acre). Affordable projects in the City, like the Emporia I development (completed in 2020), was built at a slightly lower density (26 dwelling units per acre), but there are several examples of recent affordable projects outside the City that are built at or above 35 dwelling units per acre,

including, Clark Commons (36 du/ac), affordable family apartments in Buena Park completed in 2019. Accordingly, 35 dwelling units per acre will provide realistic capacity estimates. Thirty-five dwelling units per acre is 46.7 percent of the maximum density allowed.

- *Infrastructure Availability.* No Adjustment
  Not applicable, no constraint

- *Environmental Constraints.* No Adjustment
  No known site constraint

Total Capacity Adjustments: (1)x(.600)x(.467)x(1)x(1)=28.0 percent

- PUD.

  The City has entitled a Planned Unit Development on these properties for a 100 percent deed-restricted affordable housing community, known as Vista Verde II, which is being built in partnership between the City and National CORE. Vista Verde II was entitled in February 2025 and will provide 144 lower income units funded through an Affordable Housing and Sustainable Communities (AHSC) program award, City contributions, and tax credit equity. This project reinforces the City's commitment to producing affordable housing and services to support long-term housing stability for lower income households.

  The realistic capacity for this site is 144 units, consistent with the entitlement.

Units by RHNA Income Category

To further ensure conservative estimates, only 50 percent of the final realistic capacity, except sites 2-4, 2-5, and 2-6, in both Opportunity areas was estimated to have the potential to accommodate lower incomes, as shown in Table 5-6. Due to existing uses, only 26.7 percent of the final realistic capacity on sites 2-4, 2-5, and 2-6, grouped together under the MU-6-AH zoning category, was estimated to have potential to accommodate lower income housing.

Table 5-6
Strategy 2: Units by Income Category

Zoning (after rezoning)	Number of Parcels	Acres* (Net)	Units by RHNA Income Category			Final Realistic Capacity (units*)
			Lower (units*)	Moderate (units*)	Above Moderate (units*)	
Opportunity Area: West Holt						
HDR-45	25 ~~32~~	11.4 ~~16.9~~	143 ~~211~~	142 ~~211~~	-	285 ~~422~~
MU-8C-AH~~MU-2-AH~~	2 ~~2~~	1.46 ~~1.5~~	16	17 ~~16~~	-	33 ~~32~~
Opportunity Area: East Holt						
MU-1~~MU-2~~	7 ~~16~~	7.3 ~~16.3~~	81 ~~183~~	81 ~~183~~	-	123 ~~366~~
MU-1-AH~~MU-2-AH~~	9 ~~4~~	9.5 ~~5.9~~	107 ~~67~~	107 ~~67~~	-	214 ~~134~~
MU-6	6	6.02	68	67	-	135
MU-6-AH	6	13.5	70	235	-	305
PUD	5	5.5	144	-	-	144
TOTAL	60 ~~54~~	50 ~~40.5~~	495 ~~477~~	660 ~~477~~	-	584~~954~~

Source: City of Ontario, ~~2022~~2026.
*Acres and units have been rounded.

Strategy 3: Old Cardenas Market Housing Opportunity Area

Opportunity Area

The Old Cardenas Market site consists of three parcels (3.5 acres) that front Euclid Avenue, as shown in Figure 5-5 and described below.

Figure 5-5 Old Cardenas Market Housing Opportunity Area



Suitability of Sites

Infrastructure Availability

Like Downtown and Holt Boulevard, this site is well-served by infrastructure.

RHNA Income Category

The ~~Downtown~~Old Cardenas Market Opportunity Area was determined to be suitable for lower-income households based on proximity to transit, access to existing jobs, access to grocery stores, proximity to available infrastructure and utilities, and because there are no known requirements for environmental mitigation:

- *Proximity to transit.* The sites in this Opportunity Area are along an existing Omnitrans bus route (Route 83), which runs the length of Euclid Avenue. SBCTA has also planned a new BRT route along Euclid Avenue, which will serve the site once it is operational.
- *Access to existing and planned jobs.* The site is just a little over 1 mile from the established industrial employment zone, which begins east of Campus Avenue.
- *Access to grocery stores.* All sites in this Opportunity Area are within a 1/4 mile walk of an existing grocery store (Cardenas Markets at 1850 S. Euclid Ave.).
- *Proximity to infrastructure and utilities.* As noted under infrastructure availability, this area is well-served, and these sites will benefit from innovative technology the City is piloting in the downtown.
- *Environmental mitigation.* As noted under Environmental Constraints, and discussed under Existing Use, there are no known natural or man-made environmental development concerns that would require mitigation.

To provide conservative estimates, however, only 50 percent of the identified capacity (described under Realistic Capacity) was considered suitable to accommodate lower-income housing, while the balance was considered suitable for moderate-income housing (detailed under Units by RHNA Income Category).

Environmental Constraints

There are no environmental constraints limiting development potential.

Analysis of sites to accommodate lower-income RHNA

All Sites

- Inclusion in Previous Housing Element

  These parcels were not included in prior housing elements.

- Zoning

  All three parcels ~~are~~ were ~~currently~~ zoned CN but ~~will be~~were included in the City's rezoning program. The two vacant parcels ~~are proposed to change to~~were rezoned HDR-45, while the Cardenas Market was rezoned MU-8D, ~~is proposed as~~ a mixed-use designation that allows for a density range of 20-30+ dwelling units per acre.

- Size of Sites

  There are no sites smaller than 0.5 acres or larger than 10 acres identified within the Old Cardenas Market Opportunity Area.

- Existing Use

  The site includes an unused the parking lot behind a gas station, a vacant building that previously housed Cardenas Market and its parking area that is not currently in use, and the vacant lot north of the market.

- Availability of Sites

  The nonvacant sites within this Opportunity Area are not currently used. The building is vacant and parking lots are empty. The owner of the property is interested in redevelopment, and the City has discussed introducing residential used to help facilitate development of the site with the owner. The property owner is interested in redeveloping the shuttered site and is interested in the introduction of residential including the potential to include affordable units, but there are no plans to redevelop at this time.

- Feasibility of Development

  These sites are classic infill lots along a commercial corridor that could be built out in a similar manner to the Vista Verde affordable housing project, completed in 2021, which was located along Holt Boulevard, another busy commercial corridor in the City, and the Emporia I affordable housing project, completed in 2020, which was located in the southern portion of the downtown district.

Realistic Capacity

To determine the realistic capacity on these sites, the City identified a realistic density below the maximum and applied an additional reduction factor to sites with a mixed-use designation to account for potential non-residential uses. A summary of the assumptions and realistic capacity is included in Table 5-7, and detailed descriptions of the adjustment factors applied to sites within each zoning designation is provided after the table.

Table 5-7
Strategy 3: Realistic Capacity

Land Use (after General Plan Update)	Number of Parcels	Acres* (Net)	Max Density (du/ac)	Max Capacity (units*)	Adjustment Factors**	Final Realistic Capacity (units*)
Opportunity Area: Old Cardenas Market						
HDR-45	2	1.3	45	59	54%	32
MU-8D	1	2.2	75	167	20%	33
TOTAL	**3**	**3.5**		**224**		**65**

Source: City of Ontario, 2022.

*Acres and units have been rounded.
**See Adjustment Factor below for a detailed description of the adjustment factors applied to each group of sites

Adjustment Factors

- HDR-45

  Description:

  - Number and size of sites: 1 site after consolidation of 2 parcels, 1.3 acres
  - Allowable density: 25-45 dwelling units per acre
  - RHNA affordability: Lower-income (50 percent), Moderate-income (50 percent)
  - Existing Use: Vacant
  - Infrastructure availability: Yes, no constraints
  - Environmental constraints: None known

  Capacity Factors:

  - *Land Use Controls and Site Improvements.* No Adjustment
    Site size reflects net acreage.
  - *Realistic Residential Capacity.* No Adjustment
    The HDR-45 zone is a residential district, intended for 100 percent residential projects. For this reason, 100 percent of the site area was considered viable for residential development, and no reduction factor was applied.
  - *Typical Densities.* 53.3 Percent Adjustment

For conservative estimates, the minimum density of the zone, 25 dwelling units per acre, was used to determine the total housing capacity. 25 dwelling units per acre is 53.3 percent of the maximum density allowed.

- *Infrastructure Availability.* No Adjustment
  Not applicable, no constraint

- Environmental *Constraints.* No Adjustment
  No known site constraint

Total Capacity Adjustments: (1)x(1)x(.533)x(1)x(1) = 53.3 percent

- MU- ~~(new)~~8D

  Description:

  - Number and size of sites: 1 parcel, 2.2 acres
  - Allowable density: 20-75 dwelling units per acre
  - RHNA affordability: Lower-income (50 percent), Moderate-income (50 percent)
  - Existing Use: Vacant building, former grocery store that has already relocated and associated parking lot (see Existing Use under "Site Specific Information" above)
  - Infrastructure availability: Yes, no constraints
  - Environmental constraints: None known

  Capacity Factors:

  - *Land Use Controls and Site Improvements.* No Adjustment
    Site size reflects net acreage.

  - *Realistic Residential Capacity.* 50 Percent Adjustment
    This mixed-use designation will allow for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses, consistent with the City's existing mixed-use districts. Recent and proposed development in existing mixed-use areas include a mix of ~~all three types of~~ projects, including ~~the following residential and mixed-use projects:~~ 1001 E. Holt Blvd. (Vista Verde II), which is entitled for 144 lower-income units and fully funded through AHSC and other grants; and 1389 E Holt Blvd, a

privately funded project entitled for 50 units including 3 affordable to very low income households. ~~is a mixed-use project with commercial and residential uses. The Roosevelt Tower Apartments is 100 percent residential.~~ Vista Verde I Affordable Housing, completed in 2021~~,~~ and the Emporia I and II Affordable Housing projects (completed in 2020 and 2024) are also 100 percent residential, and they illustrate that the mixed-use zoning can support affordable projects. To account for potential non-residential uses, a reduction factor of 50 percent was applied. This estimate generally reflects the mix of project types the City anticipates based on discussions with the property owner. The remaining 50 percent of land on identified sites is assumed to be for non-residential uses.

- *Typical Densities.* 40 Percent Adjustment

  The new mixed-use designation that will be created under Program 13, will allow residential densities between 20 and 75 dwelling units per acre. A realistic density on the lower end of the allowed range, 30 dwelling units per acre, was deemed realistic to determine the total capacity in this new zoning district. Recent and proposed projects in existing mixed-use areas downtown and along Holt Boulevard support this density including, the Roosevelt Tower Apartments, located at 549 West Holt Boulevard (72 dwelling units per acre), and 1001 E. Holt Blvd., a mixed-use multi-family project (35 dwelling units per acre). Accordingly, the City feels 30 dwelling units per acre will provide a realistic capacity estimate. Thirty dwelling units per acre is 40 percent of the maximum density allowed.

- *Infrastructure Availability.* No Adjustment

  Not applicable, no constraint

- *Environmental Constraints.* No Adjustment

  No known site constraint

Total Capacity Adjustments: (1)x(.50)x(.40)x(1)x(1)=20 percent

Units by RHNA Income Category

To further ensure conservative estimates, only half of the final realistic capacity was estimated to have the potential to accommodate lower incomes, as shown in Table 5-8.

Table 5-8
Strategy 3: Units by Income Category

Land Use	Number of Parcels	Acres* (Net)	Units by RHNA Income Category			Final Realistic Capacity (units*)
			Lower (units*)	Moderate (units*)	Above Moderate (units*)	
Opportunity Area: Old Cardenas Market						
HDR-45	2	1.3	16	16	-	**32**
MU-8D	1	2.2	17	16	-	**33**
TOTAL	**3**	**3.5**	**33**	**32**	**-**	**65**

Source: City of Ontario, 2022.

*Acres and units have been rounded.

~~**A new mixed-use zoning district will be established per Program 13.~~

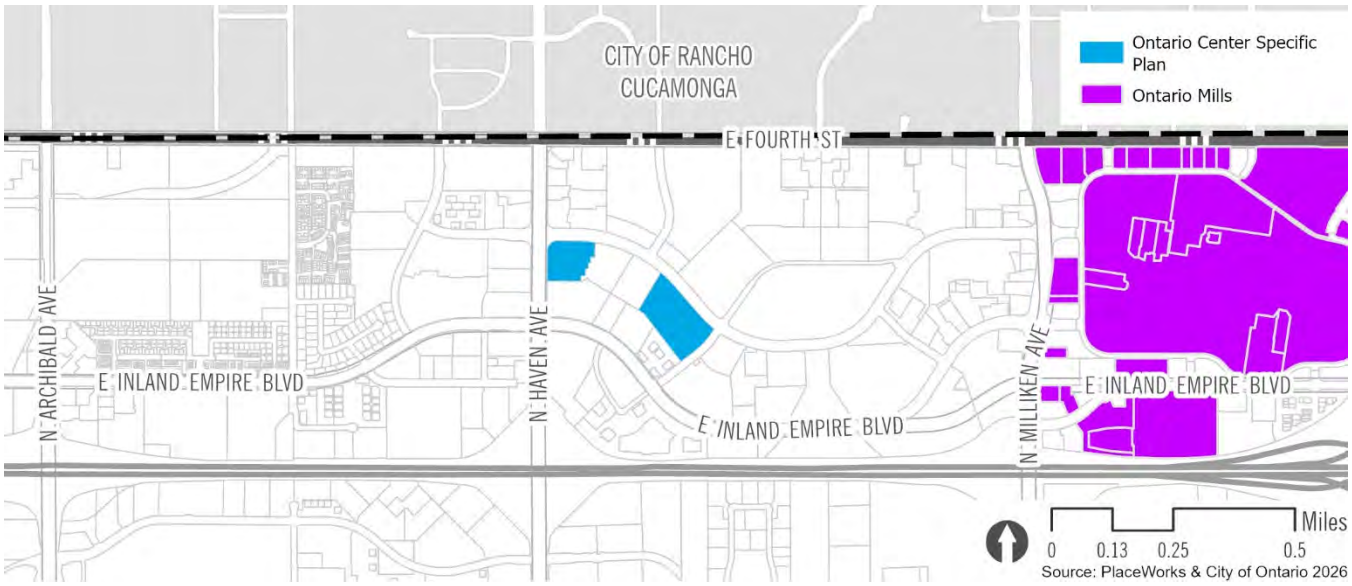
Strategy 4: Ontario Center Specific Plan Housing Opportunity Area

Opportunity Area

The Ontario Center Specific Plan offers a variety of commercial, retail, entertainment, light industrial, and office uses, as well as a mix of housing opportunities, and outlines a detailed infrastructure plan for the area. Originally adopted in 1981, the Specific Plan has been amended numerous times, including the addition of the Piemonte Overlay in 2006. The most recent amendment was adopted in 2017.

Much of the Specific Plan area has already been developed, but the remaining vacant parcels are prime candidates for development. After conversations with property owners and developers, the City identified ~~four~~ two vacant parcels (~~16.5~~ 12.9 acres), where no specific projects have been proposed, as potential sites for lower- and moderate-income housing development, as shown in Figure 5-6.

Figure 5-6 Ontario Center Specific Plan Housing Opportunity Area



Suitability of Sites

Infrastructure Availability

The backbone infrastructure to support housing development is already in place.

RHNA Income Category

The Ontario Center Specific Plan Opportunity Area was determined to be suitable for lower-income households based on proximity to transit, access to existing jobs and amenities, access to planned grocery stores, proximity to available infrastructure and utilities, and because there are no known requirements for environmental mitigation:

- *Proximity to transit.* The sites in this Opportunity Area are within a 1/4 mile walk of an existing Omnitrans bus route (Route 81), which follows Concourse Street in a loop around the Toyota Arena and fronts all sites identified in this Opportunity area.
- *Access to existing and planned jobs.* The sites in this Opportunity Area are within one of the most employment-rich areas of the City. Sites are surrounded by mid-rise office buildings and the Toyota Arena. The Ontario Mills Mall and Ontario International Airport are both a short transit ride (on a direct line) or bike ride away.
- *Access to planned grocery store.* All sites in this Opportunity Area are within a 1/4 mile walk of a planned grocery store on the vacant lot on the southeast corner of Fourth Street and Haven Avenue.

- *Proximity to infrastructure and utilities.* As noted under infrastructure availability, this area is served by existing infrastructure and utilities.

- *Environmental mitigation.* As noted under Environmental Constraints, there are no known natural or man-made environmental development concerns that would require mitigation.

To provide conservative estimates, however, only 50 percent of the identified capacity (described under Realistic Capacity) was considered suitable to accommodate lower-income housing, while the balance was considered suitable for moderate-income housing (detailed under Units by RHNA Income Category).

Environmental Constraints

No environmental constraints limit development potential on these sites.

Analysis of sites to accommodate lower-income RHNA

All Sites

- Inclusion in Previous Housing Element

  These parcels were not included in prior housing elements.

- Zoning

  The zoning designation for all sites is Specific Plan (SP). The adopted plan is the Ontario Center Specific Plan. ~~Two of the housing sites (3.6 acres) are regulated by the Piemonte Overlay, while the remaining sites (12.9 acres) are regulated by the Ontario Center Specific Plan base document.~~ The Specific Plan does not establish density standards, so the Policy Plan densities would prevail. The Policy Plan allows for densities between 20 and 125 dwelling units per acre, which is sufficient to support lower- and moderate-income housing.

- Size of Sites

  There are no sites smaller than 0.5 acres or larger than 10 acres identified within the Opportunity Area.

- Existing Use.

  All ~~four~~ sites identified in this area are vacant.

Realistic Capacity

To determine the realistic capacity on these sites, the City identified the realistic capacity on each site based on the unbuilt entitlement and applied an additional reduction factor to sites that allow a mix of

residential and non-residential to account for potential non-residential development. A summary of the realistic capacity, based on the remaining entitlement, is included in Table 5-9, and detailed descriptions of how realistic capacity and reduction factors were calculated is provided after the table.

Table 5-9
Strategy 4: Realistic Capacity

Zoning ~~(after rezoning)~~	Number of Parcels	Acres* (Net)	Max Density (du/ac)	Max Capacity (units*)	Adjustment Factors**	Final Realistic Capacity (units*)
Opportunity Area: Ontario Center Specific Plan						
~~Piemonte: Office w/ Res~~	~~2~~	~~3.6~~	~~125~~	~~454~~	~~18-19%~~	~~84~~
Urban Commercial	2	12.9	125***	1,613***	12%	193
Total	~~4~~2	~~16.5~~ 12.9	125***	1,613***~~2,067~~		193~~303~~

Source: City of Ontario, 2022.

*Acres and units have been rounded.
**See Adjustment Factor below for a detailed description of the adjustment factors applied to each group of sites
*** Density is not defined in the specific plan, so Policy Plan density would prevail. The Policy Plan allows densities between 20 and 125 dwelling units per acre.

Adjustment Factors

- ~~Piemonte: Office w/ Residential Allowed~~

  ~~Description:~~

  - ~~Number and size of sites: 2 sites, 2 parcels, 3.6 acres~~
  - ~~Allowable density: Density is not defined in the specific plan, so Policy Plan density would prevail. The Policy Plan allows densities between 20 and 125 dwelling units per acre.~~
  - ~~RHNA affordability: Lower income (50 percent), Moderate income (50 percent)~~
  - ~~Existing Use: Vacant~~
  - ~~Infrastructure availability: Yes, no constraints~~
  - ~~Environmental constraints: None known~~

~~Capacity Factors:~~

- ~~*Land Use Controls and Site Improvements.* No Adjustment~~

  ~~Site size reflects net acreage.~~

- ~~*Realistic Residential Capacity.* 50 Percent Adjustment~~

  ~~Because this land use category allows for non-residential development, a 50 percent adjustment factor was applied to account potential development of non-residential uses.~~

- ~~*Typical Densities.* 48.9 Percent Adjustment~~

  ~~These sites are designated as Office with Residential Development Allowed in the Piemonte Overlay area within the Ontario Center Specific Plan. While the Piemonte Overlay does not specify allowable densities, it plans for 220 new units on the two sites. If 220 units were to develop across the 3.6 acres, the resulting density would be 61 dwelling units per acre. The difference between the maximum capacity and number of units entitled under the specific plan result in a 48.9 percent adjustment factor.~~

- ~~*Infrastructure Availability.* No Adjustment~~

  ~~Not applicable, no constraint~~

- ~~*Environmental Constraints.* No Adjustment~~

  ~~No known site constraint~~

~~Total Capacity Adjustments: (1)x(1)x(.50)x(.489)x(1) = 24.5 percent~~

- Urban Commercial

  Description:

  - Number and size of sites: 2 sites, 2 parcels, 12.9 acres
  - Allowable density: Density is not defined in the specific plan, so Policy Plan density would prevail. The Policy Plan allows densities between 20 and 125 dwelling units per acre.
  - RHNA affordability: Lower-income (50 percent), Moderate-income (50 percent)
  - Existing Use: Vacant
  - Infrastructure availability: Yes, no constraints
  - Environmental constraints: None known

Capacity Factors:

- *Land Use Controls and Site Improvements.* No Adjustment
  Site size reflects net acreage.

- *Realistic Residential Capacity.* 83.2 Percent Adjustment
  Urban Commercial in the Ontario Center Specific Plan allows for a mix of tourist-related commercial uses, high- and medium-rise office buildings, entertainment/recreation clusters, and high-density residential uses above the ground floor. Discussion with developers, who have submitted plans for the development of high-density housing near the Toyota Arena (just north and east of these sites) indicate that 100 percent residential development is much more likely than any type of office development. Recent market trends due to the COVID-19 pandemic support this, as vacancies in existing office buildings will need to be filled before the market can support additional office uses. Similar sentiments hold true for tourism and entertainment uses, as much of the demand for those types of facilities is proposed in the areas around the Toyota Arena. As such, 39,000 square feet of the remaining entitled development capacity was reserved for non-residential uses on these two sites. This accounts for 16.8 percent of the remaining development potential, the inverse of the adjustment factor (83.2 percent) applied.

- *Typical Densities.* 14.4 Percent Adjustment
  While the specific plan does not specify allowable densities it does specify maximum height. The sites are included in planning area 11, where the maximum building height of 95 feet is regulated only by the height limits set by the Ontario International Airport. Housing products with densities above 60 dwelling units per acre are regularly developed under similar zoning standards, indicating the types of projects that could develop under the specific plan would meet the density thresholds necessary to facilitate the development of lower- and moderate-income housing.

  In addition to height, the specific plan entitled a specific amount of development. The specific plan regulates the maximum capacity for Urban Commercial uses based on building square footage rather than dwelling units. As such, the City uses the methodology described below to translate the remaining allowable square footage permitted under the current specific plan into an approximate number of units.

Planning area 11 allows a total of 592,700 square feet; it is estimated that 360,455 square feet have already been developed, leaving 232,245 square feet of developable building area. To convert the remaining square footage into potential housing units, the City assumes the residential component would include a range of unit sizes with an average size of 1,000 square feet, inclusive of common areas, which yields a remaining development capacity of 232 units.

- *Infrastructure Availability.* No Adjustment
  Not applicable, no constraint

- *Environmental Constraints.* No Adjustment
  No known site constraint

Total Capacity Adjustments: (1)x(.832)x(.144)x(1)x(1)=12.0 percent

Units by RHNA Income Category

To further ensure conservative estimates, only half of the final realistic capacity was estimated to have the potential to accommodate lower incomes, as shown in Table 5-10.

Table 5-10
Strategy 4: Units by Income Category

Zoning ~~(after rezoning)~~	Number of Parcels	Acres* (Net)	Units by RHNA Income Category			Final Realistic Capacity (units*)
			Lower (units*)	Moderate (units*)	Above Moderate (units*)	
Opportunity Area: Ontario Center Specific Plan						
~~Piemonte: Office w/ Res~~	~~2~~	~~3.6~~	~~55~~	~~55~~	~~–~~	~~110~~
Urban Commercial	2	12.9	96	97	-	193
Total	~~4~~2	~~16.5~~12.9	~~151~~96	~~126~~97	-	~~303~~193

Source: City of Ontario, 2022.
*Acres and units have been rounded.

Strategy 5: The Mills Housing Opportunity Area

Opportunity Area

The Ontario Mills Mall and surrounding areas are governed by The California Commerce Center North Specific Plan (The Mills). The specific plan was originally authored in 1992 and has not been amended since. The document envisioned a regional commercial center focused on value-oriented retail and jobs creation that would capitalize on the proximity to

the freeways and serve as a local landmark. The Mills has largely achieved this vision, and it remains a high-performing retail hub today (2021), but the economic outlook for retail and office uses in 2021 is vastly different than it was in 1992.

Ontario Mills Market Trends

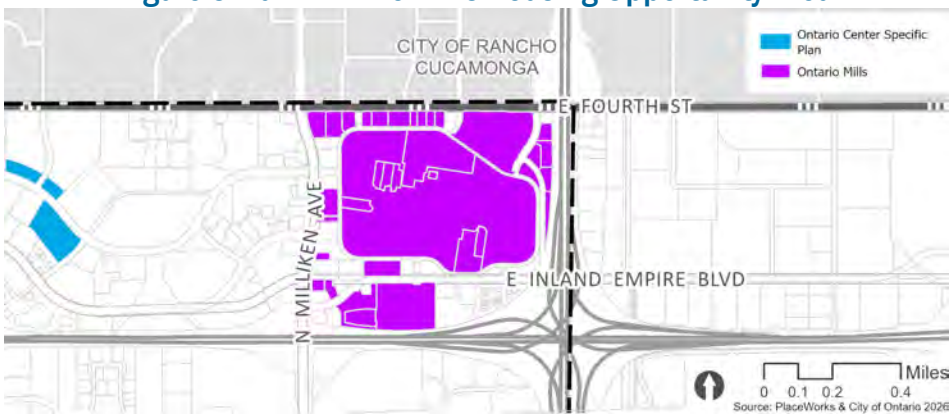
Current trends in the redevelopment of retail centers began with the introduction of online retail, which is currently capturing 20 percent of every retail dollar spent in the US economy. Recent industry reports (Barclay's Bank in October 2020 and Coresight Research in July 2020) find that the current number of retailers will likely be substantially reduced by 2030, with predictions by Coresight that online retail will account for 40 percent of retail sales by 2030. The COVID-19 pandemic has only accelerated the past trends. As retail stores opt to relocate or retail properties become due for major reinvestments/improvements, property owners find few retailers looking to replace existing tenants or find greater value in developing new residential uses. The demand for office space is likewise expected to remain stagnant through the 2021-2029 planning period as more office workers choose to work from home in the wake of the COVID-19 pandemic.

While retail uses, in general, are in decline, the Ontario Mills Mall remains a high-performing shopping center. It is anticipated that much of the existing retail square footage will remain through 2029, the physical configuration of the mall may be reshaped, consistent with current trends in mall redevelopment, leaving spaces for parking areas and outparcels to intensify with residential uses as existing restaurants, movie theaters, and retailers consolidate locations, relocate, or otherwise reconsider their physical footprint. The City's economic development department is in frequent contact with mall operators and property owners, and there are no known limitations, such as parking lease agreements that could limit redevelopment during the 6th cycle.

Successful shopping center redevelopment efforts, like the Bella Terra Mall in Huntington Beach, show high-performing malls successfully repositioning tenants in new configurations that introduce residential uses while retaining and improving their commercial cores.

Considering current market trends, the City has identified the parking areas and several out parcels around the Ontario Mills Mall as potential redevelopment sites suitable for housing, as shown in Figure 5-7a.

Figure 5-7a The Mills Housing Opportunity Area



Suitability of Sites

Infrastructure Availability

The Mills area already has the necessary infrastructure in place to support housing development.

RHNA Income Category

The Ontario Mills Opportunity Area was determined to be suitable for lower-income households based on proximity to transit, access to existing and planned jobs and amenities, access to grocery stores, proximity to available infrastructure and utilities, and because there are no known requirements for environmental mitigation:

- *Proximity to transit.* The sites in this Opportunity Area are within a 1/4 mile walk of an existing Omnitrans bus route (Route 81), which stops at the Ontario Mills Mall.
- *Access to existing and planned jobs.* The sites in this Opportunity Area are within one of the most employment-rich areas of the City. The mid-rise office buildings, the Toyota Arena, and the Ontario International Airport are all a short transit ride (on a direct line) or bike ride away.
- *Access to grocery store.* Sites in this Opportunity Area are across Milliken Avenue from Target and Sam's Club.
- *Proximity to infrastructure and utilities.* As noted under infrastructure availability, this area is served by existing infrastructure and utilities.
- *Environmental mitigation.* As noted under Environmental Constraints, there are no known natural or man-made environmental development concerns that would require mitigation.

To provide conservative estimates, however, only 50 percent of the identified capacity (described under Realistic Capacity) was considered suitable to accommodate lower-income housing, while 25 percent was considered suitable for moderate-income housing and 25 percent were considered suitable for above moderate-income (detailed under Units by RHNA Income Category).

Environmental Constraints
There are no known environmental constraints that would preclude housing production.

Analysis of sites to accommodate lower-income RHNA
All Sites

- Inclusion in Previous Housing Element

  These parcels were not included in prior housing elements.

- Zoning

  These sites are currently zoned for Specific Plan (SP) and uses are regulated by The California Commerce Center North Specific Plan, described previously in this section. The specific plan, as adopted, does not allow for residential uses, but the City's Policy Plan (which serves as the General Plan and was last updated in 2010) provides for housing in this area with a density range of 25 to 85 dwelling units per acre. This range would provide sufficient density to allow for the development of housing affordable to lower- and moderate-income households. In addition to establishing the density range, the Policy Plan sets a maximum of 437 units in its buildout table LU-03. As part of its rezoning program (Program 13), the City will amend the specific plan and update the Policy Plan. The specific plan will allow uses and densities consistent with the existing Policy Plan. The City will likewise update the Policy Plan to increase the residential development maximum in the Ontario Mills Mixed-Use area.

- Size of Sites

  Four of the parcels identified in this area (145.0 acres) are larger than 10 acres. This includes one of the parcels around the Mall itself (96.34 acres), two parcels that house movie theaters (18.6 acres and 14.6 acres), and a big-box retail center (15.4 acres). These sites were included in the inventory despite their size because of current market trends in Malls, retail uses, and movie theaters, as discussed under Citywide Market Trends and Market Trends Specific to Strategy 5.

The mall site was not considered an impediment to redevelopment because larger sites with consistent ownership typically create fewer barriers to the introduction of housing in mall redevelopment projects than smaller sites with many competing landowner interests. Redevelopment efforts for the Westminster Mall, in Westminster, CA, for example, have involved a considerable planning effort to balance the various interests of many disparate property owners. Further, proposed redevelopment plans for malls such as Main Place Mall in Santa Ana, CA, incorporate larger parcels.

The City reached out to National Core, an affordable housing developer with experience in Ontario and the Inland subregion to discuss developing affordable housing on the mall site as well as sites such as the retail and theater outparcels that are larger than 10 acres. National Core indicated that larger parcels, such as these, allow for lower densities (avoiding higher construction costs) and can accommodate a greater number of units that can be more efficient to operate. Larger projects, if they can be done over multiple phases, can also be easier to finance and construct. In support of these points, they provided two examples of affordable housing projects they developed on larger sites:

- Crestview Terrace (formerly Waterman Gardens in San Bernardino): A 184-unit affordable project, completed in 2021 that involved a group of large parcels, including a 23-acre parcel and three other parcels, for an overall project site size of total of just over 37 acres.

- Mission Cove (in Oceanside): A multi-phase mixed-use project with 288 affordable units and 10,500 square feet of retail space on a 14.5-acre parcel. The final phase was completed in 2018.

These projects indicate that larger sites can provide efficiencies of scale for affordable housing development. The Mission Cove project occupies a similar parcel size to the theater and retail parcels, and it includes a retail component. The Mission Cove project was also developed in three phases (90 units in Phase I, 60 units in Phase II, and 138 units in Phase III), which could allow for flexibility in design and greater variety in the mix of uses if there is demand for commercial components on these sites.

- Existing Use

  Existing uses include the Ontario Mills Mall and parking area (108.3 acres), 2 movie theaters (33.3 acres), 1 big box retail complex (15.4 acres), 3 parcels with automotive uses (2.7 acres), and 21

outparcels that currently house retail (18.5 acres) and dining (17.4 acres) establishments.

- Availability of Sites

  As discussed under Strategy 5 Market Trends, the demand for retail space is dwindling as people change the way they shop, dine, and spend their leisure time. As these changes continue to impact the retail landscape, the properties identified include aging centers, vacant buildings, and others that may be ready to reposition during the 6th cycle. While the owners of the properties identified do not currently have plans to reposition these sites, the City maintains on-going conversations with developers, and the City has reached out to property owners about potential land use changes. In general, owners are open to the possibility of introducing residential uses in the future. Developers also indicate interest in repositioning this area.

  There are no known parking leases or other restrictions that would limit redevelopment of the parking area and outparcels identified.

- Feasibility of Development

  As described under Strategy 5 Market Trends, mall redevelopment, retail repositioning, and theater downsizing, are national trends that are expected to impact uses in and around the Ontario Mills Mall.

  Several mall redevelopment efforts are already underway in the region. Projects like the Westminster Mall in Westminster, CA, Mainplace Mall in Santa Ana, CA, and the South Bay Galleria in Redondo Beach, CA, are all in the process of repositioning an indoor mall that was built for a different time to include a mix of commercial and residential uses. All these examples also propose affordable housing components, indicating that mall redevelopment projects offer a unique opportunity to introduce affordable housing into high-resource areas that are also highly accessible and well-served by infrastructure and transit.

  Redevelopment trends are not limited to retail uses. Movie theaters nationwide had already begun to see a cull in U.S. locations prior to the COVID-19 pandemic. The impacts of the COVID-19 closures, however, further eroded the industry, leaving opportunities for downsizing and redevelopment of existing theater sites. Because this is a trend seen nationally that is expected to expand, recent examples from other states are relevant. In 2020, Loudon County, VA board of supervisors approved the redevelopment of an 11-acre Regal Cinema complex (built in 1996)

as a 166-unit multi-family development. Additional projects like this are expected throughout the country as the long-term impacts of COVID-19 are fully appreciated.

Realistic Capacity

To determine the realistic capacity on these sites, the City identified a realistic density below the maximum, and applied an additional reduction factor to account for the ongoing operation of existing non-residential uses. A summary of the assumptions and realistic capacity is included in Table 5-11, and detailed descriptions of the adjustment factors applied to sites within each zoning designation is provided after the table.

Table 5-11
Strategy 5: Realistic Capacity

*Zoning*** (after rezoning)	*Number of Parcels*	*Acres**	*Max Density* (du/ac)	*Max Capacity* (units*)	*Adjustment Factors***	*Final Realistic Capacity* (units*)
Opportunity Area: Ontario Mills						
Ontario Mills Mall						
SP	9	122.9	85	10,449	18.8%	**1,967**
Large Outparcels						
SP	4	41.1	85	3,494	18.8%	**657**
Small Outparcels						
SP	22	31.5	85	2,678	18.8%	**504**
Total	**35**	**195.5**		**16,620**		**3,128**

Source: City of Ontario, 2022.

*Acres and units have been rounded.
**See Adjustment Factor below for a detailed description of the adjustment factors applied to each group of sites.
***Per Program 13, the Specific Plan will be updated to allow residential uses at densities consistent with the existing Policy Plan (25-85 du/ac)

Adjustment Factors

- SP (Ontario Mills Mall)

Description:

- Size of site: 9 parcels, 122.9 acres
- Allowable density: 25-85 dwelling units per acre
- RHNA affordability: Lower-income (50 percent), Moderate-income (25 percent), Above Moderate-income (25 percent)
- Existing Use: Ontario Mills Mall and Parking Area (see Existing Use under "Site Specific Information" above)
- Infrastructure availability: Yes, no constraints

- Environmental constraints: None known

Capacity Factors:

- *Land Use Controls and Site Improvements.* 55 Percent Adjustment

  Redevelopment is only anticipated in the parking areas around the mall during the 6th Cycle. The net acreage of the parking area is approximately 73.75 acres, or 60 percent of the total area. It is anticipated that additional acreage will be necessary for drive aisles, sidewalks, and other public areas. An additional 5 percent was reserved to account for these uses. The total adjustment factor applied is 55 percent.

- *Realistic Residential Capacity.* 72.7 Percent Adjustment

  Revisions to the Specific Plan will allow for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses, consistent with the City's Policy Plan designation. While most of the commercial activity on these sites is expected to remain concentrated in the mall itself during the 6th Cycle. However, 27.3 percent of the site was reserved to account for potential non-residential uses, and portions of the parking area that may not fully develop during the 6th Cycle, the inverse of which, 72.7 percent, represents the reduction factor applied This estimate generally reflects the mix of project types, and anticipated timing of development the City anticipates based on recent applications for development of new residential units in areas around the Toyota Arena, which provides the closest comparison in terms of character of development expected.

- *Typical Densities.* 47.1 Percent Adjustment

  The existing specific plan will be amended to allow residential uses consistent with the proposed Policy Plan designation, as noted under Program 13. The proposed Policy Plan designation allows residential densities between 25 and 85 dwelling units per acre. A realistic density on in the middle of the allowed range, 40 dwelling units per acre, was deemed realistic to determine the total capacity in these areas based on proposed realistic densities in other similar development projects.

  As noted under "Market Trends" above, mall redevelopment projects are an emerging trend that is expected to expand during the 6th Cycle in response to the accelerated changes in the way people shop in the wake of the COVID-19 pandemic. To determine the realistic density, the City looked to planned

redevelopment projects, like Main Place Mall in Santa Ana, California, where the recently adopted specific plan includes a phased redevelopment plan in which the parking areas around the Mall would be developed first, as is expected for the Mills sites during the 6th Cycle. The Main Place Mall plan allowed densities up to 90 dwelling units per acre, similar to what will be allowed at the Ontario Mills. The plan for Main Place Mall also estimated a likely density of 39 dwelling units per acre across all sites where residential uses were anticipated. Consistent with this estimation, the City has assumed a realistic density of 40 dwelling units per acres across all sites where residential uses are anticipated. Forty dwelling units per acre is 47.1 percent of the maximum density allowed.

- *Infrastructure Availability.* No Adjustment
  Not applicable, no constraint

- *Environmental Constraints.* No Adjustment
  No known site constraint

Total Capacity Adjustments: (.55)x(.727)x(.471)x(1)x(1)=18.8 percent

- SP (Large outparcels)

Description:

- Size of site: 3 sites, 4 parcels, 41.1 acres

- Allowable density: 25-85 dwelling units per acre

- RHNA affordability: Lower-income (50 percent), Moderate-income (25 percent), Above Moderate-income (25 percent)

- Existing Use: Regal Cinema, Big Box retail and parking area (see Existing Use under "Site Specific Information" above)

- Infrastructure availability: Yes, no constraints

- Environmental constraints: None known

Capacity Factors:

- *Land Use Controls and Site Improvements.* 95 Percent Adjustment
  Upon redevelopment of the sites, it is anticipated that additional acreage will be necessary for drive aisles, sidewalks, and other public areas. Five percent of the land area

was reserved to account for these uses. The total adjustment factor applied is 95 percent.

- *Realistic Residential Capacity.* 42.1 Percent Adjustment

  Revisions to the Specific Plan will allow for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses, consistent with the City's Policy Plan designation. While current trends, market demands and examples of theater redevelopment projects (see "Site Specific Information" above) generally support projects on larger sites that are 85 percent or more residential, the adjustment factor further reduces the anticipated realistic capacity by half again to account for the potential for higher non-residential footprints and phased development over the larger sites. The adjustment factor for realistic residential capacity is 42.1 Percent (.85x.495=.421). This estimate generally reflects the mix of project types, and anticipated timing of development the City anticipates based on recent applications for development of new residential units in areas around the Toyota Arena, and within the Meredith Mixed-Use area, which provide the closest comparison in terms of character of development expected.

- *Typical Densities.* 47.1 Percent Adjustment

  The existing specific plan will be amended to allow residential uses consistent with the proposed Policy Plan designation, as noted under Program 13. The proposed Policy Plan designation allows residential densities between 25 and 85 dwelling units per acre. A realistic density on in the middle of the allowed range, 40 dwelling units per acre, was deemed realistic to determine the total capacity in these areas. It is anticipated that similar densities can be supported on large outparcels as can be achieved in the Mall parking areas (see the typical densities Capacity Factor for the Ontario Mills Mall for additional information). Forty dwelling units per acre is 47.1 percent of the maximum density allowed.

- *Infrastructure Availability.* No Adjustment

  Not applicable, no constraint

- *Environmental Constraints.* No Adjustment

  No known site constraint

Total Capacity Adjustments: (.95)x(.421)x(.471)x(1)x(1)=18.8 percent

- SP (Small outparcels)

Description:

- Size of site: 22 sites, 22 parcels, 31.5 acres
- Allowable density: 25-85 dwelling units per acre
- RHNA affordability: Lower-income (50 percent), Moderate-income (25 percent), Above Moderate-income (25 percent)
- Existing Use: Restaurant/dining, strip retail, standalone retail, automotive services (see Existing Use under "Site Specific Information" above)
- Infrastructure availability: Yes, no constraints
- Environmental constraints: None known

Capacity Factors:

- *Land Use Controls and Site Improvements*. 98 Percent Adjustment

  Upon redevelopment of the sites, it is anticipated that a minimal amount of additional acreage will be necessary for internal circulation and other public areas. These smaller sites are generally served by external, established roadways, so on-site improvements will be minimal. Two percent of the land area was reserved to account for these uses. The total adjustment factor applied is 98 percent.

- *Realistic Residential Capacity*. 40.8 Percent Adjustment

  Revisions to the Specific Plan will allow for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses, consistent with the City's Policy Plan designation. While current trends, market demands generally support projects on smaller lots that are either 100 percent residential or 100 percent commercial. It is not expected that all of the identified sites will transition to residential uses, only that they each have potential to transition. Accordingly, only 40.8 percent of the land area within the smaller outparcels is expected to transition to residential uses during the 6th cycle. Market conditions support the transition of retail sites to residential properties, and other plans for mall redevelopment propose residential uses on a higher portion of the outlying land, so a 40.8 percent transition of identified properties is a conservative estimate intended to account for those likely to transition during the 6th Cycle. The adjustment factor for realistic residential capacity is 40.8 Percent. This estimate generally reflects the mix of project types, and anticipated

timing of development the City anticipates based on proposed retail and mall redevelopment projects outside of the City.

- *Typical Densities.* 47.1 Percent Adjustment

  The existing specific plan will be amended to allow residential uses consistent with the proposed Policy Plan designation, as noted under Program 13. The proposed Policy Plan designation allows residential densities between 25 and 85 dwelling units per acre. A realistic density on in the middle of the allowed range, 40 dwelling units per acre, was deemed realistic to determine the total capacity in these areas. It is anticipated that similar densities can be supported on large outparcels as can be achieved in the Mall parking areas (see the typical densities Capacity Factor for the Ontario Mills Mall for additional information). Forty dwelling units per acre is 47.1 percent of the maximum density allowed.

- *Infrastructure Availability.* No Adjustment

  Not applicable, no constraint

- *Environmental Constraints.* No Adjustment

  No known site constraint

Total Capacity Adjustments: (.98)x(.408)x(.471)x(1)x(1)=18.8 percent

Large Site Development

AB 1397 requires additional justification to include parcels larger than 10 acres in the sites inventory for lower-income housing. The City has included sites larger than 10 acres in the Mills Housing Opportunity Area because of the market trends of retail center redevelopment (see discussion in Ontario Mills Market Trends). The Ontario Mills Mall portion of the California Commerce Center North Specific Plan consists of nine parcels totaling roughly 123 acres (parcels encompassed by Mills Circle roadway). The AMC theater (14.7-acre parcel) is under separate ownership including a large parking field. The other eight parcels are under single ownership (Ontario Mills Limited Partnership), including a 96-acre parcel that contains most of the Mall building and parking fields.

Based on patterns in similar commercial properties that intensified with residential such as the Irvine Spectrum, the property owners will likely first develop one of the parking areas into a medium or large parking structure, which will free up other parking areas for residential development without the concern of losing parking capacity for the existing Mall. A logical option for the parking structure location is close to existing Ontario Mills Transfer Center (along Mills Circle just south of Concours Street), which will also serve future BRT service, and is just over

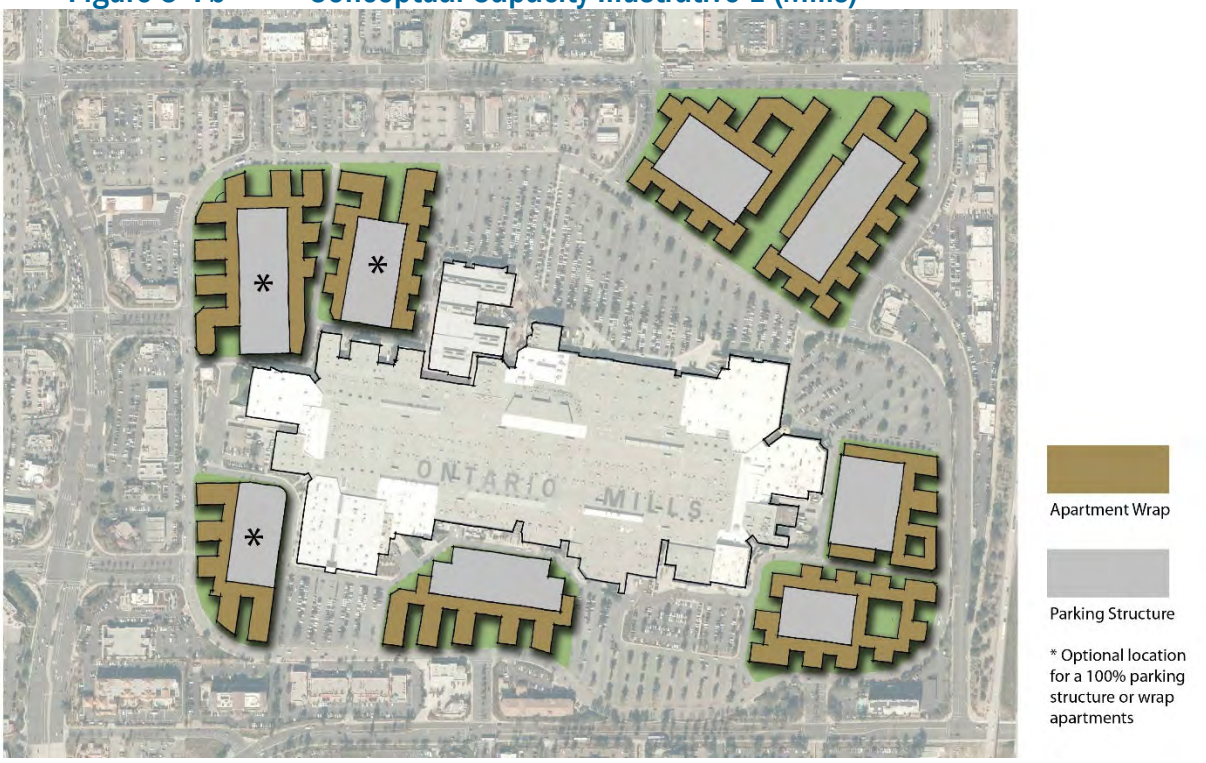
a mile from the current Rancho Cucamonga Metrolink station. A number of other parking fields could then be developed with multistory wrap housing options that could self-park.

Additionally, the 19-acre site to the northeast that currently hosts the IMAX theatre could be intensified independent of or together with the Mall parcels. This parcel is large enough and could accommodate a small parking structure that could serve for the existing use while allowing residential to be constructed concurrently or as a second phase shortly after the parking structure is completed. With multiple points of access and enough space on any side of the existing building, the parcel could accommodate a number of different phasing and development designs. In summary, the entire realistic capacity could be accommodated on the Ontario Mills Mall property and one of the large outparcels.

While there are dozens of ways the Mills Opportunity Area could be designed for residential intensification, Figures 5-7b and 5-7c portray how the area could be intensified through two illustrative concepts of the development capacity and location of new residential (or other uses). The capacity shown in either provides more housing capacity (400-800 more) compared to the 3,128 total in Table 5-11, even without using all of the opportunity sites.

The illustratives in Figures 5-7b and 5-7c are conceptual but were generated with realistic and market-based assumptions: a maximum height of five stories, the need to self-park (at 2 spaces per unit, which is roughly in line compared to current parking standards for multiple-family development --- see Table 4-15), the need for open space, and the desire to have a mix of studio, 1-bedroom, and 2-bedroom units (unit size averages 1,000 square feet in both figures). The illustratives also took into consideration maintaining good access for existing commercial and future housing and preserving viewsheds important to existing commercial properties --- both connected to the Mall and in the surrounding parcels. It is also worth noting that the Opportunity Area contains enough capacity while maintain the existing Mall footprint exactly as is.

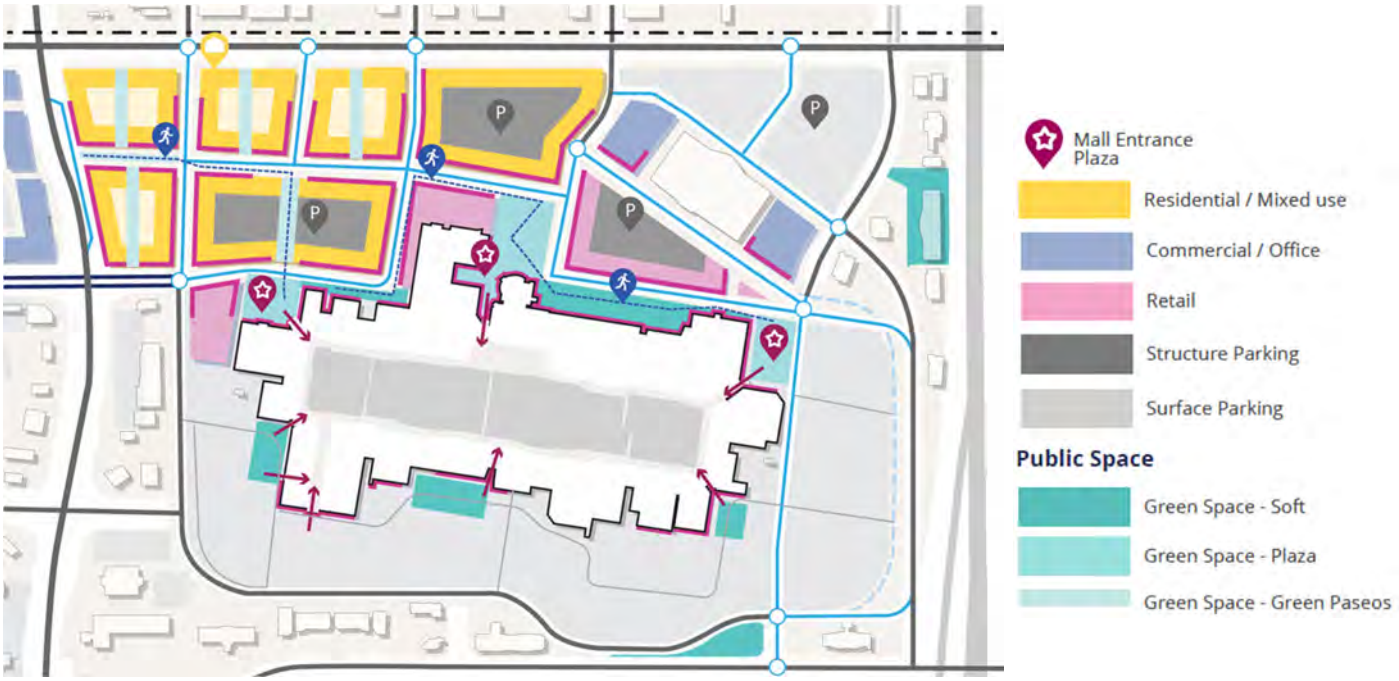
Figure 5-7b Conceptual Capacity Illustrative 1 (Mills)



In this design concept, a parking structure would likely be built as phase 1 (on one of the three sites identified with an asterisk), followed by one or more of the apartment wraps on the Ontario Mills Mall portion of the Opportunity Area as phase 2. The IMAX site could then be built as phase 3, though it also could be built independently and prior to any of the intensification on the Ontario Mills Mall site.

Note that this illustrative is solely shown for the purposes of demonstrating the capacity to intensify by 3,128 residential units and some design options that take into consideration existing and future access, commercial viewsheds, and phasing.

Figure 5-7c Conceptual Capacity Illustrative 2 (Mills)



In this design concept, a parking structure would likely be built as phase 1, shown adjacent to the IMAX property wrapped by retail space that would accommodate the retail uses (on some small outparcels) to be replaced by residential in the northwest part of the Opportunity Area. The residential would then be developed as phase 2 along with additional greenspace around the Mall. Phase 3 could include additional office space drawn by the more urbanized, mixed-use environment.

Note that this illustrative is solely shown for the purposes of demonstrating the capacity to intensify by 3,128 residential units and some design options that take into consideration existing and future access, commercial viewsheds, and phasing.

Units by RHNA Income Category

To further ensure conservative estimates, only half of the final realistic capacity was estimated to have the potential to accommodate lower incomes, as shown in Table 5-12.

Table 5-12
Strategy 5: Units by Income Category

Zoning (after rezoning)	Number of Parcels	Acres*	Units by RHNA Income Category			Final Realistic Capacity (units*)
			Lower (units*)	Moderate (units*)	Above Moderate (units*)	
Opportunity Area: Ontario Center Specific Plan						
Ontario Mills Mall						
SP	9	122.9	983	492	492	**1,967**
Large Outparcels						
SP	4	41.1	329	164	164	**657**
Small Outparcels						
SP	22	31.5	252	126	126	**504**
Total	**35**	**195.5**	**1,564**	**782**	**782**	**3,128**

Source: City of Ontario, 2022.
*Acres and units have been rounded.

Strategy 6: The Ontario Ranch Housing Opportunity Area

Opportunity Areas

The western Ontario Ranch, defined as the area south of Riverside Drive and west of the Cucamonga Channel is largely undeveloped and represents one of the few remaining greenfield opportunities in the Inland Empire. Upon annexation in 1997, the City envisioned the area as an extension of the existing urban fabric. Residential neighborhoods would be balanced by mixed-use, commercial, and public places and organized around a regional-scale park. Twenty-five years later, that vision has begun to take shape with new development east of the Channel. ~~Over the 2021-2029 planning period, development is expected to spread to the western side of the Channel as the infrastructure becomes available. The City's housing strategies for this area promote the creation of mixed-income communities in the western Ontario Ranch and address the development constraints associated with greenfield development.~~

~~Because this area is so large, but sites have many similarities, general information, relevant to all sites outlined in this strategy is provided first, following by site-specific analysis that is divided into four Opportunity Areas according to the City's vision for the future of each area.~~

Over the 2021–2029 period, development is expected to expand from the already-urbanizing areas east of the Cucamonga Channel into the western Ranch as trunk water and sewer infrastructure are extended north from Merrill Avenue and across the Grand Park Corridor, SCE Easement Area, Grove Corridor, Euclid Corridor, Vineyard Corridor/, and Sports Park Opportunity Areas. The City's housing strategy for these

areas uses Policy Plan land use designations and the Affordable Housing (AH) Overlay to set minimum densities of 20 du/ac, raise mixed-use maximums, and apply corridor-specific adjustment factors that tie realistic capacity and affordability mix to infrastructure timing. Because the western Ranch is large and sites share common characteristics, the Housing Element first presents general findings that apply citywide to all Strategy 6 sites (market trends, infrastructure phasing, suitability for lower-income housing, zoning and site size standards, and environmental conditions), then provides site-specific analysis organized into Opportunity Areas: Grand Park Corridor, SCE Easement Area, Grove Corridor, Euclid Corridor, Vineyard Corridor, and Sports Park.

Ontario Ranch Market Trends

The Ontario Ranch has been planned as a new community, providing a mix of new homes, new employment centers, and new retail opportunities linked by a large regional park and a network of smaller, local parks since the area was annexed by the City in 1997. In 2010, the City refined this vision as part of a comprehensive update to the Policy Plan, but the general intent to create a robust, complete community remained unchanged.

In the wake of the Great Recession following the 2010 update to the Policy Plan, the area saw little growth, and the existing agricultural uses continued operation under the City's Agricultural overlay zone, which was intended to allow ongoing agricultural uses until the market was able to support the conversion of properties to residential, retail, and employment uses envisioned to create a complete community. As the homebuilding market recovered, developer interest increased, and the City worked with developers to bring backbone infrastructure to the eastern portions of the Ontario Ranch (areas east of the Cucamonga Channel). The first backbone services were completed in 2014 and expanded from there. Development of residential and industrial uses grew from the available trunk lines, and has rapidly increased at pace with market demand, as discussed under Citywide Market Trends. The sites identified under strategy 6 include those that are closest to expanding infrastructure, and therefore most likely to develop during the 6th cycle, consistent with trends seen on the eastern side of the Ontario Ranch. Sites that are not expected to be served before 2028 have not been included in the sites inventory.

In 2020, it was estimated that 1,292 units were sold in the eastern Ontario Ranch, earning it the distinction of the region's top-selling master-planned community by John Burns Real Estate, and it ranked no. 5 nationally. In 2021, the eastern Ontario Ranch retained the top spot, with an estimated 1,011 units sold. Homebuilders attributed the reduction in units sales between 2020 and 2021 to delays related to the COVID-19 pandemic, and did not expect the trend to continue.

The western Ontario Ranch, is similarly situated to the eastern portions of the Ontario Ranch, but backbone infrastructure has not previously been available. As infrastructure is introduced, beginning in 2022, development in the western Ranch is expected to follow a similar trajectory to that of the eastern areas with aggressive development of residential areas to meet market demands.

Reflective of the increasing demand for new homes, developers throughout the eastern Ontario Ranch have approached the City to increase the densities allowed throughout the area. The City has not received any requests to reduce the number of units that could be built.

While the eastern Ranch does not include housing affordable to lower-income households, master-planned communities outside of the city incorporated lower-income housing, demonstrating that new communities, such as those envisioned for the Opportunity Areas grouped under Strategy 6 are able to support housing affordable to lower-income households. The ~~Great~~Grand Park Neighborhoods in Irvine, CA, for example, facilitated the development of several different affordable housing projects at a range of densities including, Montaira senior apartments, which were completed in 2020 and built at a density of 32 dwelling units per acre, and Luminaira and Espaira at Parasol Park, which were built on a 10.7 acre site that was divided to create two 5.35 acre-sites and completed in 2017.

Suitability of Sites

Infrastructure Availability

Backbone infrastructure serving the area west of the Channel is under construction and planned. ~~In~~ Since 2020~~ and 2021~~, several large industrial projects ~~were approved, and additional projects are under review~~ along the city's southern border between Merrill and Eucalyptus Avenues have been built, ~~. These projects are~~ bringing water and sewer infrastructure to this portion of the city. The initial trunk line, ~~expected to develop in 2022, will~~ traveling along Merrill Avenue between Euclid and ~~Walker~~ Baker Avenues~~.~~, was completed in 2022. Additional mains extending from Merrill Avenue north to Eucalyptus Avenue and along Euclid Avenue, Sultana Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, and Baker Avenue have also been completed. In addition, portions of mains along Eucalyptus Ave have been installed, and additional extensions north to Edison and Schaefer are planned. Development interest remains strong, and additional facilities north of Scheafer Avenue are feasible by 2028.

New mains along Eucalyptus Avenue between Vineyard Avenue and the Cucamonga Channel have also been installed. These feed into a sewer main on Carpenter Avenue and connect to a new main along Vineyard Avenue (between Eucalyptus Avenue and Riverside Drive) that is under

construction and will be completed in 2026. It is anticipated that expansion of sewer service between the Cucamonga Creek and Walker Avenue is feasible by 2027. ~~From there, additional sewer lines are planned to extend north along Euclid, Bon View, Grove, and Walker Avenues, with the southern-most sites expected to be first served.~~

Extension of the City's backbone water infrastructure is also planned throughout the western part of the Ranch ~~in conjunction with the approved industrial projects~~. Water lines~~, with an anticipated installation date of 2022, will~~ serving~~e~~ the ~~approved~~ industrial projects have already been installed, and ~~introduce~~ additional backbone infrastructure throughout the area west of the Channel is expanding. While water lines will be installed more extensively throughout the area, service has followed and is generally anticipated to continue following the extension of the sewer lines, as the backbone sewer infrastructure is more complicated and costly to install.

Similarly, new roadways, recycled water lines, storm drains, and dry utilities have already been installed in several areas and are expected to continue to expand ~~at pace~~ with the sewer infrastructure as new development is established.

The sites selected and assumptions applied were developed after discussions with the Ontario Metropolitan Utilities Company (OMUC), taking into consideration the cost and phasing needed to ensure that housing could be developed and served by infrastructure during the 2021-2029 planning period. The following timeline for infrastructure availability was determined possible, given current plans, the rate of development on the eastern side of the Ontario Ranch, where infrastructure was introduced during the 5th housing cycle, ~~as well as~~and the rate of development and level of interest in developing the western side of Ontario Ranch. Infrastructure phasing is generally expected to expand from the Merrill Avenue and Vineyard Avenue trunk lines ~~north~~ as follows:

- **2026 AREA 1:** East of Walker (served by Vineyard Avenue sewer main)
- **2026-2027 AREA 2:** West of Walker / South of Schaefer
- **2027 AREA 3:** West of Walker / Schaefer Avenue to the northern most SCE easement.
- **2027-2028 AREA 4:** West of Walker / The northern-most SCE easement to Chino Ave
- **2028 AREA 5:** West of Walker / Chino Avenue to Riverside Drive

The City's housing strategy accounts for the need to extend infrastructure throughout the area by applying an adjustment factor based on the

~~distance of sites from the initial trunk line and~~ estimated timeline for infrastructure availability. The applicable adjustment factors for each Opportunity Area are detailed under the "Realistic Capacity" section.

RHNA Income Category

The Ontario Ranch Area was determined to be suitable for lower-income households based on proximity to transit, access to existing and planned jobs and amenities, access to grocery stores, proximity to available infrastructure and utilities, and because there are no known requirements for environmental mitigation:

- Proximity to transit.
  - ~~Great~~Grand Park Corridor and SCE Easement Area. ~~–~~The Grand Park Corridor was identified for higher-density housing development because of its proximity to planned open space, which furthers the City's fair housing goals, and because SBCTA has plans to expand a BRT route along Edison Avenue/Ontario Ranch Road. There are no existing bus stops in this area because current uses are primarily agricultural, and there are not currently enough residents, jobs, or leisure activities to entice riders to exit or alight in this area. While locations for future BRT stops will be determined according to how development transpires, with stops near centers of population, commerce, or recreation, rapid transit stops are typically one-half mile to one mile apart. The City currently envisions (subject to coordination with SBCTA) future transit stops at Euclid, Bon View, Grove, Walker, and Vineyard Avenues, each approximately half a mile apart. In that case, roughly 55 percent of the land area identified in the combined Grand Park Corridor and SCE Easement Strategy 6 Opportunity Area will be within a 5-minute walk of a BRT; nearly 100 percent of the sites will fall within a 10-minute walk of the same BRT stops. The SCE Easement Area~~,~~ ~~located~~ immediately north of Merrill Avenue and beneath the Southern California Edison transmission corridor~~,~~ is therefore planned to benefit from the same future BRT service, with adjoining parcels providing opportunities for new housing integrated with trails, open space, and supporting service uses.~~The Great Park Corridor was identified for higher-density housing development because of its proximity to planned open space, which furthers the City's fair housing goals, and because SBCTA has plans to expand a BRT route along Edison Avenue/Ontario Ranch Road. There are no existing bus stops in this area because current uses are primarily agricultural, and there are not currently enough residents, jobs, or leisure activities to entice riders to exit or~~

~~alight in this area. While locations for future BRT stops will be determined according to how development occurs, with stops near centers of population, commerce, or recreation, rapid transit stops are typically located one-half mile to one mile apart. The City currently envisions (subject to coordination with SBCTA) future transit stops placed at Euclid, Bon View, Grove, Walker, and Vineyard Avenues, each approximately half a mile apart. In that case, roughly 55 percent of the land area identified in the Great Park Corridor Opportunity Area will be within a 5-minute walk of a BRT; nearly 100 percent of the sites will fall within a 10-minute walk of the same BRT stops.~~

- Vineyard, Sports Park, and Grove Corridors~~Grove Corridor~~. The sites along the Grove Corridor, together with the Vineyard Corridor and Sports Park Opportunity Area, were identified for higher-density housing development for several reasons, including planning objectives like activating the street and enhancing transit options, development potential, and infrastructure availability. Bringing a higher concentration of mixed-income residents to these corridors will create energy on the street, distinguish Grove Avenue and Vineyard Avenue as important community connectors, and surround the planned community sports park with new neighborhoods. The influx of new residents will also make these corridors prime candidates for expanded bus and higher-frequency transit service, improving options for residents and strengthening connections between north and south Ontario. Consistent with Mobility Element Policy M-3.1 (Transit Partners), the City will maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient in housing element strategy areas where sites suitable for lower-income housing development have been identified in the sites inventory.~~The sites along the Grove Corridor were identified for higher-density housing development for several reasons, including planning objectives like activating the street and enhancing transit options, development potential, and infrastructure availability. Bringing a higher concentration of mixed-income residents to the corridor will create energy on the street, distinguishing Grove Avenue as an important community connector. The influx of new residents will also make the corridor a prime candidate for expanded bus service, improving transit options for residents and strengthening the connection between north and south Ontario.~~

- ~~Euclid Corridor. SBCTA has plans to expand a BRT route along Euclid Avenue. While potential BRT stops have not yet been identified, because most of the identified sites are undeveloped, rapid transit stops are typically one-half mile to one mile apart. If future transit stops are placed at Riverside Drive, and halfway between Chino and Schaefer Avenues approximately three-quarters of a mile apart, 54 percent of the land area identified in the Euclid Corridor Opportunity Area will be within a 5-minute walk of a BRT; nearly 100 percent of the sites will fall within a 10-minute walk of the same BRT stops.~~

- *Access to planned jobs.* Between Merrill Avenue and Eucalyptus Avenue, several large industrial and logistics projects have been approved by the City. These projects will brings thousands of jobs to the western Ontario Ranch, and are within a transit or bike ride from most of the sites identified in Opportunity Areas grouped under this Strategy. In addition to these approved employment generators, the mixed-use areas within the ~~Great~~Grand Park Corridor are envisioned as employment hubs for the western Ontario Ranch. By 2050, the City projects there could be as many as 8,000 new jobs accommodated in the portions of these areas reserved for nonresidential uses, as described under the Realistic Capacity Adjustment Factors for Mixed-Use ~~Great~~Grand Park (MU-GP)~~ and Mixed-Use Eucalyptus / Chino Airport (MU-EU)~~. These new jobs would be within walking distance of many ~~of the sites identified in the Great~~Grand Park Corridor~~,~~ and SCE Easement Area sites and within ~~an easy~~a transit ride or bike ~~ride~~trip of all ~~sites~~Opportunity Areas grouped under this s~~S~~trategy, providing lower-income households with convenient access to a wide range of employment opportunities.

- *Planned ~~to~~ infrastructure and utilities.* As noted under Infrastructure Availability, infrastructure in this area is planned and expected to expand during the 6th cycle, making development feasible for the first time. The timing for the expansion of services is reflected in ~~the~~ how the realistic capacity is divided between RHNA affordability levels on each site.

  The percent of the realistic capacity estimated as suitable for lower-income units is directly related to the anticipated timing for infrastructure expansion. The percentage of capacity identified as suitable to accommodate lower-income housing decreases on sites farther away from Merrill Avenue, the southern-most street in the western Ontario Ranch~~, where the initial sewer trunk line is anticipated to complete construction in 2022 (see Infrastructure Availability for more details).~~. Sites closest to Merrill Avenue ~~are~~

reflect a mix of affordability in line with the City's policy promoting mixed-income communities, while sites farther north anticipate that an increasing amount of above-moderate housing will help to offset the costs associated with infrastructure expansion. The realistic capacity is divided by affordability level as follows:

Opportunity Area/ Subarea	Projected Infrastructure Availability	Lower *(percent of realistic capacity)*	Moderate *(percent of realistic capacity)*	Above Moderate *(percent of realistic capacity)*
Grand Park				
• **Area 2:** West of Walker / South of Schaefer Ave (All Sites)	2026-2027	50%	25%	25%
Grove Corridor				
• **Area 2**: West of Walker / South of Schaefer Ave	2026-2027	50%	25%	25%
• **Area 3**: West of Walker / Between Schaefer Ave & north SCE Easement	2027	40%	0%	60%
• **Area 4**: West of Walker / Between north SCE Easement & Chino Ave	2027-2028	35%	0%	65%
• **Area 5**: West of Walker / North of Chino Ave	2028	25%	0%	75%
Euclid Corridor				
• **Area 4:** West of Walker / Shaefer Ave to Chino Ave	2027-2028	35%	0%	65%
• **Area 5**: West of Walker / North of Chino Ave	2028	25%	0%	75%
Vineyard Corridor				
• **Area 1**: East of Walker (All Sites)	2026	50%	25%	25%
SCE Easement				
• **Area 2:** West of Walker / South of Schaefer Ave (All Sites)	2026-2027	50%	25%	25%
Sports Park				
• **Area 1**: East of Walker (All Sites)	2026	50%	25%	25%

- ~~Great~~Grand Park Corridor
  - ~~South of SCE easement *(Infrastructure in 1-3 years)*~~
    ~~Lower income (50 percent), Moderate income (25 percent), Above moderate income (25 percent)~~
  - ~~North of SCE easement *(Infrastructure in 3-5 years)*~~
    ~~Lower income (40 percent), Above moderate income (60 percent)~~
- ~~SCE Easement Area~~
  ~~Whole area (infrastructure in 1-3 years, immediately north of Merrill Avenue)~~
- ~~Grove Corridor~~
  - ~~South of Schaefer Avenue *(Infrastructure in 3-5 years)*~~
    ~~Lower income (40 percent), Above moderate income (60 percent)~~

- ~~North of Schaefer Avenue *(Infrastructure in 4-6 years)* Lower-income (25 percent), Above-moderate income (75 percent)~~

- ~~Euclid Corridor~~
  - ~~South of Schaefer Avenue *(Infrastructure in 3-5 years)* Lower-income (40 percent), Above-moderate income (60 percent)~~
  - ~~North of Schaefer Avenue *(Infrastructure in 4-6 years)* Lower-income (25 percent), Above-moderate income (75 percent)~~

- ~~Vineyard Corridor/Armstrong Ranch Specific Plan~~
  - ~~Whole Area (*Infrastructure in 4-6 years*) Lower-income (25 percent), Above-moderate income (75 percent)~~

- ~~Sports Park~~
  - ~~Whole area (infrastructure in 4-6 years, concurrent with later phases of backbone extensions serving northern western Ontario Ranch)~~

These assumptions, as well as the units associated with each income category, ~~is~~ are detailed under Units by RHNA Income Category.

- *Environmental mitigation.*
  - Grove Corridor. As noted under Environmental Constraints, there are no known natural or man-made environmental development concerns that would require mitigation.
  - SCE Easement Area. As noted under Environmental Constraints, there are no known natural or man-made environmental development concerns that would require mitigation.
  - Euclid Corridor. As noted under Environmental Constraints, there are no known natural or man-made environmental development concerns that would require mitigation.
  - Vineyard Corridor~~/ Armstrong Ranch Specific Plan~~. As noted under Environmental Constraints, there are no known natural or man-made environmental development concerns that would require mitigation.

- Sports Park Area. As noted under Environmental Constraints, there are no known natural or man-made environmental development concerns that would require mitigation.

Environmental Constraints

The sites identified in this portion of the city have no topographical, slope, flood, or fire hazards. Portions of approximately ~~26~~ 7 parcels ~~-~~in the ~~Great~~Grand Park Corridor are estimated to have ground water levels that could make the area vulnerable to liquefaction. This is determined based on the historic presence of artesian wells on these sites, and it does not indicate a known impediment to development, only a potential vulnerability that must be analyzed through geotechnical evaluation of individual sites at the time of development. The City is currently working on several infrastructure projects within area identified, including the development of Merrill and Eucalyptus Avenue as well as the establishment of the sewer trunk line along Merrill Avenue. As part of the planning process for these improvements the City conducted geotechnical analysis, and the City's Engineering department confirmed that there are no known liquefaction issues that would limit development or increase the cost of development in these areas.

All projects in the City are required to meet building code ~~the~~ standards ~~of the Uniform Building Code~~, which include~~s~~ provisions to ensure new development ~~-~~projects are built to established safety standards.

Analysis of sites to accommodate lower-income RHNA

All Sites

The following analysis of zoning and size of sites is applicable to all Opportunity Areas grouped under this strategy.

- Inclusion in Previous Housing Element

  No parcels within Opportunity Areas grouped under Strategy 6 were included in prior housing elements as suitable for lower-income units~~-~~.

- Zoning

  The Strategy 6 Opportunity Areas in western Ontario Ranch are zoned SP-AG-AH, replacing the prior SP-AG zoning and applying the Affordable Housing Overlay across all identified parcels. The Agriculture Overlay continues to allow existing agricultural uses to operate on an interim basis until development consistent with the Policy Plan and SP-AG-AH zoning is ready to proceed~~The current zoning throughout the area west of the Channel is Specific Plan with an Agriculture Overlay (SP-AG)~~.

~~The Agriculture Overlay District allows for existing agricultural uses to continue operation on an interim basis until development, consistent with the Policy Plan and zoning district, is slated to occur.~~

The SP district is intended to accommodate the adoption of specific plans that are consistent with the Policy Plan, but the zoning district does not set any density or intensity standards when no specific plan exists. With a few exceptions, most parcels in this part of the city are not yet affected by an existing specific plan. However, the Policy Plan specifies land uses and densities throughout the city, including the western Ontario Ranch. Because both the City development code and state law require consistency between the City's Policy Plan and zoning, any proposed specific plan must be consistent with the Policy Plan land uses. Therefore, the City's housing strategies use Policy Plan land use categories, including density standards, to estimate the development capacity and affordability potential for sites throughout this portion of the city.

To implement the City's policy of creating new mixed-income communities and integrating affordable housing into new development, the SP-AG-AH Affordable Housing Overlay (described in Program 13) has been applied to all parcels in the Strategy 6 Opportunity Areas as the City has completed this rezone. The overlay: ~~The City's strategy for this reflects the City's policy promoting the creation of new mixed-income communities and the integration of affordable housing with new development. To further encourage mixed-income development and affordable housing, the City will create an Affordable Housing Overlay (AH) Zone. The overlay, described in Program 13, will be applied to all parcels identified in Strategy 6 Opportunity Areas. The AH overlay zone will:~~

- Establishes a minimum density of 20 dwelling units per acre,
- Provides incentives to develop two tiers of affordable housing.
    - *Tier 1.* The first tier ~~would~~ applies~~y~~ to housing projects with at least 20% of units affordable to lower incomes. Projects in this tier are ~~would~~ no longer ~~be are~~ required to develop a new specific plan under the AH Overlay. Instead, the developer could apply the development standards for a zone that implements the current or proposed Policy Plan designation.

- *Tier 2*. The second tier ~~would~~ applies~~y~~ to projects where at least 25 percent of the proposed units are affordable to lower-income households. Tier 2 projects ~~would~~ are ~~be~~ subject to the same provisions as Tier 1, but the overlay ~~would~~ increases the maximum density for parcels with a Policy Plan designation of Medium-Density Residential (MDR) from 25 to 30 dwelling units per acre. The higher density allowed ~~would~~ effectively increases the base density of the designation and is ~~would be~~ applied prior to any state density bonus provisions.

~~With these changes, any site in the Affordable Housing Overlay District with a Policy Plan designation of MDR or Mixed-Use, the Policy Plan designations that allow at least 30 dwelling units per acre (including MDR, as revised) will satisfy the default density requirements and be considered suitable for the development of lower-income housing.~~

- Size of Sites

  - Small Sites. Parcels smaller than half an acre are excluded without adding further justification that would otherwise be required by state law enacted through AB1397. Such small sites are insignificant in terms of number (of parcels) and total acreage. All such parcels are only excluded due to size, and none of the parcels would inhibit the development of any parcels listed in the inventory (most are owned by the same owners and would be developed along with larger adjacent parcels).

  - Large Sites. AB1397 requires additional justification to include parcels larger than 10 acres in the sites inventory for lower-income housing. The City has included sites larger than 10 acres in the western Ontario Ranch because Ontario has ample recent evidence of large greenfield sites developing as housing. Areas east of the Channel had nearly identical parcel patterns to those in this area. Many properties to the east have already been subdivided and developed as housing, and the undeveloped land east of the Channel is expected to develop likewise. Other large urban greenfield projects, such as Irvine's Great Park neighborhood, reflect the same pattern of subdividing larger parcels to create mixed-income communities. Several of the communities in Irvine's Great Park neighborhood include multifamily affordable housing, indicating that this process can produce opportunities for lower-income housing. The Affordable Housing Overlay District that ~~will be~~is applied to all parcels in the Opportunity

Area (Program 13) also provides incentives to promote housing affordable to lower-income households.

The City also reached out to National Core, an affordable housing developer with experience in Ontario and the Inland subregion to discuss developing affordable housing on sites such as the retail and theater outparcels that are larger than 10 acres. National Core indicated that larger parcels, such as these, allow for lower densities (avoiding higher construction costs) and can accommodate a greater number of units that can be more efficient to operate. Larger projects, if they can be done over multiple phases, can also be easier to finance and construct. In support of these points, they provided two examples of affordable housing projects they developed on larger sites:

- Crestview Terrace (formerly Waterman Gardens in San Bernardino): A 184-unit affordable project, completed in 2021 that involved a group of large parcels, including a 23-acre parcel and three other parcels, for an overall project site size of total of just over 37 acres. Crestview Terrace developed within the Waterman + Baseline Neighborhood Specific Plan. Importantly, the developer of the Crestview Terrace development did not control the majority of property in the specific plan area.

- Mission Cove (in Oceanside): A multi-phase mixed-use project with 288 affordable units and 10,500 square feet of retail space on a 14.5-acre parcel. The final phase was completed in 2018.

These projects indicate that larger sites can provide efficiencies of scale for affordable housing development. Crestview Terrace shows that projects as large as 37 acres and parcels larger than 20 acres in size can facilitate the development of affordable housing. ~~The largest site within the 4 Opportunity Areas grouped under this strategy is 36.5 acres. The second-largest site is 26.7 acres. Because the largest sites in this area are similar in size to those that comprised the Crestview Terrace affordable housing project, the larger sites in this area are suitable for the development of affordable housing.~~

- While the above example (Crestview Terrace) illustrates how the affordable housing capacity could be realized through a specific plan, other mechanism could also lead to affordable housing. For example, consistent with the Affordable Housing Overlay District, the property owner of the large site could

choose to develop the entire site or a portion for affordable housing. Affordable housing projects tend to be larger than 50 units (enough to justify onsite property management) at densities between 20 and 30 units per acre, but projects with more units and higher densities are not uncommon. Several other affordable housing developers (e.g., Related, Meta, AMCAL, and Jamboree Housing) with experience in Ontario and/or San Bernardino County frequently produce affordable housing projects with 100 to 200 units on sites between 5 and 15 acres (e.g., Paseo Verde by Related in Fontana with 142 units on 14.8 acres). Projects like Mission Cove represent the upper end of the spectrum in Southern California as of now, although much larger projects, such as the 382-unit Weingart Center Towers in Los Angeles~~, are underway.~~ .

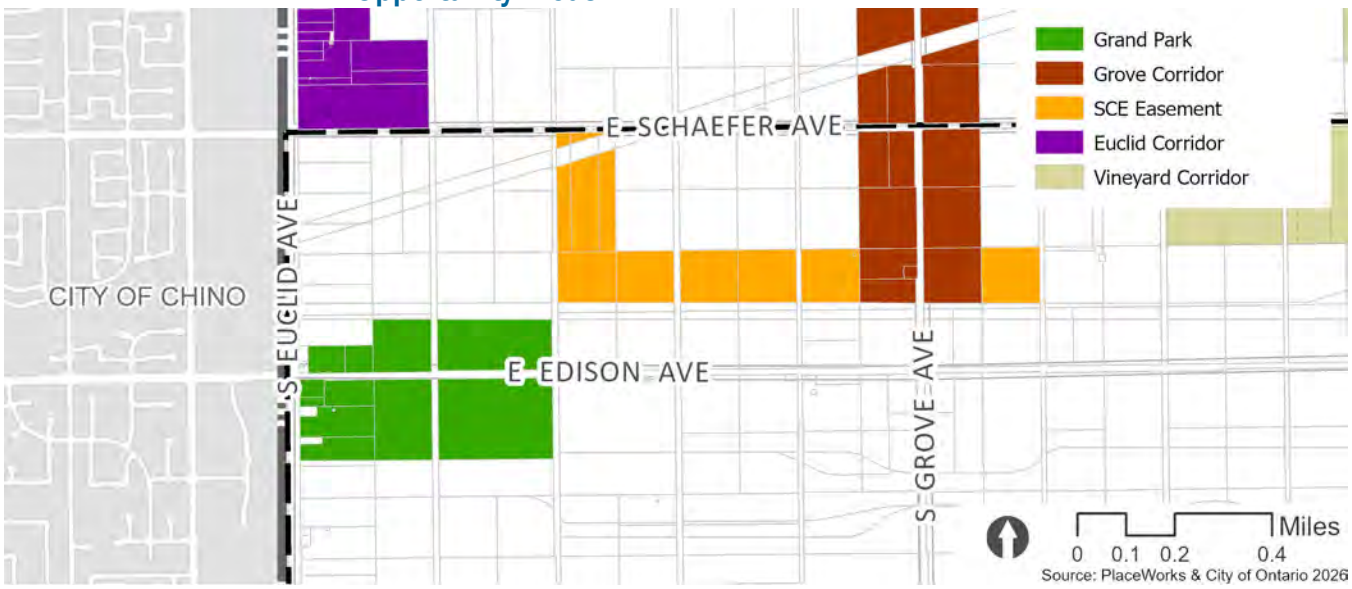
Developers of large parcels more frequently subdivide and sell off part of the property to an affordable housing developer, although they still design the overall area together as a single project to ensure continuity. ~~Of t~~The ~~seven~~three parcels larger than 10 acres in the ~~Great~~Grand Park Corridor~~, three are 16 acres and another is 18~~range from 12 to 25 acres. These parcels may not require subdivision (as they are close in size to the parcels used in larger affordable housing projects built in the area), but could easily be subdivided with a parcel between 5 and 9 acres. At 25 units per acre, such parcels could support 125 to 225 units, but higher density is allowed and is even likely given the City's flexibility in averaging the density over a larger project area. Densities above 25 units per acre would either require less land or permit larger projects. Accordingly, while the City's sites inventory assumes a 50% capacity for lower income housing on these sites, it is likely that only one-quarter of the land would be required to attain the same capacity figure. Through Program 16, the City will encourage and facilitate such subdivisions or lot line adjustments by waiving fees when a project commits to including affordable housing consistent with the Affordable Housing Overlay.

~~Great~~Grand Park Corridor

Envisioned as the organizing element for new development and imagined as a focal point for the region, the Ontario ~~Great~~Grand Park is planned to encompass approximately 340 acres between Campus and Haven Avenues, with its western leg terminating in the ~~Great~~Grand Park Corridor Housing Opportunity Area. Sites that comprise the ~~Great~~Grand Park Corridor Opportunity Area were identified based on proximity to open space and transit, potential for redevelopment, and infrastructure

availability. The sites identified in this area are shown in Figure 5-8 and described in the text that follows.

Figure 5-8 Grand Park Corridor and SCE Easement Housing Opportunity Areas



- Zoning – ~~Great~~Grand Park Corridor

  As described under zoning for all sites, properties in this area were previously zoned SP-AG with no adopted specific plan; these sites have now been rezoned to SP-AG-AH and are included in the Affordable Housing Overlay District described in Program 13.~~As described under Zoning for all sites, the sites in this area are currently zoned SP-AG, but no specific plan has been adopted, and they will be rezoned to SP-AG-AH for inclusion in the Affordable Housing Overlay District described under Program 13.~~ The Overlay ~~will~~ established a minimum density of 20 du/ac, and allow the Policy Plan designation to govern the maximum densities for each site. The Agriculture Overlay District will remain in place until the parcel is ready for development consistent with the Policy Plan and Affordable Housing Overlay District. Property owners and developers alike have expressed interest in redeveloping this area, so existing agricultural operations are not expected to limit development potential.

  - Consistent with Program 13, the City ~~has~~ updated Policy Plan land uses in this area so that all Grand Park Corridor sites carry a mixed-use designation. All Grand Park Corridor parcels are designated for mixed-use development and zoned SP-AG-AH, with the Affordable Housing Overlay allowing qualifying projects to develop

without a Specific Plan and at residential densities between 20 and 65 dwelling units per acre.~~The City is also proposing to update its Policy Plan land uses as described in Program 13. Sites in this area would have Policy Plan designations of Medium Density Residential (MDR) and Mixed-Use (MU). MDR will allow a range of 20-30 du/ac for projects with at least 25 percent of units affordable to lower incomes, and a range of 20-25 du/ac for all other projects. Two different MU areas are proposed in this opportunity area, Mixed-Use Eucalyptus/Chino Airport (MU-EU) allowing 20-45 du/ac and Mixed-Use Great Park (MU-GP) 20-65 du/ac respectively. With the Policy Plan and zoning changes noted in Program 13, all sites identified support densities necessary to facilitate lower- and moderate-income housing development.~~

- Size of Sites – ~~Great~~Grand Park Corridor

  ~~Ten of the~~Three parcels identified in this corridor ~~area~~ (~~183.4~~53.4 acres) are larger than 10 acres,. As discussed ~~at~~ under Size of Sites for all sites, large sites in the Ontario Ranch provide ~~unique opportunities for~~ the scale needed to master plan mixed-use neighborhoods, phase development~~ of affordable~~, and reserve portions of each site for lower-income, ~~housing projects and are considered feasible and realistic.~~ while still achieving efficient site design.~~-~~ As discussed at Size of Sites for all sites, parcels smaller than 0.5 acres have been excluded from the land inventory, but are not expected to impede development on adjacent sites in any way.

- Existing Use~~The majority of these~~

  Most Grand Park Corridor sites continue to house the agricultural operations ~~(67~~5 parcels, ~~561.7~~67.5 acres), but many sites have already begun to transition to interim uses such as truck parking and recreational vehicle storage ~~open storage~~ (~~6~~-4 parcels, ~~19.9~~10.6 acres)~~,~~ and services catering~~s~~ to the logistics industry, such as a ~~truck wash~~convenience store ~~-~~(~~2~~-1 parcel~~s~~, ~~9.25~~1.2 acres). Finally, ~~2~~-1 parcel~~s~~ ~~are~~ is vacant (~~9.7~~-2.7acres) where prior agricultural activity has ceased and fields have been cleared in anticipation of future development.

  On the parcels currently used for agricultural operations, there are approximately ~~28~~-7 existing farm homes that were built in conjunction with other agricultural structures.~~ spread across the 600 acres.~~

These aging farmhouses are largely vacant or owner-occupied. These homes do not provide established affordable housing, and they are not currently occupied by lower-income households, as shown on Figure 3-14, the median income in this area is among the highest in the City with incomes between $87,100 and $125,000 annually. Further, development of the identified sites would only occur after the land was voluntarily vacated and sold or redeveloped. As seen in areas that have recently developed to the east of the Cucamonga Channels, owners who opt to sell or redevelop their properties typically see very large profits and would be able to secure market-rate replacement housing without assistance. The ~~28~~6 existing homes are projected to be replaced by more than ~~13,000~~1,600 homes (~~more than~~approximately ~~465~~ 266 times the current stock).

Due to the extremely low density of housing and the nature of development anticipated, the existing residential uses are not expected to impede development potential. Land with very similar conditions to the sites identified in this area has recently developed on the eastern side of the Cucamonga Channel, forming new residential neighborhoods. The same trend is expected to continue westward as infrastructure expands.

No other existing uses are expected to impede development.

- Availability of Sites

The City has planned to phase out agricultural uses in this area since annexation in 1997, but insufficient infrastructure limited what could be achieved.

As ~~previously~~ described under ~~infrastructure availability,~~ ~~a~~Infrastructure Availability, the backbone sewer trunk line and associated water lines ~~are expected to be completed in 2022. All but one parcel in this opportunity area is located between~~ serving western Ontario Ranch ~~are planned for completion~~have been installed along Merrill Avenue, with extensions north to Eucalyptus Avenue. Further expansion north ~~over~~ is planned over the second half of the planning period. ~~Nearly a~~All Grand Park Corridor parcels are ~~located~~ west of Walker Avenue and south of ~~the southern most Southern California Electric~~Edison ~~(SCE) easement~~Schaefer Avenue (Area 2)~~, where infrastructure could expand in 1 and are expected~~ where infrastructure is feasible in 2026~~-~~ or 2027. ~~to receive full sewer and water service within approximately one to 3~~three ~~years. The parcel north of the SCE easement is expected to have access to infrastructure in 3-5 years.~~

~~after the Merrill trunk is in place.~~ As backbone infrastructure becomes available, development is likely to occur rapidly, as seen in recent years on the eastern side of the Channel. This assertion is informed by conversations with property owners, an on-going dialogue with home building advocacy groups, and regular inquiries from developers interested in this area of the City.

- Feasibility of Development

As described under Strategy 6 Market Trends, the recent development activity in the eastern Ontario Ranch reflects the pattern of development that is expected to occur in the western Ontario Ranch once the infrastructure is in place.

The anticipated timing of infrastructure expansion paired with high interest of both developers and property owners in redeveloping this area as discussed under Suitability of Sites and Availability of Sites, indicates that development is not only feasible, but very likely to occur once infrastructure is available.

Strategy 6 Market Trends illuminates the aggressive development climate that has already manifested in the eastern side of the Ontario Ranch and references other new communities that included affordable housing. The discussion of Size of Sites for all sites also provides examples of affordable housing projects that have developed on larger greenfield sites. Together, these illustrate that the sites within this opportunity are suitable for lower-income housing.

The identified sites have also been carefully reviewed to eliminate those areas where housing development is not suitable, and to reduce the number of units that were considered suitable for lower-income households in areas where costs, such as infrastructure expansion fees are anticipated.

~~*A total of 77 parcels (600.6 acres) are identified as suitable for housing development. Areas that fall within Chino Airport safety zones 1-4, where residential development is limited, have been excluded. Parcels where the property owner or developer has already approached the City with development proposals have also been excluded. Finally, parcels with multiple Policy Plan land use designations have been divided, so only acreage associated with those portions of the parcel deemed suitable for*~~

SCE Easement Area

The SCE Easement Housing Opportunity Area consists of mixed-use and residential parcels adjacent to an east-west Southern California Edison (SCE) transmission corridor in western Ontario Ranch. While the transmission easement itself will remain a utility and open-space use, adjoining parcels provide opportunities for new housing integrated with trails, open space, and supporting service uses.

- Zoning – SCE Easement Area

  Within the SCE Easement Area, 12 parcels totaling 66 acres are zoned SP-AG-AH, with a policy plan designation of MDR. These parcels allow a minimum residential density of 20 du/ac and a maximum density of 30 du/ac if benefits of the affordable housing overlay are exercised, yielding a theoretical capacity of 1,977. The adjustment factor of 0.73 results in a final realistic capacity of 1,450 units for the SCE Easement Area. Projects that include affordable housing are exempt from specific plan requirements, consistent with the provisions of the Affordable Housing overlay.

- Size of Sites – SCE Easement Area

  No sites in this opportunity area are smaller than 0.5 acres or larger than 10 acres.

- Existing Use

  There are 12 parcels covering approximately 66 acres in this area. Agricultural uses, particularly large dairy operations, cover about 46 acres (6 parcels), including a single existing dwelling unit associated with the dairy. Two parcels, covering roughly 8.5 acres, are used for truck parking, two parcels, covering about 10.3 acres, are used for water-storage, and two parcels, covering approximately 1 acre, are vacant.

  Because of the extremely low density of housing and the anticipated type of development, the existing uses are not expected to impede development potential. Land with very similar conditions to the sites identified in this area has recently developed on the eastern side of the Cucamonga Channel, forming new residential neighborhoods. The same trend is expected to continue in this area as infrastructure expands.

  No existing uses are expected to impede development of housing.

- Availability of Sites

  The City has long anticipated transitioning this area from agricultural and utility-compatible uses to urban development as backbone infrastructure extends westward, and the SCE Easement Area has been included in that phasing strategy. As described under Infrastructure Availability, new sewer and water infrastructure along Merrill Avenue and connecting north–south corridors will serve the SCE Easement Area over the first half of the planning period, opening these portions of the parcels for development. Once backbone infrastructure is available, the City

expects rapid interest in subdividing and developing these sites, consistent with the pattern already observed in nearby parts of Ontario Ranch and supported by inquiries from developers and property owners.

- Feasibility of Development – SCE Easement Area

  As described under Strategy 6 Market Trends, recent development activity in eastern Ontario Ranch demonstrates the strong market for new residential neighborhoods and mixed-income projects once infrastructure is available, even on sites with physical constraints such as flood channels or utility corridors. The SCE Easement Area shares similar market conditions and policy support, and the combination of updated zoning (SP-AG-AH), appropriate Policy Plan designations (MDR and MU), and the City's programs to facilitate affordable housing demonstrates that development here is feasible and likely to occur during the planning period.

Grove Corridor

The Grove Corridor Opportunity Area extends along Grove Avenue north from ~~the Great Park Corridor Opportunity Area~~Edison Avenue to ~~and terminating at~~ Riverside Drive. The corridor provides a vital connection between southern Ontario and the city's existing urban fabric. This area is envisioned as a mixed-income residential district with a mixed-use activity node at Chino Avenue and a new community park near Riverside Drive. The sites along the Grove Corridor were identified for higher-density housing development for several reasons, including planning objectives like activating the street and enhancing transit options, development potential, and infrastructure availability. Housing within the Opportunity Area will benefit from proximity to the ~~Great~~Grand Park ~~and the new community park~~. The extents of the Opportunity Area are shown in Figure 5-9 and described below.

Figure 5-9 Grove Corridor Housing Opportunity Area



- Zoning – Grove Corridor

  All sites in the Grove Corridor are zoned for Specific Plan and are now designated SP-AG-AH, with the Affordable Housing Overlay applied to all parcels to establish a minimum residential density of 20 dwelling units per acre while allowing the Policy Plan designation to govern maximum densities. As previously discussed, the Agriculture Overlay District will remain in place until each parcel is ready to develop consistent with the Policy Plan and Affordable Housing Overlay, and because property owners and developers have already expressed interest in transitioning this area, existing agricultural operations are not expected to constrain future housing development.

  Four Policy Plan designations govern the densities allowed in this corridor, including High Density Residential (25-45 du/ac), Medium Density Residential (20-30 du/ac with provisions of the affordable housing overlay), and Mixed-Use (Grove) (20-65 du/ac).

  ~~All sites are currently zoned for Specific Plan all sites in this area are currently zoned SP-AG, and they will be rezoned to SP-AG-AH for inclusion in the Affordable Housing Overlay District (Program 13). The AH Overlay will be applied to all sites. It will establish a minimum density of 20 du/ac and allow the Policy Plan designation to govern the maximum densities.~~

~~As previously discussed, the Agriculture Overlay District will remain in place until the parcel is ready for development consistent with the Policy Plan and Affordable Housing Overlay District. Property owners and developers alike have expressed interest in redeveloping this area, so existing agricultural operations are not expected to limit development potential.~~

~~The City is also proposing to update its Policy Plan land uses as described in Program 13. Sites in this area will have Policy Plan designations of MDR and Mixed Use. MDR will allow a range of 20-30 du/ac for projects with at least 25 percent of units affordable to lower incomes, and a range of 20-25 du/ac for all other projects. The Mixed Use area (Mixed Use Grove), at the intersection of Grove and Chino Avenues is envisioned as a low-rise (three to five stories) mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents. The Mixed Use Area will allow 20-65 du/ac. With the changes outlined in Program 13, all sites identified support densities necessary to facilitate lower- and moderate-income housing development.~~

~~There are 21 parcels (150.8 acres) currently or proposed to be classified as MDR in the Policy Plan. Four parcels (36 acres) are proposed to be classified as Mixed-Use Grove in the Policy Plan.~~

Site Size – Grove Corridor

No sites in this opportunity area are smaller than 0.5 acres or larger than 10 acres.

- Existing Use

The Opportunity Area consists of ~~25~~31 parcels (~~186.8~~205 acres). Like the ~~Great~~Grand Park Corridor, the majority of these sites continue to house the agricultural operations (16 parcels, 130.6 acres), while 53.09 acres on 10 parcels accommodate former dairy facilities, mulch/landscaping supply, truck parking, open storage, and a trucking business.~~.~~ ~~Several sites have also already begun to transition to interim uses such as building supply sales/storage, truck parking and open storage (8 parcels, 46.7 acres). Finally, there is 1 vacant parcel (9.5 acres) that has already shuttered former agricultural operations~~.

On the agricultural parcels, there are approximately ~~six~~ eleven existing farm homes that were built to serve the agricultural operations.

These aging farmhouses are largely vacant or owner-occupied. These homes do not provide established affordable housing, and they are not currently occupied by lower-income households, as shown on Figure 3-14, the median income in this area is between $55,000 and $125,000 annually. Further, development of the identified sites would only occur after the land was voluntarily vacated and sold or redeveloped by the owner occupants of the property. As seen in areas that have recently developed to the east of the Cucamonga Channels, owners who opt to sell or redevelop their properties typically see very large profits and would be able to secure replacement housing without assistance. The ~~six~~ existing homes are projected to be replaced by more than ~~4,100~~5,800 homes (more than ~~685~~ 525 times the current stock).

Because of the extremely low density of housing and the anticipated type of development, the existing residential uses are not expected to impede development potential. Land with very similar conditions to the sites identified in this area has recently developed on the eastern side of the Cucamonga Channel, forming new residential neighborhoods. The same trend is expected to continue in this area as infrastructure expands.

No existing uses are expected to impede development of housing.

- Availability of Sites

Similar to the ~~Great~~Grand Park Corridor, the City has planned to phase out agricultural uses in this area since annexation in 1997, but insufficient infrastructure limited what could be achieved.

As described under Infrastructure Availability, sewer and water service are expected to extend north from the new trunk line on Merrill Avenue along Grove Avenue, with the southern-most sites anticipated to be served first. Based on discussion with OMUC, sites in this broader Ontario Ranch area are anticipated to receive backbone service in phases generally consistent with the City's projected infrastructure schedule, including: service to Grand Park Area 2 (west of Walker/south of Schaefer) and Grove Corridor Area 2 (west of Walker/south of Schaefer) in approximately 2026–2027; Grove Corridor Area 3 (west of Walker/between Schaefer and the north SCE easement) by about 2027; Grove Corridor Area 4 and Euclid Corridor Area 4 (west of Walker/Schaefer to Chino) in roughly 2027–2028; and Grove Corridor Area 5 and Euclid Corridor Area 5 (west of Walker/north of Chino) by about 2028.~~As described under Infrastructure Availability, sewer and water service is expected to extend north from the new trunk line on Merrill Avenue~~

~~(estimated completion in 2022) north along Grove Avenue, with the southern most sites expected to be first served. Based on discussion with OMUC, the sites in this area are expected to have service in two phases:~~

- ~~Between Southern SCE easement and Schaefer Avenue: 3 to 5 years~~
- ~~Between Schaefer Avenue and Riverside Drive: 4 to 6 years~~

As backbone infrastructure becomes available, development is likely to occur rapidly, as seen in recent years on the eastern side of the Channel. This assertion is informed by conversations with property owners eager to develop, by an on-going dialogue with home building advocacy groups, and by regular inquiries from developers interested in this area of the City.

- Feasibility of Development

As with the ~~Great~~Grand Park Corridor, the anticipated timing of infrastructure expansion paired with heightened interest of both developers and property owners, described under Availability of Sites, indicates that development is not only feasible, but very likely to occur once backbone infrastructure is in place.

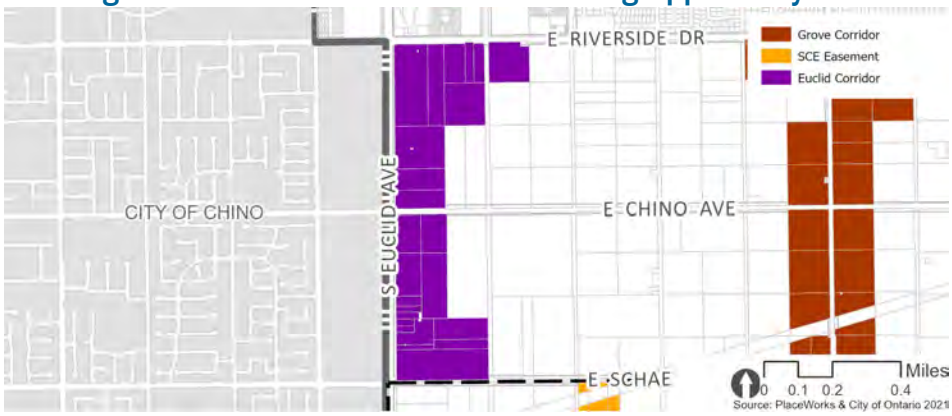
Strategy 6 Market Trends illuminates the aggressive development climate that has already manifested in the eastern side of the Ontario Ranch and references other new communities that included affordable housing. The discussion of Size of Sites for all sites also provides examples of affordable housing projects that have developed on larger greenfield sites. Together, these illustrate that the sites within this opportunity are suitable for lower-income housing.

Parcels with multiple Policy Plan land use designations have been divided, so only those portions of the parcel deemed suitable for housing development are included. As discussed later under this strategy (see "Realistic Capacity" and Units by RHNA Income Category), housing capacity assumptions have been adjusted to reflect only the portion of the parcel included in the inventory. The timing for the availability of infrastructure has been factored into the capacity estimates for all sites in this area, and the City's policy, promoting the creation of mixed-income neighborhoods is reflected in how the RHNA allocation is divided by income category for these sites.

Euclid Corridor

The Euclid Corridor Opportunity Area includes the parcels on the city's western border along Euclid Avenue between Schaefer Avenue and Riverside Drive. The sites along the Euclid Corridor were identified for higher-density housing development to complement the multifamily housing across the street in Chino, fulfill regional transit goals, and because of their development potential as well as infrastructure availability. The extents of the Opportunity Area are shown in Figure 5-10 and described in the text that follows.

Figure 5-10 Euclid Corridor Housing Opportunity Area



- Zoning – Euclid Corridor

  All properties in this area are zoned SP-AG-AH, reflecting the application of the Affordable Housing Overlay. ~~All sites are currently zoned for Specific Plan all sites in this area are currently zoned SP-AG, and they will be rezoned to SP-AG-AH for inclusion in the Affordable Housing Overlay District (Program 13).~~ The AH Overlay ~~will be applied to all sites. It will~~ establishes a minimum density of 20 du/ac and allows the Policy Plan designation to govern the maximum densities.

  As previously discussed, the Agriculture Overlay District will remain in place until the parcel is ready for development consistent with the Policy Plan and Affordable Housing Overlay District. Property owners and developers alike have expressed interest in redeveloping this area, so existing agricultural operations are not expected to limit development potential.

  The City ~~is also proposing to update~~has updated its Policy Plan land uses ~~as described in~~consistent with Program 13. Sites in this area ~~would~~ have policy plan designations of MDR and Mixed-Use. MDR ~~will~~ allows a range of 20-30 du/ac for projects with at least 25 percent of units affordable to lower ~~-~~incomes, and a range of 20-25 du/ac for all other projects. One key parcel at the

intersection of Euclid Avenue and Riverside Drive carries a Mixed-Use designation that allows ~~Mixed Use is proposed on one parcel at the intersection of Euclid Avenue and Riverside Drive. The proposed Mixed Use designation would allow~~ 20-75 du/ac. ~~With the changes outlined in Program 13,~~ All sites identified support densities necessary to facilitate lower- and moderate-income housing development.

- Size of Sites – Euclid Corridor

  Five parcels identified in this area (68.3 acres) are larger than 10 acres. As discussed under Size of Sites for all sites, large sites in the Ontario Ranch provide unique opportunities for the development of affordable housing projects, and are not considered an impediment to affordable housing, but could rather been seen as an asset.

  As discussed under Size of Sites for all sites, parcels smaller than 0.5 acres have been excluded from the land inventory, but are not expected to impede development on adjacent sites in any way.

- Existing Use

  The Opportunity Area includes ~~22~~ 24 parcels (132.2 acres) that are identified as suitable for housing development. ~~Two~~ One parcel~~s~~ (~~10~~2.3 acres) ~~are~~ is vacant. ~~Eighteen~~ Nineteen parcels (~~110~~118.0~~0~~ acres) continue to house the agricultural operations. One parcel (8.8 acres) is principally occupied by the parking area that serves the nearby swap meet and livestock sales yard (neither the swap meet nor the livestock sales yard are included in the inventory). The final three parcels (3.1 acres) are underutilized commercial sites fronting Euclid Avenue. These sites were identified for redevelopment because they consist of small buildings operated by independent tenants, and they are surrounded by agricultural and vacant land. It is anticipated that these properties will redevelop concurrent with the rest of the Opportunity Area. The City has been in contact with property owners in this area, and the potential redevelopment of the identified sites with housing, including affordable options is feasible in the 6th cycle.

  On the agricultural parcels, there are approximately ~~12~~ 8 existing farm homes that were built primarily to serve agricultural operations.

  As in the ~~Great~~Grand Park and Grove Corridors, these aging farmhouses are largely vacant or owner-occupied. These homes do not provide established affordable housing, and they are not currently occupied by lower-income households, as shown on

Figure 3-14, the median income in this area is among the highest in the City with incomes between $87,100 and $125,000 annually. Further, development of the identified sites would only occur after the land was voluntarily vacated and sold or redeveloped by the owner occupants. As seen in areas that have recently developed to the east of the Cucamonga Channel, owners who opt to sell or redevelop their properties typically see very large profits and would be able to secure replacement housing without assistance. The ~~12~~ 8 existing homes are projected to be replaced by more than 2,900 homes (nearly ~~250~~ 350 times the current stock).

Because of the extremely low density of housing and the anticipated type of development, the existing residential uses are not expected to impede development potential. Land with very similar conditions to the sites identified in this area has recently developed on the eastern side of the Cucamonga Channel.

- Availability of Sites

As in the ~~Great~~Grand Park and Grove Corridors, the City has planned to phase out agricultural uses in this area since annexation in 1997, but insufficient infrastructure limited what could be achieved.

As described under Infrastructure ~~a~~Availability, sewer and water service are expected to extend north from the new trunk line on Merrill Avenue along Grove Avenue, with the southern-most sites anticipated to be served first. Based on discussion with OMUC, sites in this broader Ontario Ranch area are anticipated to receive backbone service in phases generally consistent with the City's projected infrastructure schedule, including: service to Grand Park Area 2 (west of Walker/south of Schaefer) and Grove Corridor Area 2 (west of Walker/south of Schaefer) in approximately 2026–2027; Grove Corridor Area 3 (west of Walker/between Schaefer and the north SCE easement) by about 2027; Grove Corridor Area 4 and Euclid Corridor Area 4 (west of Walker/Schaefer to Chino) in roughly 2027–2028; and Grove Corridor Area 5 and Euclid Corridor Area 5 (west of Walker/north of Chino) by about 2028.~~As previously described under infrastructure availability, sewer and water service is expected to extend north from the new trunk line on Merrill Avenue (estimated completion in 2022) north along Euclid Avenue, with the southern-most sites expected to be first served. Based on discussion with OMUC, the sites in this area are expected to have service during the two phases of expansion:~~

~~• Adjacent to Schafer Avenue: 3-5 years~~

~~- Between Schaefer Avenue and Riverside Drive: 4 to 6 years~~

~~It is estimated that the seven parcels closest to Schaefer Avenue could have access to infrastructure in 3 to 5 years, earlier than other sites in this Opportunity Area, because the City is changing the land uses immediately south of the Opportunity Area (between Schaefer Avenue and the Great Park Opportunity Area) to allow light industrial, business park, and logistics facilities. These types of operations are in extremely high demand, so it is anticipated that the development of such facilities would bring infrastructure to the southern portions of the Opportunity Area earlier in the planning period than would otherwise occur.~~

As backbone infrastructure becomes available, development is likely to occur rapidly, as seen in recent years on the eastern side of the Channel. This assertion is informed by conversations with property owners eager to develop, by an on-going dialogue with home building advocacy groups, and by regular inquiries from developers interested in this area of the City.

- Feasibility of Development

  As with the ~~Great~~Grand Park Corridor, the anticipated timing of infrastructure expansion paired with heightened interest of both developers and property owners, described under "Availability of Sites" indicates that development is not only feasible, but very likely to occur once backbone infrastructure is in place.

  Strategy 6 Market Trends illuminates the aggressive development climate that has already manifested in the eastern side of the Ontario Ranch and references other new communities that included affordable housing. The discussion of Size of Sites for all sites also provides examples of affordable housing projects that have developed on larger greenfield sites. Together, these illustrate that the sites within this opportunity are suitable for lower-income housing.

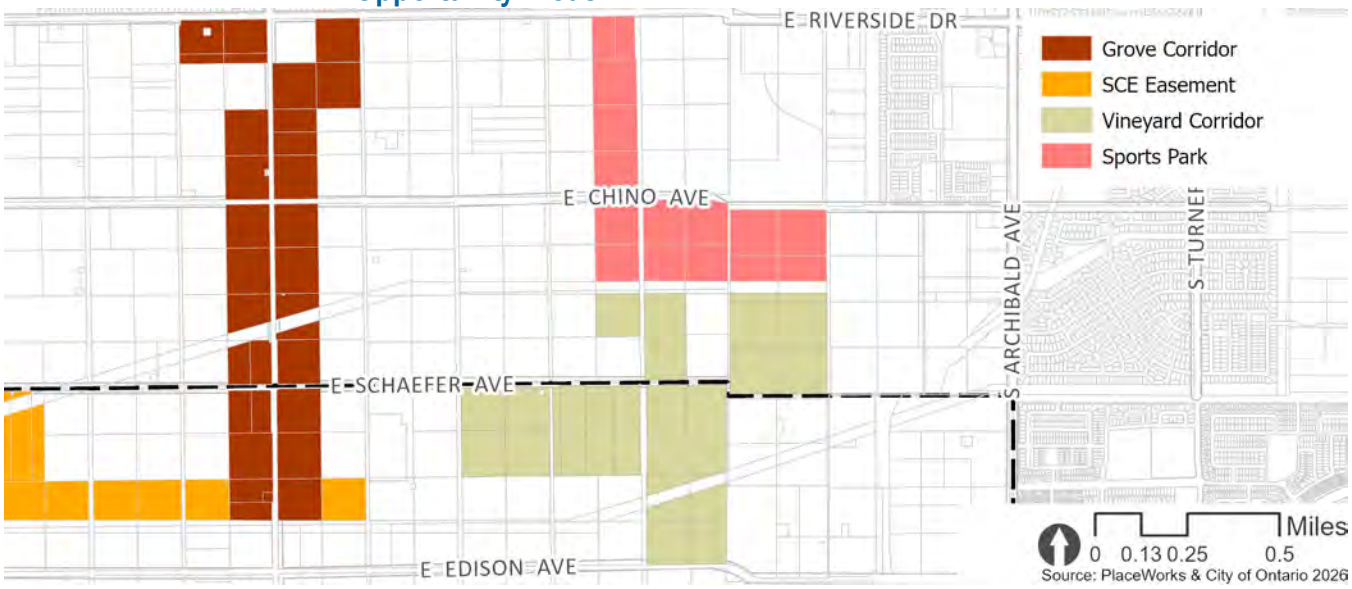
  Parcels with multiple Policy Plan land use designations have been divided, so only those portions of the parcel deemed suitable for housing development are included. As discussed later under this strategy (see "Realistic Capacity" and Units by RHNA Income Category), housing capacity assumptions have been adjusted to reflect only the portion of the parcel included in the inventory. The timing for the availability of infrastructure has been factored into the affordability estimates for all sites in this area, and the City's policy, promoting the creation of mixed-income neighborhoods is

reflected in how the RHNA allocation is divided by income category for these sites.

Vineyard Corridor

The Vineyard Corridor & Sports Park ~~/ Armstrong Ranch~~ Opportunity Areas includes the parcels on either side of Vineyard Avenue between ~~Chino~~ Edison Avenue and Riverside Drive. ~~The sites along Vineyard Avenue were identified as "overflow" sites to help the City maintain a large inventory of potential sites as development occurs throughout the planning period.~~ The extents of the Opportunity Areas are shown in Figure 5-11 and described in the text that follows.

Figure 5-11 Vineyard Corridor & Sports Park Housing Opportunity Areas



- Size of Sites – Vineyard Corridor~~/ Armstrong Ranch Specific Plan~~

- In the Vineyard Corridor, nine parcels exceed 10 acres. Seven sites (approximately 75.26 acres) are between 10 and 12 acres, while two sites are nearly 17 acres. These sites provide the scale needed to master plan mixed-use neighborhoods, phase development, and reserve portions of each site for lower income while still achieving efficient site design. As discussed at Size of Sites for all sites, parcels smaller than 0.5 acres have been excluded from the land inventory, but are not expected to impede development on adjacent sites in any way.~~No sites in this opportunity area are smaller than 0.5 acres or larger than 10 acres.~~

- Zoning – Vineyard Corridor~~/ Armstrong Ranch Specific Plan~~

The corridor's residential zoning is organized into two specific plan districts: SP-AG-AH with an HDR policy plan designation, which allows for residential development between 25 and 45 du/ac, and SP-AG-AH with an MDR policy plan designation, which together with the affordable housing overlay allows for residential development between 20 du/ac and 30 du/ac.

In the corridor, 25 parcels are zoned as follows: 12 parcels with SP-AG-AH zoning and an HDR policy plan designation covering 93.0 net acres, and 14 parcels with SP-AG-AH zoning and MDR policy plan designation covering 113.4 net acres. ~~The three parcels (28.2 acres) on the western side of Vineyard Avenue are currently zoned SP-AG. They will be rezoned to SP-AG-AH for inclusion in the Affordable Housing Overlay District (Program 13). The Agriculture Overlay District will remain in place until the parcel is ready for development consistent with the Policy Plan and Affordable Housing Overlay District. Property owners and developers alike have expressed interest in redeveloping this area, so existing agricultural operations are not expected to limit development potential.~~

~~The four parcels (36.2 acres) on the eastern side of Vineyard Avenue are governed by the Armstrong Ranch Specific Plan. The City will update the Specific Plan as part of its rezoning program (Program 13) to allow a minimum of 20 dwelling units per acre and maximum of 30 or more dwelling units per acre on the sites included in the Opportunity Area.~~

~~As backbone infrastructure becomes available, development is likely to occur rapidly, as seen in recent years on the eastern side of the Channel. This assertion is informed by conversations with property owners eager to develop, by an on-going dialogue with home building advocacy groups, and by regular inquiries from developers interested in this area of the City.~~

- Existing Use

The Opportunity Area includes ~~seven~~ 25 parcels (~~64.3~~206.4 acres), dominated by agricultural and industrial uses tied to dairy, crops, mulch production, and logistics. Agricultural uses cover 119.2 acres on 13 parcels, including extensive dairy operations, crop fields, and nurseries, while mulch/landscape supply operations 76.1 acres across 9 parcels. These parcels also have 4 existing dwelling units associated with agricultural operations, which are expected to be replaced by 5,700 units an increase of 1425 percent.

One parcel (8.8 acres) houses a recycling collection site. One parcel (0.50 acres) houses truck parking. One 1.8--acre parcel is classified

as vacant land. Although modest in size, this vacant site offers flexible infill potential along Vineyard Avenue and can be integrated into larger redevelopment efforts or future lot consolidations.

- Availability of Sites

  As in the other Opportunity Areas that comprise this strategy, the City has planned to phase out agricultural uses in this area since annexation in 1997, but insufficient infrastructure limited what could be achieved.

  As described under Infrastructure Availability, sewer and water service are expected to extend north from the new trunk line on Merrill Avenue along Grove Avenue, with the southern-most sites anticipated to be served first. Based on discussion with OMUC, sites in this broader Ontario Ranch area are anticipated to receive backbone service in phases generally consistent with the City's projected infrastructure schedule, including: service to Vineyard Corridor Area 1 (east of Walker) in 2026.

  ~~As previously described under infrastructure availability, sewer and water service is expected to extend north from the new trunk line on Merrill Avenue Between Schaefer Avenue and Riverside Drive: 4 to 6 years~~

  Discussions with the development community show that there is substantial interest in developing these sites when infrastructure is available.

- Feasibility of Development

  Discussions with the development community show that there is substantial interest in developing these sites when infrastructure is available. These sites were identified after discussions with property owners and developers interested in intensifying these area.

  The greatest deterrent to the development of these sites is the availability of infrastructure, which may be available in four to six years, depending on the rate of development. In recognition of the reduced time during the planning period when development will be feasible, only 25 percent of the realistic development capacity is estimated as affordable to lower incomes, while the remaining housing capacity is estimated to facilitate the development of above moderate-income housing. It is assumed that the above moderate-income housing will not only help to create an

integrated mixed-income community but will also help to finance the expansion of infrastructure.

Sports Park

- Zoning – Sports Park

  Within the Sports Park Opportunity Area, all sites are zoned for Specific Plan with the agriculture and affordable housing overlay (SP-AG-AH). Mixed-Use Sports Park (MU-SP), which allows 25-65 dwelling units per acre, and High Density Residential, which allows 25-45 dwelling units per acre. These zones implement Strategy 6 by reserving all identified parcels for future residential or mixed-use housing.

- Site Size – Sports Park

  Two parcels the Sports Park Opportunity Area measure 10.4 acre. includes, which round down to 10 acres, and are comparable in scale to the larger Strategy 6 sites discussed elsewhere in Ontario Ranch.

- Existing Use

  Of the 118 acres across 15 parcels in the Sports Park Opportunity Area, 96.9 acres on 12 parcels remain crops, dairies, and nursery operations, while two parcels are used for mulch/landscape supply and RV storage. There is also one 5.8--acre parcel that is currently vacant. The area as a whole is transitioning from agricultural and dairy operations to a planned regional sports complex and mixed-use district. The sports complex is planned across the street from these sites, with the first phase of development (ONT Field, a minor league baseball stadium), anticipated to open for the 2026 baseball season. -As construction of the complex and supporting infrastructure proceeds, existing agricultural and dairy activities are expected to phase out in favor of housing development.

- Availability of Sites

  As in the other Opportunity Areas in the Ontario Ranch (Strategy 6), the City has planned to phase out agricultural uses in this area since annexation in 1997, but insufficient infrastructure limited what could be achieved until recently.

  As described under Infrastructure Availability, backbone sewer and water service is expected to complete installation along Vineyard Avenue in Spring 2026. This trunk line is anticipated to expedite sewer availability to the remainder of sites in Area 1,

which includes all of the sites in the Sports Park Opportunity Area.

Realistic Capacity

To determine the realistic capacity on these sites, the City identified a realistic density below the maximum, and applied an additional reduction factor to sites with a mixed-use designation to account for potential non-residential uses. A summary of the assumptions and realistic capacity is included in Table 5-5, and detailed descriptions of the adjustment factors applied to sites within each zoning designation is provided after the table.

Table 5-13
Strategy 6: Realistic Capacity

Zoning/ Policy Plan ~~(after rezoning)~~	Number of Parcels	Acres*	Max Density (du/ac)	Max Capacity (units*)	Adjustment Factor**	Final Realistic Capacity (units*)
Opportunity Area: ~~Great~~ Grand Park Corridor						
~~SP-AG-AH / MDR~~	~~42~~	~~299.4~~	~~30~~	~~8,983~~	~~73.3%~~	~~**6,568**~~
~~SP-AG-AH / MU-EU~~	~~8~~	~~81.7~~	~~45~~	~~3,677~~	~~31.1%~~	~~**1,142**~~
SP-AG-AH / MU-GP	11 ~~29~~	81.9 ~~219.5~~	65	5,324 ~~14,264~~	35.8% ~~37.7 %~~	1,906 ~~**5,370**~~
Opportunity Area: Grove Corridor						
SP-AG-AH / MDR	10 ~~22~~	65.3 ~~150.8~~	30	1,958 ~~4,524~~	73.3%	1,436 ~~**3,315**~~
SP-AG-AH/HDR	17	103.9	45	4,677	77.8%	3,638
SP-AG-AH / MU-GR	4	36.0	65	2,339	35.0%	**815**
Opportunity Area: Euclid Corridor						
SP-AG-AH / MDR	23	117.2	30	3,517	73.3%	**2,579~~67~~**
SP-AG-AH / MU-ER	1	15.0	75	1,124	35.0%	**393**
Opportunity Area: Vineyard Corridor ~~/ Armstrong Ranch Specific Plan~~						
SP-AG-AH / MDR	14 ~~7~~	113.4 ~~64.3~~	30	3,402 ~~1,930~~	73.3%	2,495 ~~**1,416**~~
SP-AG-AH/HDR	11	93.0	45	4,186	77.8%	**3,256**
Opportunity Area: SCE Easement Area						
SP-AG-AH/MDR	12	65.9	30	1,977	73.3%	1,450
Opportunity Area: Sports Park						
SP-AG-AH/HDR	6	42.8	45	1,926	77.8%	1,498
SP-AG-AH/MU-SP	9	75.2	45	3,386	20.0%	677
TOTAL	119 ~~136.0~~	826 ~~983.9~~		34,546 ~~25,773~~		20,143 ~~21,586~~

Source: City of Ontario, ~~2022~~2026.

*Acres and units have been rounded.
**See Adjustment Factor below for a detailed description of the adjustment factors applied to each group of sites.

Adjustment Factors

- SP-AG-AH / MDR (~~Great Park~~SCE Easement , Grove, and Euclid Corridors, and Vineyard Corridor~~/ Armstrong Ranch Specific Plan~~)

  Description:

- Number and size of sites: ~~94~~ 59 parcels, ~~631.8~~361.8 acres
- Allowable density: 20-30 dwelling units per acre
- RHNA affordability: varies based on location of site relative to planned infrastructure expansion.

o ~~*Great*~~ *Grand Park Corridor* ~~—~~*& SCE Easement Area* – Whole area *(infrastructure 2026-2027)*

~~Infrastructure in 1-3 years.~~ Lower-income (50 percent), Moderate-income (25 percent), Above moderate-income (25 percent)

o *Grove Corridor*

- South of Schaefer Avenue (Infrastructure- 2026-2027)

  Lower-income (50 percent), Above moderate-income (50 percent)
- Between Schaefer Avenue and Northern SCE Easement (Infrastructure- 2027)

  Lower-income (40 percent), Above moderate-income (60 percent)
- Between Northern SCE Easement and Chino Ave (Infrastructure 2027-2028)

  Lower-income (35 percent), Above moderate-income (65 percent)
- North of Chino Avenue (Infrastructure 2028)

  Lower-income (25 percent), Above moderate-income (75 percent)

- *Euclid Corridor*

- South of Chino Avenue (Infrastructure 2027-2028)

  Lower-income (35 percent), Above moderate-income (65 percent)
- North of Chino Avenue (Infrastructure 2028)

  Lower-income (25 percent), Above moderate-income (75 percent)

o *Vineyard Corridor & Sports Park Area*

- Whole Area (Infrastructure 2026)

Lower-income (50 percent), Moderate-income (25 percent), Above moderate-income (25 percent).

- ~~*1 parcel in Great Park Corridor, Southern portions of Grove Corridor & Euclid Corridors – Infrastructure in 3-5 years.* Lower-income (40 percent), Above moderate-income (60 percent)~~
- ~~*Northern portions of Grove Corridor & Euclid Corridor, all of Vineyard Corridor/ Armstrong Ranch Specific Plan – Infrastructure in 3-5 years.* Lower-income (25 percent), Above moderate-income (75 percent)~~

- Existing Use: Agriculture, ~~Open Storage~~Truck Parking, Landscape & Building Supplies, RV rentals/ ~~-~~sales/storage.

- Infrastructure availability: Planned, RHNA affordability distribution accounts for phasing of infrastructure

- Environmental constraints: Unconfirmed liquefaction potential on 7 parcels (44.8 acres), as discussed under Strategy Six "Environmental Constraints~~,~~" ." ~~recent~~ Recent projects ~~with~~in the area that has high water levels~~,~~ have not required mitigation, so no adjustment has been provided.

Capacity Factors:

- *Land Use Controls and Site Improvements*. 95 Percent Adjustment

  Portions of parcels that were not deemed appropriate for residential development (due to presence of a utility easement, designation as a future park, or other factor that would preclude residential development) are not included in the acreage estimates within the land inventory. As such, the factor applied here is intended to account for the portion of each site that will be dedicated to internal circulation, sidewalks, and other public areas. Five percent of the land area has been reserved to account for these uses. The total adjustment factor applied is 95 percent.

- *Realistic Residential Capacity*. No Adjustment

  The SP-AG-AH zone, with a Policy Plan designation of MDR is intended for 100 percent residential projects. For this reason, 100 percent of the site area was considered viable for residential development, and no reduction factor was applied.

- *Typical Densities.* 77.1 Percent Adjustment

  Project applications and requests for specific plan amendments in the eastern Ontario Ranch, have continuously requested higher and higher densities to meet current market demand. Specific plans that were originally imagined as primarily single-family homes have repositioned to include a greater variety of higher density options. Examples of recently completed homes that are similar to what would be expected in the MDR areas of western Ontario Ranch include motor court and row town products, both of which have been built at densities between 22 and 25 dwelling units per acre in the eastern Ontario Ranch. The City also looked at the densities of recent affordable projects in the northern part of the city (Vista Verde, completed in 2021, and Emporia I, completed in 2020), which were built at densities of 26 and 27 dwelling units per acre, to provide a more conservative estimate while also estimating a high enough density to realize cost savings, a realistic density of 23 dwelling units per acre was used to estimate realistic capacity. Twenty-three dwelling units per acre is 77.1 percent of the maximum density allowed.

  In addition to the adjustment factor, ~~34~~ 11 existing units (~~19 in the Great Park Corridor, 3~~ 1 in the Grove Corridor, 8~~12~~ in the Euclid Corridor, 1 in the SCE Easement Area, and 1 in the Vineyard Corridor) within the MDR designation (as previously discussed under "Site-Specific Information") have been removed from the realistic capacity to ensure estimates focus on growth rather than replacement.

- *Infrastructure* Availability. Adjustments made to affordability distribution

  As previously discussed, infrastructure availability will enable development of the western Ontario Ranch to occur in a pattern similar to that of the eastern Ranch. Infrastructure is expected to expand south to north as development occurs. Part of the funding for expansion of the infrastructure system will come from investments by market-rate developers. With the current strong demand for residential uses, it is not anticipated that the availability of infrastructure will limit the number of units that can and will be built on each site, only the timing for when those sites will be able to develop and the potential affordability levels. To account for this, and in recognition of the need to offset costs for infrastructure expansion, the percent of the realistic capacity estimated as suitable for lower-income units decreases as you move north from Merrill Avenue~~, where the initial trunk line is anticipated to complete~~

~~construction in 2022~~. ~~-~~The areas farthest from Merrill Avenue anticipate the lowest percentage of affordable units, with the balance expected to be above-moderate-income. It is expected that above-moderate housing will help to offset the costs associated with infrastructure expansion. The realistic capacity is divided by affordability level as follows:

- Grand Park Corridor & SCE Easement Area
  - Whole area (Infrastructure 2026-2027)
- Grove Corridor
  - South of Schaefer Avenue (Infrastructure 2026-~~-~~2027)
    Lower-income (50 percent), Above moderate-income (50 percent)
  - Between Schaefer Avenue and Northern SCE Easement (Infrastructure 2027)
    Lower-income (40 percent), Above moderate-income (60 percent)
  - Between Northern SCE Easement and Chino Ave (Infrastructure 2027-2028)
    Lower-income (35 percent), Above moderate-income (65 percent)
  - North of Chino Avenue (Infrastructure 2028)
    Lower-income (25 percent), Above moderate-income (75 percent)
- Euclid Corridor
  - South of Chino Avenue (Infrastructure 2027-~~-~~2028)
    Lower-income (35 percent), Above moderate-income (65 percent)
  - North of Chino Avenue (Infrastructure 2028)
    Lower-income (25 percent), Above moderate-income (75 percent)
- Vineyard Corridor & Sports Park Area
  - Whole Area (Infrastructure 2026)
    Lower-income (50 percent), Moderate-income (50 percent)

~~o Great Park Corridor *(Infrastructure in 1-3 years)*~~

~~Lower-income (50 percent), Moderate-income (25 percent), Above moderate-income (25 percent)~~

~~o 1 parcel in Great Park Corridor, Southern portions of Grove & Euclid Corridors *(Infrastructure in 3-5 years)*~~

~~Lower-income (40 percent), Above moderate-income (60 percent)~~

- ~~Northern portions of Grove Corridor & Euclid Corridor, all of Vineyard Corridor/ Armstrong Ranch Specific Plan *(Infrastructure in 3-5 years)*~~

  ~~Lower-income (25 percent), Above moderate-income (75 percent)~~

The results of this distribution are recorded in Table 5-14.

- ~~*Environmental Constraints.* No Adjustment~~

  ~~As discussed under Strategy Six "Environmental Constraints," there is unconfirmed liquefaction potential on 7 MDR parcels (44.8 acres) in the GreatGrand Park Corridor. However, geotechnical studies for recent projects within the zone have not identified any specific risks, and additional mitigation has not been required, soils and groundwater levels are assumed to be similar throughout of the zone, so adjustment was not considered necessary.~~

Total Capacity Adjustments: (.95)x(1)x(.771)x(1)x(1) = 73.3 percent

- SP-AG-AH / HDR (Grove and Vineyard Corridors, and Sports Park Area)

  Description:

  - Number and size of sites: 35 parcels, 256.0 acres
  - Allowable density: 25-45 dwelling units per acre
  - RHNA affordability: varies based on location of site relative to planned infrastructure expansion.

    - *Grove Corridor*

      - South of Schaefer Avenue (Infrastructure- 2026-2027)
        - Lower-income (50 percent), Above moderate-income (50 percent)
      - Between Schaefer Avenue and Northern SCE Easement (Infrastructure- 2027)
        - Lower-income (40 percent), Above moderate-income (60 percent)

- Between Northern SCE Easement and Chino Ave (Infrastructure 2027-2028)
  - Lower-income (35 percent), Above moderate-income (65 percent)
- North of Chino Avenue (Infrastructure 2028)
  - Lower-income (25 percent), Above moderate-income (75 percent)

- *Vineyard Corridor & Sports Park Area*
  - Whole Area (Infrastructure 2026)
    - Lower-income (50 percent), Moderate-income (25 percent), Above moderate-income (25 percent).

- Existing Use: Agriculture, Truck Parking, Landscape & Building Supplies, RV storage.

- Infrastructure availability: Planned, RHNA affordability distribution accounts for phasing of infrastructure

Capacity Factors:

- *Land Use Controls and Site Improvements.* 95 Percent Adjustment

  Portions of parcels that were not deemed appropriate for residential development (due to presence of a utility easement, designation as a future park, or other factor that would preclude residential development) are not included in the acreage estimates ~~with~~in the land inventory. As such, the factor applied here is intended to account for the portion of each site that will be dedicated to internal circulation, sidewalks, and other public areas. Five percent of the land area has been reserved to account for these uses. The total adjustment factor applied is 95 percent.

- *Realistic Residential Capacity.* No Adjustment

  The SP-AG-AH zone, with a Policy Plan designation of HDR is intended for 100 percent residential projects. For this reason, 100 percent of the site area was considered viable for residential development, and no reduction factor was applied.

- *Typical Densities.* 77.8 Percent Adjustment

  Project applications and requests for specific plan amendments in the eastern Ontario Ranch, have continuously requested higher and higher densities to meet current market demand. Specific plans that were originally imagined as

primarily single-family homes have repositioned to include a greater variety of higher density options.

In addition to this, the high density residential category sets a minimum density of 25 dwelling units per acre. It is anticipated that the higher minimum density will require products types that are closer to mid-to-high range of the density allowance, compared to MDR. As such, it was estimated that 81.8 percent of the maximum density allowed would account for realistic capacity for HDR sites.

- *Infrastructure Availability.* Adjustments made to affordability distribution

  As previously discussed, infrastructure availability will enable development of the western Ontario Ranch to occur in a pattern similar to that of the eastern Ranch. Infrastructure is expected to expand south to north as development occurs. Part of the funding for expansion of the infrastructure system will come from investments by market-rate developers. With the current strong demand for residential uses, it is not anticipated that the availability of infrastructure will limit the number of units that can and will be built on each site, only the timing for when those sites will be able to develop and the potential affordability levels. To account for this, and in recognition of the need to offset costs for infrastructure expansion, the percentage of the realistic capacity estimated as suitable for lower-income units decreases as you move north from Merrill Avenue. The areas farthest from Merrill Avenue anticipate the lowest percentage of affordable units, with the balance expected to be above-moderate-income units. It is expected that above-moderate housing will help to offset the costs associated with infrastructure expansion. The realistic capacity is divided by affordability level as follows:

  - Grove Corridor
    - South of Schaefer Avenue (Infrastructure 2026--2027)
      Lower-income (50 percent), Above moderate-income (50 percent)
    - Between Schaefer Avenue and Northern SCE Easement (Infrastructure 2027)
      Lower-income (40 percent), Above moderate-income (60 percent)
    - Between Northern SCE Easement and Chino Ave (Infrastructure 2027-2028)
      Lower-income (35 percent), Above moderate-income (65 percent)

- North of Chino Avenue (Infrastructure 2028)
  Lower-income (25 percent), Above moderate-income (75 percent)

- Vineyard Corridor & Sports Park Area
  - Whole Area (Infrastructure 2026)
    Lower-income (50 percent), Moderate-income (50 percent)

The results of this distribution are recorded in Table 5-14.

Total Capacity Adjustments: (.95)x(1)x(.818)x(1)x(1) = 77.8 percent

- ~~SP-AG-AH / MU-EU (Great Park Corridor)~~

  ~~Description:~~

  - ~~Number and size of sites: 8 parcels, 81.7 acres~~
  - ~~Allowable density: 25-45 dwelling units per acre~~
  - ~~RHNA affordability: Lower-income (50 percent), Moderate-income (25 percent), Above Moderate-income (25 percent)~~
  - ~~Existing Use: Agriculture~~
  - ~~Infrastructure availability: Planned, RHNA affordability distribution accounts for phasing of infrastructure~~
  - ~~Environmental constraints: None known~~

  ~~Capacity Factors:~~

  - ~~*Land Use Controls and Site Improvements.* 31.1 Percent Adjustment~~
    ~~Portions of parcels that were not deemed appropriate for residential development (due to presence of a utility easement, designation as a future park, or other factor that would preclude residential development) are not included in the acreage estimates within the land inventory. As such, the factor applied here represents the portion of each site that will be dedicated internal circulation, sidewalks, and other public areas. Five percent of the land area has been reserved to account for these uses. The total adjustment factor applied is 95 percent.~~
  - ~~*Realistic Residential Capacity.* 42.1 Percent Adjustment~~

This mixed-use area will allow for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses. This is a new land use in the City that will allow for some low-impact, small scale, light industrial uses as well as commercial and residential projects. Market demand for both residential and light industrial uses is high. An adjustment factor of 42.1 percent has been applied to account for potential non-residential development on these sites. This estimate generally reflects the mix of project types the City anticipates based on conversations with developers and property owners.

- *Typical Densities.* 77.8 Percent Adjustment

This mixed-use designation allows residential densities between 25 and 45 dwelling units per acre. A realistic density in the middle of the allowed range, 35 dwelling units per acre, was deemed realistic to determine the total capacity on these sites. This was based on projects developed in other areas of the city with a similar characteristic to the City's vision for affordable housing in this area, including the 1001 E. Holt Blvd., a mixed-use multi-family project (35 dwelling units per acre), and based on affordable projects outside of the City, like the Adams Avenue Affordable Housing Community in Murrieta, CA, will complete adoption hearings in 2022 and is proposed at a density of 32 dwelling units per acre over a 6.22 acre site. Accordingly, 35 dwelling units per acre will provide a realistic capacity estimate for units on these sites. Thirty-five dwelling units per acre is 77.8 percent of the maximum density allowed on the site.

In addition to the adjustment factor, 2 existing units in the Great Park Corridor with a designation of MU-EU (as previously discussed under "Site-Specific Information") have been removed from the realistic capacity to ensure estimates focus on growth rather than replacement.

- *Infrastructure Availability.* Adjustments made to affordability distribution

As previously discussed, infrastructure availability will enable development of the western Ontario Ranch to occur in a pattern similar to that of the eastern Ranch. Infrastructure is expected to expand south to north as development occurs. Part of the funding for expansion of the infrastructure system will come from investments by market-rate developers. With the current strong demand for residential uses, it is not anticipated that the availability of infrastructure will limit the number of units that can and will be built on each site, only the timing for

~~when those sites will be able to develop and the potential affordability levels. To account for this, and in recognition of the need to offset costs for infrastructure expansion, the percent of the realistic capacity estimated as suitable for lower-income units decreases as you move north from Merrill Avenue, where the initial trunk line is anticipated to complete construction in 2022. The areas farthest from Merrill Avenue anticipate the lowest percentage of affordable units, with the balance expected to be above moderate income. It is expected that above-moderate housing will help to offset the costs associated with infrastructure expansion. The realistic capacity is divided by affordability level as follows:~~

~~o *Great Park Corridor – Infrastructure in 1-3 years.* Lower-income (50 percent), Moderate-income (25 percent), Above moderate-income (25 percent)~~

~~The results of this distribution are recorded in Table 5-14.~~

~~- *Environmental Constraints.* No Adjustment~~
~~No known site constraints~~

~~**Total Capacity Adjustments: (.95)x(.421)x(.778)x(1)x(1)=31.1 percent**~~

- SP-AG-AH / MU-GP (~~Great~~Grand Park Corridor)

  Description:

  - Number and size of sites: ~~29~~ 11 parcels, ~~219.5~~81.9 acres
  - Allowable density: 20-65 dwelling units per acre
  - RHNA affordability: Lower-income (50 percent), Moderate-income (25 percent), Above-Moderate-income (25 percent)
  - Existing Use: Agriculture, ~~Open Storage, Truck Wash~~Truck Parking, Vacant Site with Concrete Pad and Fence, RV Storage
  - Infrastructure availability: Planned, RHNA affordability distribution accounts for phasing of infrastructure
  - Environmental constraints: Unconfirmed liquefaction potential on ~~19~~ 7 parcels, ~~(137.7 acres),~~ as discussed under Strategy 6, "Environmental Constraints~~,"~~ ." ~~recent~~ Recent projects within the area that potentially has high water levels~~,~~ have not required mitigation, so no adjustment has been provided.

Capacity Factors:

- *Land Use Controls and Site Improvements.* 95 Percent Adjustment

  Portions of parcels that were not deemed appropriate for residential development (due to presence of a utility easement, designation as a future park, or other factor that would preclude residential development) are not included in the acreage estimates within the land inventory. As such, the factor applied here represents the portion of each site that will be dedicated internal circulation, sidewalks, and other public areas. Five percent of the land area has been reserved to account for these uses. The total adjustment factor applied is 95 percent.

- *Realistic Residential Capacity.* ~~73.7~~70.0 Percent Adjustment

  This mixed-use designation ~~(currently called MU-NMC West, but a name change is proposed)~~ allows for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses. This ~~is~~ land use is envisioned as the southwestern activity center for citizens of Ontario with bot vertical and horizontal mixed-use development that connects to the ~~Great~~Grand Park. To determine the amount of mixed-use land area that is expected to develop for residential uses, the City looked at trends in the eastern Ontario Ranch, where developers have consistently approached the City to reduce the commercial footprint within the adopted specific plan. The City also examined the mix of uses built or otherwise in the pipeline in the area designated as Mixed-Use NMC East in the Policy Plan, which was envisioned for a similar use as the MU-GP designation. In the Mixed-Use ~~NMC East~~ areas east of the Cucamonga Channel, the mix of uses is approximately 75 percent residential. ~~——~~Consistent with these trends, approximately 7~~3.7~~0 percent of the area is expected to develop for residential purposes, while the balance is reserved for non-residential uses. The total adjustment factor applied to account for the mixed use designation is ~~73.7~~70.0 percent.

- *Typical Densities.* 53.8 Percent Adjustment

  This mixed-use designation allows residential densities between 20 and 65 dwelling units per acre. A realistic density at the lower end of the allowed range, 35 dwelling units per acre, was deemed realistic to determine the total capacity on these sites. This was based on projects developed in other areas of the city with a similar characteristic to the City's vision for affordable housing in this area, including the 1001 E. Holt Blvd., a mixed-use multi-family project (35 dwelling units per

acre), and based on affordable projects outside of the City, like the Adams Avenue Affordable Housing Community in Murrieta, CA, will complete adoption hearings in 2022 and is proposed at a density of 32 dwelling units per acre over a 6.22 acre site. Accordingly, 35 dwelling units per acre will provide a realistic capacity estimate for units on these sites. Thirty-five dwelling units per acre is 53.8 percent of the maximum density allowed on the site.

In addition to the adjustment factor, 7 existing units in the ~~Great~~Grand Park Corridor with a designation of MU-GP (as previously discussed under "Site-Specific Information") have been removed from the realistic capacity to ensure estimates focus on growth rather than replacement.

- *Infrastructure Availability.* Adjustments made to affordability level estimates rather than capacity

  As previously discussed, infrastructure availability will enable development of the western Ontario Ranch to occur in a pattern similar to that of the eastern Ranch. Infrastructure is expected to expand south to north as development occurs. Part of the funding for expansion of the infrastructure system will come from investments by market-rate developers. With the current strong demand for residential uses, it is not anticipated that the availability of infrastructure will limit the number of units that can and will be built on each site, only the timing for when those sites will be able to develop and the potential affordability levels. To account for this, and in recognition of the need to offset costs for infrastructure expansion, the percent of the realistic capacity estimated as suitable for lower-income units decreases for sites farther away from Merrill Avenue. ~~, where the initial trunk line is anticipated to complete construction in 2022.~~ The areas farthest from Merrill Avenue anticipate the lowest percentage of affordable units, with the balance expected to be above-moderate-income. It is expected that above-moderate housing will help to offset the costs associated with infrastructure expansion. The realistic capacity is therefore divided by affordability level as follows:

    - ~~*Great*~~*Grand Park Corridor* – Whole area (Infrastructure likely by 2027) Lower-income (50 percent), Moderate-income (25 percent), Above moderate-income (25 percent)

~~*Infrastructure in 1-3 years.* Lower-income (50 percent), Moderate-income (25 percent), Above moderate-income~~

~~(25 percent)~~The results of this distribution are recorded in Table 5-14.

- *Environmental Constraints.* No Adjustment

  As discussed under Strategy Six "Environmental Constraints," there is unconfirmed liquefaction potential on ~~19~~ 7 MU-GP parcels (137.7 acres) in the ~~Great~~Grand Park Corridor. However, geotechnical studies for recent projects within the zone have not identified any specific risks, and additional mitigation has not been required~~,~~. ~~soils~~ Soils and groundwater levels are assumed to be similar throughout of the zone, so adjustment was not considered necessary.

Total Capacity Adjustments: (.95)x(.7~~37~~)x(.538)x(1)x(1)=~~37.7~~35.8 percent

- SP-AG-AH / MU-GR (Grove Corridor)

  Description:

  - Number and size of sites: 4 parcels, 36 acres
  - Allowable density: 20-65 dwelling units per acre
  - RHNA affordability: Lower-income (25 percent), Above-Moderate-income (75 percent)
  - Existing Use: Agriculture
  - Infrastructure availability: Planned, RHNA affordability distribution accounts for phasing of infrastructure
  - Environmental constraints: None known

  Capacity Factors:

  - *Land Use Controls and Site Improvements.* 95 Percent Adjustment

    Portions of parcels that were not deemed appropriate for residential development (due to presence of a utility easement, designation as a future park, or other factor that would preclude residential development) are not included in the acreage estimates within the land inventory. As such, the factor applied here represents the portion of each site that will be dedicated internal circulation, sidewalks, and other public areas. Five percent of the land area has been reserved to account for these uses. The total adjustment factor applied is 95 percent.

  - *Realistic Residential Capacity.* 68.4 Percent Adjustment

This mixed-use designation (currently called MU-NMC West, but a name change is proposed) allows for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses. This ~~is~~ land use is envisioned as the southwestern activity center for citizens of Ontario with both vertical and horizontal mixed-use development that connects to the ~~Great~~Grand Park. To determine the amount of mixed-use land area that is expected to develop for residential uses, the City looked at trends in the eastern Ontario Ranch, where developers have consistently approached the City to reduce the commercial footprint within the adopted specific plan. The City also examined the mix of uses built or otherwise in the pipeline in the area designated as Mixed-Use NMC East in the Policy Plan, which was envisioned for a similar use as the MU-GP designation. In the Mixed-Use NMC East areas the mix of uses is approximately 75 percent residential. Because the City would like to encourage a greater mix of uses on these sites to serve as a neighborhood center for central Ontario Ranch, a smaller percent of the area, approximately 68.4 percent of the area is expected to develop for residential purposes, while the balance is reserved for non-residential uses. The total adjustment factor applied is 68.4 percent.

- *Typical Densities.* 53.8 Percent Adjustment

  This mixed-use designation allows residential densities between 20 and 65 dwelling units per acre. A realistic density at the lower end of the allowed range, 35 dwelling units per acre, was deemed realistic to determine the total capacity on these sites. This was based on projects developed in other areas of the city with a similar characteristic to the City's vision for affordable housing in this area, including the 1001 E. Holt Blvd., a mixed-use multi-family project (35 dwelling units per acre), and based on affordable projects outside of the City, like the Adams Avenue Affordable Housing Community in Murrieta, CA, ~~will complete adoption hearings in 2022 and is proposed~~ at a density of 32 dwelling units per acre over a 6.22 acre site.~~-~~ Accordingly, 35 dwelling units per acre will provide a realistic capacity estimate for units on these sites. Thirty-five dwelling units per acre is 53.8 percent of the maximum density allowed on the site.

  In addition to the adjustment factor, ~~3~~ 4 existing units in the Grove Corridor with a designation of MU-GR (as previously discussed under "Site-Specific Information") have been removed from the realistic capacity to ensure estimates focus on growth rather than replacement.

- *Infrastructure Availability.* Adjustments made to affordability level estimates rather than capacity

  As previously discussed, infrastructure availability will enable development of the western Ontario Ranch to occur in a pattern similar to that of the eastern Ranch. Infrastructure is expected to expand south to north as development occurs. Part of the funding for expansion of the infrastructure system will come from investments by market-rate developers. With the current strong demand for residential uses, it is not anticipated that the availability of infrastructure will limit the number of units that can and will be built on each site, only the timing for when those sites will be able to develop and the potential affordability levels. To account for this, and in recognition of the need to offset costs for infrastructure expansion, the percent of the realistic capacity estimated as suitable for lower-income units decreases as you move north from Merrill Avenue, where the initial trunk line is anticipated to complete construction in 2022. The areas farthest from Merrill Avenue anticipate the lowest percentage of affordable units, with the balance expected to be above-moderate-income. It is expected that above-moderate housing will help to offset the costs associated with infrastructure expansion. The realistic capacity is divided by affordability level as follows:

  - *Grove Corridor* ~~*(north of Schaefer Avenue) Infrastructure in 4-6 years.* Lower-income (25 percent), Above moderate-income (75 percent)~~

    - South of Schaefer Avenue (Infrastructure available by 2027)
      Lower-income (50 percent), Above moderate-income (50 percent)
    - Between Schaefer Avenue and Northern SCE Easement (Infrastructure likely by 2027)
      Lower-income (40 percent), Above moderate-income (60 percent)
    - Between Northern SCE Easement and Chino Ave (Infrastructure available by 2028)
      Lower-income (35 percent), Above moderate-income (65 percent)
    - North of Chino Avenue (Infrastructure likely by 2028)
      Lower-income (25 percent), Above moderate-income (75 percent)

The results of this distribution are recorded in Table 5-14.

- *Environmental Constraints.* No Adjustment
  No known site constraints.

Total Capacity Adjustments: (.95)x(.68.4)x(.538)x(1)x(1)=35.0 percent

- SP-AG-AH / MU-ER (Euclid Corridor)

Description:

- Number and size of sites: 1 parcel, 15.0 acres
- Allowable density: 25-75 dwelling units per acre
- RHNA affordability: Lower-income (25 percent), Above-Moderate-income (75 percent)
- Existing Use: Agriculture
- Infrastructure availability: Planned, RHNA affordability distribution accounts for phasing of infrastructure
- Environmental constraints: None known

Capacity Factors:

- *Land Use Controls and Site Improvements.* 95 Percent Adjustment
  Portions of parcels that were not deemed appropriate for residential development (due to presence of a utility easement, designation as a future park, or other factor that would preclude residential development) are not included in the acreage estimates within the land inventory. As such, the factor applied here represents the portion of each site that will be dedicated internal circulation, sidewalks, and other public areas. Five percent of the land area has been reserved to account for these uses. The total adjustment factor applied is 95 percent.

- *Realistic Residential Capacity.* 78.9 Percent Adjustment
  This mixed-use designation ~~(currently called MU-NMC West, but a name change is proposed)~~ allows for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses. This is land use is envisioned as the southwestern activity center for citizens of Ontario with bot vertical and horizontal mixed-use development that connects to the ~~Great~~Grand Park. To determine the amount of mixed-use land area that is expected to develop for residential uses,

the City looked at trends in the eastern Ontario Ranch, where developers have consistently approached the City to reduce the commercial footprint within the adopted specific plan. The City also examined the mix of uses built or otherwise in the pipeline in the area designated as Mixed-Use NMC East in the Policy Plan, which was envisioned for a similar use as the MU-GP designation. In the Mixed-Use NMC East areas the mix of uses is approximately 75 percent residential. Because the location of this site is directly across the street from a successful neighborhood shopping center, it is expected that a smaller amount of retail and other nonresidential uses will be viable, while residential uses will remain in high demand. Consistent with these trends, approximately 78.9 percent of the area is expected to develop for residential purposes, while the balance is reserved for non-residential uses. The total adjustment factor applied is 78.9 percent.

- *Typical Densities. 46.7* Percent Adjustment

  This mixed-use designation allows residential densities between 20 and 75 dwelling units per acre. A realistic density at the lower end of the allowed range, 35 dwelling units per acre, was deemed realistic to determine the total capacity on these sites. This was based on projects developed in other areas of the city with a similar characteristic to the City's vision for affordable housing in this area, including the 1001 E. Holt Blvd., a mixed-use multi-family project (35 dwelling units per acre), and based on affordable projects outside of the City, like the Adams Avenue Affordable Housing Community in Murrieta, CA, which will complete adoption hearings in 2022 and is proposed at a density of 32 dwelling units per acre over a 6.22 acre site. Accordingly, 35 dwelling units per acre will provide a realistic capacity estimate for units on these sites. Thirty-five dwelling units per acre is 53.8 percent of the maximum density allowed on the site.

- *Infrastructure Availability.* Adjustments made to affordability level estimates rather than capacity

  As previously discussed, infrastructure availability will enable development of the western Ontario Ranch to occur in a pattern similar to that of the eastern Ranch. Infrastructure is expected to expand south to north as development occurs. Part of the funding for expansion of the infrastructure system will come from investments by market-rate developers. With the current strong demand for residential uses, it is not anticipated that the availability of infrastructure will limit the number of units that can and will be built on each site, only the timing for

when those sites will be able to develop and the potential affordability levels. To account for this, and in recognition of the need to offset costs for infrastructure expansion, the percent of the realistic capacity estimated as suitable for lower-income units decreases as you move north from Merrill Avenue~~, where the initial trunk line is anticipated to complete construction in 2022~~. The areas farthest from Merrill Avenue anticipate the lowest percentage of affordable units, with the balance expected to be above-moderate-income. It is expected that above-moderate housing will help to offset the costs associated with infrastructure expansion. The realistic capacity is divided by affordability level as follows:

- *Euclid Corridor* ~~*(north of sites adjacent to Schaefer Avenue) Infrastructure in 4-6 years.* Lower-income (25 percent), Above moderate-income (75 percent)~~

  - South of Chino Avenue (Infrastructure Available by 2028)
    Lower-income (35 percent), Above moderate-income (65 percent)
  - North of Chino Avenue (Infrastructure likely by 2028)
    Lower-income (25 percent), Above moderate-income (75 percent)

The results of this distribution are recorded in Table 5-14.

- *Environmental Constraints.* No Adjustment
  No known site constraints.

Total Capacity Adjustments: (.95)x(.789)x(.467)x(1)x(1)=35.0 percent

- SP-AG-AH / MU-ER (Euclid Corridor)

Description:

- Number and size of sites: 1 parcel, 15.0 acres
- Allowable density: 25-75 dwelling units per acre
- RHNA affordability: Lower-income (25 percent), Above-Moderate-income (75 percent)
- Existing Use: Agriculture

- Infrastructure availability: Planned, RHNA affordability distribution accounts for phasing of infrastructure

- Environmental constraints: None known

Capacity Factors:

- *Land Use Controls and Site Improvements.* 95 Percent Adjustment

  Portions of parcels that were not deemed appropriate for residential development (due to presence of a utility easement, designation as a future park, or other factor that would preclude residential development) are not included in the acreage estimates in the land inventory. As such, the factor applied here represents the portion of each site that will be dedicated to internal circulation, sidewalks, and other public areas. Five percent of the land area has been reserved to account for these uses. The total adjustment factor applied is 95 percent.

- *Realistic Residential Capacity.* 78.9 Percent Adjustment

  This mixed-use designation allows for 100 percent residential uses, mixed use projects, and 100 percent non-residential uses. This ~~is~~ land use is envisioned as the southwestern activity center for citizens of Ontario with both vertical and horizontal mixed-use development that connects to the Grand Park. To determine the amount of mixed-use land area that is expected to develop for residential uses, the City looked at trends in the eastern Ontario Ranch, where developers have consistently approached the City to reduce the commercial footprint within the adopted specific plan. The City also examined the mix of uses built or otherwise in the pipeline in the area designated as Mixed-Use NMC East in the Policy Plan, which was envisioned for a similar use as the MU-GP designation. In the Mixed-Use NMC East areas, the mix of uses is approximately 75 percent residential. Because the location of this site is directly across the street from a successful neighborhood shopping center, it is expected that a smaller amount of retail and other non-residential uses will be viable, while residential uses will remain in high demand. Consistent with these trends, approximately 78.9 percent of the area is expected to develop for residential purposes, while the balance is reserved for non-residential uses. The total adjustment factor applied is 78.9 percent.

- *Typical Densities.* 46.7 Percent Adjustment

This mixed-use designation allows residential densities between 20 and 75 dwelling units per acre. A realistic density at the lower end of the allowed range, 35 dwelling units per acre, was deemed realistic to determine the total capacity on these sites. This was based on projects developed in other areas of the city with a similar characteristic to the City's vision for affordable housing in this area, including the 1001 E. Holt Blvd., a mixed-use multi-family project (35 dwelling units per acre), and based on affordable projects outside of the City, like the Adams Avenue Affordable Housing Community in Murrieta, CA, which will complete adoption hearings in 2022 and is proposed at a density of 32 dwelling units per acre over a 6.22-acre site. Accordingly, 35 dwelling units per acre will provide a realistic capacity estimate for units on these sites. Thirty-five dwelling units per acre is 53.8 percent of the maximum density allowed on the site.

- *Infrastructure Availability.* Adjustments made to affordability level estimates rather than capacity

  As previously discussed, infrastructure availability will enable development of the western Ontario Ranch to occur in a pattern similar to that of the eastern Ranch. Infrastructure is expected to expand south to north as development occurs. Part of the funding for expansion of the infrastructure system will come from investments by market-rate developers. With the current strong demand for residential uses, it is not anticipated that the availability of infrastructure will limit the number of units that can and will be built on each site, only the timing for when those sites will be able to develop and the potential affordability levels. To account for this, and in recognition of the need to offset costs for infrastructure expansion, the percentage of the realistic capacity estimated as suitable for lower-income units decreases as you move north from Merrill Avenue. The areas farthest from Merrill Avenue anticipate the lowest percentage of affordable units, with the balance expected to be above-moderate units. It is expected that above-moderate housing will help to offset the costs associated with infrastructure expansion. The realistic capacity is divided by affordability level as follows:

  - *Euclid Corridor*

    - South of Chino Avenue (Infrastructure Available by 2028)
      Lower-income (35 percent), Above moderate-income (65 percent)

- North of Chino Avenue (Infrastructure likely by 2028)
  Lower-income (25 percent), Above moderate-income (75 percent)

The results of this distribution are recorded in Table 5-14.

- *Environmental Constraints.* No Adjustment
  No known site constraints.

Total Capacity Adjustments: (.95)x(.789)x(.467)x(1)x(1)=35.0 percent

Units by RHNA Income Category

As discussed in previous section, infrastructure availability will enable development of the western Ontario Ranch to occur in a pattern similar to that of the eastern Ranch. Infrastructure is expected to expand south to the north as development occurs. Part of the funding for expansion of the infrastructure system will come from investments by market-rate developers. With the current strong demand for residential uses, it is not anticipated that the availability of infrastructure will limit the number of units that can and will be built on each site, only the timing for when those sites will be able to develop and the affordability of resulting units. To account for this, and in recognition of the need to offset costs for infrastructure expansion, the percent of the realistic capacity estimated as suitable for lower-income units decreases on sites farther away from Merrill Avenue, the southern-most street in the western Ontario Ranch~~, where the initial trunk line is anticipated to complete construction in 2022.~~. The areas farthest from Merrill Avenue anticipate the lowest percentage of affordable units, with the balance expected to be above-moderate-income. It is expected that above-moderate housing will help to offset the costs associated with infrastructure expansion. The realistic capacity is divided by affordability level as follows:

- Grand Park Corridor
  - Whole area (Infrastructure likely by 2027)
    Lower-income (50 percent), Moderate-income (25 percent), Above moderate-income (25 percent)
- SCE Easement Area
  - Whole area (Infrastructure available by 2027)
- Grove Corridor
  - South of Schaefer Avenue (Infrastructure- available by 2027)
    Lower-income (50 percent), Above moderate-income (50 percent)

- Between Schaefer Avenue and Northern SCE Easement (Infrastructure likely by 2027)
  Lower-income (40 percent), Above moderate-income (60 percent)
- Between Northern SCE Easement and Chino Ave (Infrastructure available by 2028)
  Lower-income (35 percent), Above moderate-income (65 percent)
- North of Chino Avenue (Infrastructure likely by 2028)
  Lower-income (25 percent), Above moderate-income (75 percent)

- Euclid Corridor
  - South of Chino Avenue (Infrastructure available by 2028)
    Lower-income (35 percent), Above moderate-income (65 percent)
  - North of Chino Avenue (Infrastructure likely by 2028)
    Lower-income (25 percent), Above moderate-income (75 percent)
- Vineyard Corridor
  - Whole Area (Infrastructure available in 2026)
    Lower-income (50 percent), Moderate-income (50 percent)
- Sports Park
  - Whole area (Infrastructure available in 2026)
    Lower-income (50 percent), Moderate-income (50 percent)

~~- Great Park Corridor~~
  ~~- South of SCE easement *(Infrastructure in 1-3 years)*~~
  ~~Lower-income (50 percent), Moderate-income (25 percent), Above moderate-income (25 percent)~~
  ~~- North of SCE easement *(Infrastructure in 3-5 years)*~~
  ~~Lower-income (40 percent), Above moderate-income (60 percent)~~
~~- Grove Corridor~~
  ~~- South of Schaefer Avenue *(Infrastructure in 3-5 years)*~~
  ~~Lower-income (40 percent), Above moderate-income (60 percent)~~
  ~~- North of Schaefer Avenue *(Infrastructure in 4-6 years)*~~
  ~~Lower-income (25 percent), Above moderate-income (75 percent)~~

- ~~Euclid Corridor~~
  - ~~South of Schaefer Avenue *(Infrastructure in 3-5 years)*~~
    ~~Lower-income (40 percent), Above moderate-income (60 percent)~~
  - ~~North of Schaefer Avenue *(Infrastructure in 4-6 years)*~~
    ~~Lower-income (25 percent), Above moderate-income (75 percent)~~
- ~~Vineyard Corridor/Armstrong Ranch Specific Plan~~
  - ~~Whole Area (*Infrastructure in 4-6 years*)~~
    ~~Lower-income (25 percent), Above moderate-income (75 percent)~~

Table 5-14
Strategy 6: Units by Income Category

Opportunity Area: ~~Great~~ Grand Park Corridor						
~~South of SCE Easement~~						
~~SP-AG-AH/MDR~~	~~42~~	~~299.4~~	~~3,257~~	~~1,604~~	~~1,707~~	~~6,568~~
~~South of SCE Easement~~	~~41~~	~~291.6~~	~~3,190~~	~~1,604~~	~~1,604~~	~~6,397~~
~~North of SCE Easement~~	~~1~~	~~7.8~~	~~68~~	~~-~~	~~103~~	~~171~~
~~SP-AG-AH/MU-EU[1]~~	~~8~~	~~81.7~~	~~570~~	~~286~~	~~286~~	~~1,142~~
SP-AG-AH/MU-GP[1]	11 ~~29~~	81.9 ~~219.5~~	953 ~~2,681~~	477 ~~1,344~~	477 ~~1,344~~	1,906 ~~5,370~~
Opportunity Area: Grove Corridor						
SP-AG-AH/MDR	10 ~~22~~	65.3 ~~150.8~~	359 ~~1,003~~	- ~~-~~	1,077 ~~2,312~~	1,436 ~~3,315~~
SP-AG-AH/HDR	17	103.9	1,590	469	1,578	3,638
~~South of Schaefer Ave~~	~~8~~	~~53.2~~	~~468~~	~~-~~	~~702~~	~~1,169~~
~~North of Schaefer Ave~~	~~14~~	~~97.7~~	~~535~~	~~-~~	~~1,610~~	~~2,145~~
SP-AG-AH/MU-GR	4	36.0	~~202~~243	-	~~614~~573	**815**
Opportunity Area: Euclid Corridor						
SP-AG-AH/MDR	23	117.2	767 ~~633~~	- ~~-~~	1,812 ~~1,934~~	2,579 ~~2,567~~
~~Adj. to Schaefer Ave~~	~~8~~	~~53.2~~	~~169~~	~~-~~	~~513~~	~~1,169~~
~~North of sites adj. to Schaefer~~	~~14~~	~~97.7~~	~~464~~	~~-~~	~~1,421~~	~~2,145~~
SP-AG-AH/MU-ER	1	15.0	98	-	295	**393**
Opportunity Area: Vineyard Corridor / ~~Armstrong Ranch Specific Plan~~						
SP-AG-AH/MDR	14 ~~7~~	113.4 ~~64.3~~	1,247 ~~354~~	624 ~~-~~	624 ~~1,062~~	2,495 ~~1,416~~
SP-AG-AH/HDR	11	93.0	1,628	814	814	3,265
Opportunity Area: SCE Easement Area						
SP-AG-AH/MDR	12	65.9	725	363	363	1,450
Opportunity Area: Sports Park						
SP-AG-AH/HDR	6	42.8	749	375	375	1,498
SP-AG-AH/MU-SP	9	75.2	339	169	169	677
TOTAL	118 ~~136~~	810 ~~983.9~~	8,697 ~~8,798~~	3,290 ~~3,234~~	8,156 ~~9,553~~	20,143 ~~21,586~~

Source: City of Ontario, ~~2022~~2026.
*Acres and units have been rounded.
~~Notes:~~
~~1 All MU-EU and MU-GP parcels are south of the SCE easements.~~
~~2 All MU-GR parcels are north of Schaefer Avenue.~~
~~3 All MU-ER parcels are north of sites adjacent to Schaefer Avenue.~~

Strategy 7: Accessory Dwelling Units

Accessory dwellings are a part of the strategy for meeting the City's share of its RHNA for housing affordable to low- and moderate-income households. Ontario has many single-family homes on lots that would allow space to build an ADU.

State law has been amended to facilitate and encourage the production of accessory dwellings. In 2016, AB 2299 and SB 1069 required cities to revise their zoning code to conform to the new ADU law. In 2019, SB 68, AB 881, and SB 13 further amended California Government Code Sections 65852.2 and 65852.22, and Health and Safety Code Section 17980.12 pertaining to local regulations for ADUs. In January 2020, the City Council enacted Ordinance 3175 to incorporate recent changes to state law with respect to ADUs.

Ontario has seen an influx in ADU applications, increasing from just 30 units permitted in 2019 to 69 permits issued in 2020. ~~Based on past and current trends, the City expects that 120 to 360 ADUs will be built during the Housing Element period of 2021-2029.~~ Between 2022 and 2024, the City permitted or issued certificates of occupancy for 446 ADUs, approximately 148 units per year. If this trend continues, even with a slight decrease to 100 ADUs per year, the City could anticipate approximately 475 ADUs between January 2025 and October 2029.

Since October 2021, the City has assumed that all ADUs developed are for above moderate incomes, because the City has not implemented a monitoring program to determine no-rent, low-rent, or market-rent ADUs (program 7). In reflection of this, ADUs reported in the 6th Cycle APRs have been counted towards the City's above moderate RHNA only. The City may revise APRs and assumptions after a survey is conducted that determines the actual affordability level of ADUs.

If t~~T~~he affordability for ADUs built in Ontario wa~~i~~s based on SCAG's ADU survey and affordability assumptions for San Bernardino County~~.~~ ~~Applying those affordability assumptions to Ontario and the range of production estimates~~, the City ~~can~~ could expect the production of ~~69~~ 530 ~~to 207~~ lower-income ADUs over the Housing Element period. Table 5-15 includes the summary of ADU projection estimates ~~by~~ based on SCAG's estimates of affordability levels. To encourage this level of production, the Housing Plan proposes ~~a~~ programs to incentivize the production of ADUs (Programs 7 and 27)~~.~~, and the City will continue to credit ADUs

towards its above moderate income RHNA until a survey is conducted to determine affordability.

Table 5-15
Accessory Dwelling Unit Projections and SCAG's Affordability Assumptions, 2021–2029

Household Income Category	Percent of ADUs Projected[1]	Range of ADU Estimates based on SCAG Assumptions (2021-2029)[2] Conservative Trend[2]
Lower	57.5%	69530
Moderate	34.8%	42320
Above Moderate	7.7%	971
ADUS Projected (2021-2029)TOTAL	100%	120921[2]

Source: City of Ontario, 2021, SCAG, 2021.

Notes:

1. The methodology for the affordability distribution of ADUs can be accessed online at: https://scag.ca.gov/sites/main/files/file-attachments/adu_affordability_analysis_120120v2.pdf?1606868527.
2. The is conservative trend projection assumes 446 ADUs reported on APRs Jan 2022-Dec 2024, and 15 100 dwelling units will be built per year (Jan 2025-Oct 2029). This estimate for growth over the balance of the 6th cycle is based on half of the reduced number of permits issued in 2019a one-third reduction in the annual number of permits issued / units built between Jan 2022 and Dec 2024.

   The maximum trend assumes 45 dwelling units will be built per year. This estimate is based on the average of the permits issued in 2019 and 2020.

Summary of Capacity to Accommodate RHNA Allocation

Table 5-16 summarizes the City's strategy to achieve its 2021-2029 RHNA. It is recognized, however, that these strategies are deemed conservative–the City expects that additional residential and mixed-use projects will occur within specific plan areas and on underutilized sites throughout the city. The City's RHNA strategy reflects the City's policy to support the creation of mixed-income communities by assuming a mix of lower- and moderate-income housing on identified sites in established neighborhoods and a mix of lower-, moderate-, and above moderate-income housing in areas where there is no existing residential component. The following provides a high-level summary of the City's RHNA strategies.

- **Above moderate-income**. In addition to the capacity identified in pipeline projects and the analysis of strategies, the City has entitled additional capacity for several thousand homes that have not been credited toward the RHNA. Areas with development potential that are not included in the inventory include entitled specific plans, the downtown mixed-use district, and mixed-use areas along the I-10 corridor. Several specific plans were also

recently amended to allow more housing at higher densities, a trend the City expects to continue. There is sufficient capacity to accommodate the above moderate-income housing requirement of the RHNA.

- **Moderate-income**. Prior sections contained an analysis of the strategies that will be used to accommodate the moderate- and lower-income RHNA. Sites and densities were demonstrated to be sufficient to accommodate housing affordable to moderate-income households.

- **Lower-income**. Prior sections contained an analysis of the strategies that will be used to accommodate the lower-income RHNA. Sites and densities were demonstrated to be sufficient to accommodate affordable housing. In addition, specific programs were shown for each strategy that would encourage and facilitate housing production and that would also remove any potential constraints to development.

Table 5-16
Availability of Land to Meet RHNA, 2021–2029

Site Area		Lower Income	Moderate Income	Above Moderate Income	Final ~~Reaslistic~~ Realistic Capacity
2021–2029 RHNA		**8,926**	**3,329**	**8,599**	**20,854**
	Project Credits (Per APRs)[1]	(51)~~-~~	(7)~~-~~	~~(2,111)~~ (12,043)	~~(2,111)~~ (12,102)
	Remainder	*8,875~~8,926~~*	*3,322~~3,239~~*	*~~6,488~~ (3,444)[2]*	*~~18,734~~ 12,197[2]*
Strategies					
#1	Downtown	5~~20~~	6~~20~~	-	11~~40~~
#2	West Holt	159~~227~~	159~~227~~	-	318~~454~~
	East Holt	490~~250~~	511~~249~~	-	837~~499~~
#3	Old Cardenas Market	33	32	-	65
#4	Ontario Center Specific Plan	~~151~~96	~~152~~97	-~~-~~	~~303~~193
#5	Ontario Mills Specific Plan[1]	[1,564][1]	[782][1]	[782][1]	[3,128][1]
20#6	~~Great~~ Grand Park Corridor	953~~6,508~~	477~~3,235~~	477~~3,337~~	1,906~~13,080~~
	SCE Easement Area	725	363	363	1,450
	Grove Corridor	2,191~~1,205~~	~~1475~~469~~-~~	3,228~~2,926~~	5,889~~4,131~~
	Euclid Corridor	865~~731~~	-	2,107~~2,229~~	2,972~~2,960~~
	Vineyard Corridor ~~/ Armstrong Ranch Specific Plan~~	2,875~~354~~	~~1126~~1,438~~-~~	1,438~~1,062~~	5,751~~1,416~~
	Sports Park	1,088	544	544	2,175
#7	Accessory Dwelling Units[3]	0~~69~~	0~~42~~	475~~9~~	475~~120~~

Total Capacity[4]	9,326[2]~~11,112~~	4,085[4]~~4,740~~	8,631[1]~~10,345~~	22,042[1]~~26,197~~
Surplus / Buffer[4]	451[4] (5.1%)~~2,186 (24%)~~	763[4] (22.9%),~~411 (42%)~~	12,075[4] (142.1%) ~~3,857 (45%)~~	13,289[4] (63.7%) ~~7,454 (36%)~~
	RHNA met	**RHNA met**	**RHNA met**	**RHNA met**

Source: City of Ontario, ~~2021~~2026.

1. See Table 5-2 for details.
2. While the City has met the above moderate RHNA obligation, as reported on APRs, it must continue to maintain capacity for each income tier. Due to this, the 3,444 unit surplus reported in the "Remainder" row for above moderate housing units are counted as zero in the total column for the row.
3. The City does not and has not relied on Strategy 7 to fulfill its lower income RHNA obligation for the 6th cycle. Should the City confirm lower income affordability through subsequent surveys, ADU capacity will be revised.
4. ~~1.~~ The City does not and has not relied on Strategy 5 to fulfill its RHNA obligation for any portion of the 6th cycle. Because the zoning for Strategy 5 is not in place, it is not included in the Total Capacity or Surplus/Buffer row in Table 5-16. Should the rezoning program (program 13) be implemented on Strategy 5 sites, the City will have more capacity and a larger buffer.

5.2 Administrative and Financial Resources

Funding Sources for Affordable Housing

The City's local housing programs are supported through federal funding and state funding programs that assist first-time homebuyers, build affordable housing, and help special-needs groups, such as seniors and large households, as listed in Table 5-17. In most cases, other entities, including for-profit and nonprofit developers, apply for funds or other program benefits. For example, developers apply directly for Section 202 grants. In general, the City relies on the private sector to develop new affordable units.

Table 5-17
Federal and State Housing Funding Programs

Program Name	Description	Eligible Activities
Federal Funding Programs		
Community Development Block Grant (CDBG) Program	The Department of Housing and Urban Development (HUD) awards CDBG annually to entitlement jurisdictions and states for general activities, including housing and economic development activities. HUD also offers various other programs that can be used by the City and nonprofit and for-profit agencies for the preservation of low-income housing units, such as Section 202 and Section 108 loan guarantees. The annual appropriation for CDBG is split between states and local jurisdictions called "entitlement communities."	Acquisition Rehabilitation Homebuyer Assistance Economic Development Assistance Homeless Assistance Public Services Infrastructure Replacement
HOME Investment Partnerships Program	The Home Investment Partnerships Program (HOME) was created under the Cranston Gonzalez National Affordable Housing Act enacted in November 1990. HOME funds are awarded annually as formula grants to participating jurisdictions. HUD establishes Home Investment Trust Funds for each grantee, providing a line of credit that the jurisdiction may draw upon as needed. The program's flexibility allows states and local governments to use HOME funds for grants, direct loans, loan guarantees, or other forms of credit enhancement or rental assistance or security deposits.	Acquisition Rehabilitation Homebuyer Assistance Rental Assistance
Housing Choice Voucher (HCV) Rental Assistance (Section 8)	Provides rental assistance payments to owners of market-rate properties on behalf of very low-income tenants.	Rental Assistance
Section 811	Provides grants to nonprofit developers of supportive housing for disabled persons. The grants may be used to construct or rehabilitate group homes, independent living facilities, and intermediate care facilities. The grants may also have a rental assistance component.	Acquisition Rehabilitation New Construction Rental Assistance
Section 203(k)	Provides fixed-rate, low-interest loans to organizations wishing to acquire and rehabilitate property.	Land Acquisition Rehabilitation Refinancing of Existing Debt
Section 202	Grants to private nonprofit developers of supportive housing for very low-income seniors.	New Construction

Table 5-17
Federal and State Housing Funding Programs

Program Name	Description	Eligible Activities
Low-Income Housing Tax Credits (LIHTC)	In 1986, Congress created the federal LIHTC program to encourage private investment in the acquisition, rehabilitation, and construction of low-income rental housing. Because high housing costs in California make it difficult, even with federal credits, to produce affordable rental housing, the California legislature created a state low-income housing tax credit program to supplement the federal credit. The state credit is essentially identical to the federal credit, the Tax Credit Allocation Committee allocates both, and state credits are only available to projects receiving federal credits. Twenty percent of federal credits are reserved for rural areas and 10 percent for nonprofit sponsors. To compete for the credit, rental housing developments have to reserve units at affordable rents to households at or below 46 percent of area median income. The targeted units must be reserved for the target population for 55 years.	New Construction
Mortgage Credit Certificate Program	Offers income tax credits to first-time homebuyers. The County distributes the credits.	Homebuyer Assistance
Supportive Housing Program (SHP)	Offers grants to agencies who offer supportive housing and services to the homeless.	Transitional Housing Housing for Disabled Persons Supportive Housing Support Services
Community Reinvestment Act	The Community Reinvestment Act (CRA), enacted by Congress in 1977, is intended to encourage depository institutions to help meet the credit needs of the communities in which they operate, including low- and moderate-income neighborhoods, consistent with safe and sound banking operations. The CRA requires that each insured depository institution's record in helping meet the credit needs of its entire community be evaluated periodically. That record is taken into account in considering an institution's application for deposit facilities, including mergers and acquisitions.	New Construction Rehabilitation Acquisition Support Services Supportive Housing Homebuyer Assistance
Emergency Solutions Grant	Awards grants to nonprofits for the provision of shelter support services.	Support Services
Emergency Solutions Grant-CARES (ESG-CV)	One-time funding for programs targeted to homeless or those at-risk for housing to prepare for, respond to, or prevent impacts of the coronavirus pandemic.	Support Services (Homeless Facilities and Program)
Multifamily Housing Program (MHP)	Provides loans for new construction, rehabilitation, and preservation of affordable rental housing. Payments on the loans are deferred for a specified period of time.	New Construction Rehabilitation Preservation
CalHOME	Provides grants to local governments and nonprofit agencies for homebuyer assistance, rehabilitation, and new construction. The agency also finances acquisition, rehabilitation, and replacement of manufactured homes.	Homebuyer Assistance Rehabilitation New Construction

Table 5-17
Federal and State Housing Funding Programs

Program Name	Description	Eligible Activities
California Self-Help Housing Program	Provides grants for the administration of mutual self-help housing projects.	Homebuyer Assistance New Construction Administrative Costs
Emergency Housing and Assistance Program	Provides grants to support emergency housing.	Shelters Transitional Housing
Affordable Housing and Sustainable Communities Program	Provides funding to support infill development projects with the goal of reducing greenhouse gas emissions.	New Construction Rehabilitation
Veterans Housing and Homeless Prevention Program	Provides funding to buy, construct, rehabilitate or preserve affordable multifamily housing for veterans and their families.	Acquisition Construction Rehabilitation Preservation
Senate Bill 2 – Building Jobs and Homes Act	Provides planning grant funding to jurisdictions for plans and process improvements that will help to accelerate housing production.	Technical Assistance Planning Document Updates
Local Early Action Planning (LEAP) Grants	The (LEAP grants program provides over-the-counter grants complemented with technical assistance to local governments for the preparation and adoption of planning documents, and process improvements that: Accelerate housing production. Facilitate compliance to implement the sixth-cycle Regional Housing Needs Assessment.	Housing element updates Updates to zoning, plans or procedures to increase/accelerate housing production Pre-approved architectural and site plans Establishing State-defined Pro-housing policies *See complete list in LEAP program materials*
No Place Like Home	Through a County application process, provides loans to acquire, develop, preserve, or rehabilitate permanent supportive housing facilities.	Permanent Supportive Housing
Infrastructure Infill Grant	Provides gap financing for infrastructure improvements necessary to support the development of affordable infill housing.	Infrastructure Improvements

Table 5-17
Federal and State Housing Funding Programs

Local Housing Trust Fund Program	Provides matching grants to funds provided by Local Housing Trust Funds.	Site Acquisition Site Development Homebuyer Assistance Transitional Housing Emergency Shelter Multifamily Housing
Transit-Oriented Development Program	Supports the development of affordable multifamily rental housing near transit stations through low-interest loans.	New Construction Rehabilitation Infrastructure Improvements
State Funding Programs		
Affordable Housing Partnership Program (AHPP)	Provides lower interest rate CalHFA loans to homebuyers who receive local secondary financing.	Homebuyer Assistance
Self-Help Builder Assistance Program	Provides lower interest rate CalHFA loans to owner-builders who participate in mutual self-help housing projects. Also provides site acquisition, development financing, and construction financing for self-help projects.	Homebuyer Assistance Site Acquisition Site Development Home Construction
California Housing Assistance Program	Provides 3% silent second loans in conjunction with 97% CalHFA first loans to give eligible homebuyers 100% financing.	Homebuyer Assistance
Extra-Credit Teacher Program	Provides $7,500 silent second loan with forgivable interest in conjunction with lower-interest-rate CalHFA first loans to assist eligible teachers in buying homes.	Homebuyer Assistance
Housing Enabled by Local Partnerships	Provides 3% interest rate loans, with repayment terms up to 10 years, to local government entities for locally determined affordable housing priorities.	Wide Range of Eligible Activities
Predevelopment Loan Program	The California Department of Housing and Community Development (HCD) administers the program, which provides funds to pay the initial costs of developing affordable housing developments. Priority is given to applications with matching financing from local agencies or federal programs.	Pre-development
Multifamily Housing Program	HCD conducts the acquisition and rehabilitation component of the Multifamily Housing Program to acquire and rehabilitate existing affordable rental housing. Priority is given to projects currently subject to regulatory restrictions that may be terminated. Assistance is provided through low-interest construction and permanent loans. Eligible applicants include local government agencies, private nonprofit organizations, and for-profit organizations.	Rental Acquisition Rental Rehabilitation
Transitional Housing Program for Emancipated Foster/Probation Youth (THP-Plus)	This program provides funds for housing and services for persons who need support services for transition-age youth.	Supportive Housing Foster Care

Table 5-17
Federal and State Housing Funding Programs

Program Name	*Description*	*Eligible Activities*
Special-Needs Housing Program	Allows local governments to use Mental Health Services Act (MHSA) funds to finance the development of permanent supportive rental housing.	New Construction Supportive Housing
Home Mortgage Purchase Program	CalHFA sells bonds to raise funds for providing below-market-rate loans to qualifying first-time homebuyers.	Homebuyer Assistance

Housing Choice Vouchers

The federal government provides approximately $3 million to the Housing Authority of the County of San Bernardino to administer the Housing Choice Voucher (HCV) program. These funds are used to maintain the affordability of publicly subsidized affordable housing projects in Ontario. This allocation includes funding for approximately 501 Housing Choice Vouchers, and the Family Self-Sufficiency Program. Within Ontario, the approximate number of HCVs have been available: 496 in 2016, 422 in 2017, 527 in 2018, 676 in 2019, and 747 in 2020. As of July 2021, there are 773 vouchers in use for the City of Ontario. This includes 735 in traditional voucher programs and 38 in special voucher programs, such as the Veterans Affairs Supportive Housing. The waitlists, which are for the entire County of San Bernardino remain closed as of July 2021. In March 2021, there were 20,382 tenant-based households on the waitlist and 60,744 total households on the waitlist.

(See Programs 23, 25, 27, and 31)

Community Development Block Grants (CDBG)

The federal government provides funds for a range of housing and community development activities, including acquisition and disposition of real estate or property, public facilities and improvements, relocation, rehabilitation and construction of housing, homeownership assistance, and demolition activities. In addition, these funds can be used to acquire or subsidize at-risk units. The City of Ontario received approximately $1.8 million in funding in 2019–2020.

(See Programs 3, 4, 6, 9, 27, 31, and 33)

HOME Partnership

Ontario received approximately $666,000 in 2019–2020 in federal HOME funds. HOME funds can be used for activities that promote affordable rental housing and lower-income homeownership, including building acquisition, new construction, reconstruction, moderate or substantial rehabilitation, first-time homebuyer assistance, and tenant-based assistance, as well as the preservation of affordable housing.

(See Programs 1, 3, 4, 24, 27, 32, and 33)

Transformative Climate Communities

Ontario received funding through the Transformative Climate Communities (TCC) grant program from the State of California ($33.2 million) for a variety of project types, including housing. The TCC housing component included gap funding of approximately $14 million for the development of a 101-unit affordable housing project known as Vista Verde. The construction of the Vista Verde Apartments begun on June 17, 2019, and was completed in March 2021. Within the project area, 24 solar photovoltaic (PV) systems were installed on the single-family homes, providing approximately 31 kilowatts (kw) in renewable energy capacity. Of the 101 units, 11 will be rented to households making below 30 percent of the area median income (AMI), 37 units will be rented to households at 50 percent AMI, and 42 units will be rented out to households at 60 percent AMI. The affordable housing units will be made available through a lottery process. Applicants who already work and live in Ontario will be given preference.

(See Programs 8 and 10)

Permanent Local Housing Allocation

Ontario received funds that will be used for housing programs and homeless programs. The City is planning to use a portion of the Permanent Local Housing Allocation (PLHA) funds for first-time homebuyer programs in conjunction with reuse funds on hand from the CalHome and BEGIN programs formerly offered. Programs are currently in design development to determine income targeting and benefits.

(See Program 24)

9.2 Housing Supply and Diversity

7. Accessory Dwelling Units (ADUs)

The City shall promote accessory dwelling units (including junior accessory dwelling units) (ADUs/JADUs) as an affordable housing option in high-resource areas and an economic mobility opportunity in Ontario through the following actions. ~~The cumulative impact of these strategies would exceed the conservative estimate of 120 units to achieve 360 ADUs in the planning period, with at least one third of the units (180) available as affordable housing to lower income households.~~

- Consider a program to waive, reduce, or defer connection or impact fees for ADUs that agree to affordability covenants for a set period of time. The City will consider options in 2026 and implement programs as necessary by 2027.

- Continue to provide information such as Frequently Asked Questions (FAQ) on the City's website. Expand information on the City's website to provide educational materials and additional guidance, including permitting procedures and construction resources. Update the information provided on the City's website to include by December 2022, ensuring information is provided in multiple languages (including Spanish). Review and update website regarding ADU standards on a yearly basis.

- Assess the feasibility of establishing a loan program to help homeowners finance the construction of ADUs. The City shall consider incentives to encourage homeowners to deed restrict ADUs for lower-income households. The City will consider qualification requirements for income-restricted ADUs appropriately address Ontario residents' housing needs to identify barriers to qualifying (e.g., proof of residency, income levels, employment record, credit history, etc). The City will consider options in 2026 and implement programs as necessary by 2027.

- Actively market ADU guidance and materials in areas with high access to resources to encourage the development of new affordable housing in areas of opportunity as a strategy to enhance mobility and reduce displacement of low-income households seeking affordable housing options. The combination of available ADU informational material crafted to address lower-income ADU opportunity challenges and a strategic outreach approach leveraging existing established outreach networks within low-income areas, provides the greatest opportunity for residents of lower-income residents in high resource areas. During the Housing Element planning period, the ADU ordinance will be updated as appropriate in compliance with state law and adjusted as issues arise and new best practices develop. Some of the features of the program will include:

    - Receive technical assistance through SCAG to evaluate permitting practices for ADUs and JADUs and implement improvements

    - Online application process with staff intake for quality control

- Maintain and develop materials for better applicant guidance, as needed
- Provide consistent staff training and support
- Look for all opportunities to provide certainty earlier in the process
- Reduce steps and shorten timeframes, and
- Continue to watch the prefabricated housing market, including companies that produce 3D-printed homes, repurposed shipping containers, and modular construction in order to integrate new ideas into the permitting process as appropriate.
- Outreach to local homeowners that have added an ADU to involve them in supporting other homeowners who are considering adding an ADU to their property in high resource areas. Hold a community "ADU Open House" to share ideas and inspire homeowners to build ADUs. Connecting homeowners and property owners within high resource areas through existing community outreach opportunities to provide information on funding/assistance with construction costs. The City will coordinate outreach with non-profit organizations (e.g. Community Health Improvement Association, Huerta De Valle, Seeds of Joy, etc.) to compile lists of lower income households interested in renting ADUs. The City will provide these lists to homeowners and property owners within high resource areas who are building ADUs.
- Create short flyers and brochures (digital and print). Distribute through social media promotions, direct mailings to property owners, water bill inserts, and the dedicated City webpage.
- Provide information on the City's website about ADU standards and options.
- Inform people at the public counter of ADUs as an option and informing property owners with an existing unpermitted ADU of the option to bring the unit up to code as a legal ADU.

- Develop and implement a monitoring program. The program will track ADU approvals and affordability. The City will use this monitoring program to track progress in ADU development and adjust or expand the focus of its education and outreach efforts through the 2021-2029 planning period. Until ~~T~~the City ~~will~~ evaluates ADU production and affordability, all ADUs entitled, permitted, and built within the city will be reported on APRs as affordable to above moderate households. ~~two years into the planning period (2023) and~~ After the monitoring program is established, if it is determined these units ~~are not~~ meet~~ing~~ the lower- or moderate- income housing need, the City may revise APRs to reflect actual reported affordability levels. ~~will consider other housing sites that are available to accommodate the unmet portion of the lower-income RHNA.~~

See also Program 27 Fair Housing.

Implementation

- ***Objectives*:** Support the development of accessory dwelling units during the 2021–2029 planning period, consistent with the assumptions in the sites inventory. ~~A cumulative impact of these strategies that exceeds the conservative estimate of 120 units to achieve 360 ADUs in the planning period, with at least one third of the units (180) available as affordable housing to lower income households.~~

- ***Responsible Agencies*:** Housing and Planning Departments and Ontario Housing Authority

- ***Funding*:** General Fund, CDBG

- ***Timing*:** Consider fee waiver and loan programs in 2026 and implement programs as necessary by 2027. Continue to provide and update program information on the City's website throughout the planning period, in English and Spanish. Actively market ADU program throughout the planning period. Outreach and ADU Open House program in high resource areas in August 2024 and implemented by August 2026. Prepare brochures May 2023 and implement in January 2024. Actively market ADU program throughout the planning period. Implement monitoring - evaluate ADU production and affordability two years into the planning period (2023).

  Between 2022 and 2024, the City permitted or issued certificates of occupancy for 446 ADUs, approximately 148 units per year. This represents an increase of more than 100% compared to the 69 permitted units in 2020, and indicates that changes in City practices have ensured that ADUs are more accessible to Ontario residents. The City will not, however, count ADUs towards its RHNA obligation for lower- or moderate-income households until such assumptions are verified by implementation of an evaluation and monitoring program.

8. Downtown Plan

Ontario's Downtown covers 12 blocks along Euclid Boulevard. The City developed a Downtown District Plan, codified as MU-1 in the development code. ~~that~~ The Downtown District Plan encompasses ~~four~~ five ~~downtown~~ districts that create sub-zones within the Mixed-Use (MU-1) zoning district: Euclid Avenue Entertainment District (LUA-1), Arts District North and South (LUA-2S and LUA-2N), Holt Boulevard District (LUA-3), and Civic Center District (LUA-4). The Downtown District Plan ~~vision~~ provides opportunities for high-density, market-rate and affordable housing in the Euclid Avenue Entertainment District and Holt Boulevard District, offering convenient access to downtown amenities, local commercial centers, public services, open space, and public transportation. The Downtown Plan area is included in a $35 million Transformative Climate Communities (TCC) Grant awarded to the City to increase prosperity and improve transportation and housing within a disadvantaged community. The TCC program includes affordable housing, active transportation improvements, mobility hub, urban greening, carbon farm, solar photovoltaic, and transit improvements. This grant is a collaborative effort with public and community-based organizations.

Implementation

- ***Objectives*:** Implement the adopted the Downtown District Plan to facilitate new mixed-use and residential development consistent with the Downtown strategy capacity identified in Table 5-16~~(634 units in the Downtown Plan area)~~; continue to acquire property and assemble sites to facilitate new housing.
- ***Responsible Agencies***: Planning Department
- ***Funding*:** General Fund, Tax Increment, Transformative Climate Communities (TCC)
- ***Timing*:** Continue to implement the Downtown District Plan (adopted in December 2020 as part of Development Code Update).

9. Mountain and Euclid Corridors

Euclid Avenue and Mountain Avenue extend the entire length of Ontario. In recent years, developers have expressed interest in building residential and commercial projects along these corridors. Mountain Avenue has had numerous senior and affordable housing projects built adjacent to or near the corridor, and developers have begun to show interest in Euclid Avenue. Both corridors have commercial property that is proposed for redesignation as residential. To facilitate corridor development, the City previously rezoned properties along Euclid Avenue and Mountain Avenue for medium- and high-density residential development, as shown on the Official Land Use Plan (LU-01). The Old Cardenas Market strategy area is in the Euclid Corridor. ~~During the planning period, t~~The City ~~will develop~~ adopted a lot-consolidation ordinance (No. 3289) to incentivize the assemblage of parcels. Additional ~~I~~incentives may include fee modifications, flexibility in design, expedited permit processing, or others. The City will continue to monitor the ongoing status of development in the Euclid Avenue and Mountain Avenue corridors.

Implementation

- ***Objectives*:** Develop a lot consolidation ordinance to facilitate the assemblage of lots into larger parcels. ~~with up to three assemblages anticipated during the planning period in the Euclid Avenue and Mountain Avenue corridors.~~ Continue to monitor the ongoing status of development in the Euclid Avenue and Mountain Avenue corridors.
- ***Responsible Agencies*:** Planning Department
- ***Funding*:** General Fund
- ***Timing*:** The City adopted a lot consolidation ordinance on December 3, 2024 (Ordinance No. 3289)~~Within two years of Housing Element adoption, ongoing monitoring of development~~

10. Holt Boulevard

Holt Boulevard is one of the original corridors paralleling the railroad and extending through Ontario and neighboring communities. With the development and success of commercial uses fronting the freeways, the commercial viability of Holt Boulevard has gradually eroded, leaving

a significant number of underutilized uses on small parcels. The Policy Plan has declared Holt Boulevard as a focus area for mixed uses, both perpendicular to Mountain Avenue, at the base of Downtown, and in the East Holt Boulevard Study Area. Sites along Holt Boulevard have been previously rezoned to accommodate higher densities. To stimulate investment in these areas, the City ~~will~~ adopted a lot consolidation ordinance (No. 3289) on December 3, 2024, and ~~incentives to~~ encourages the recycling of land to residential uses. The City will continue to monitor the ongoing status of development in the Holt Boulevard area. The Holt Boulevard area is included in a $35 million Transformative Climate Communities (TCC) grant awarded to the City to increase prosperity and improve transportation and housing within a disadvantaged community. The TCC program includes affordable housing, active transportation improvements, mobility hub, urban greening, carbon farm, solar photovoltaic, and transit improvements. This grant is a collaborative effort with public and community-based organizations and includes the development of the 101-unit Vista Verde Affordable Housing project.

Implementation

- ***Objectives*:** Develop a lot consolidation ordinance to facilitate the assemblage of lots into larger parcels, ~~with up to five assemblages~~ anticipated during the planning period in order to support achievement of the lower- and moderate-income capacities assigned to the West Holt and East Holt strategies in the sites inventory.~~in the Holt Boulevard area~~. Continue to monitor the ongoing status of development in the Holt Boulevard area.
- ***Responsible Agencies*:** Planning Department
- ***Funding*:** General Fund
- ***Timing*:** ~~Within two years of Housing Element adoption, ongoing monitoring of development~~The City adopted a lot consolidation ordinance on December 3, 2024 (Ordinance No. 3289)

11. Ontario Ranch

Ontario Ranch covers 8,200 acres of the former San Bernardino Agricultural Preserve. This area is intended to provide a range of housing opportunities for the City's emerging regional and national employment centers. Buildout of this area is contingent on completion of infrastructure, approval of specific plans, and cancellation of Williamson Act contracts. The City has entered into an agreement with a consortium to fund $430 million in infrastructure serving the eastern Ontario Ranch. The initial sewer trunk line~~, expected to~~ was developed in 2022, ~~will~~ traveling along Merrill Avenue between Euclid and Walker Avenues. An additional sewer line along Vineyard Avenue is expected to be completed in Spring 2026. The Vineyard Avenue sewer expansion makes development east of Walker Avenue feasible as soon as 2026. West of Walker ~~From there~~, additional sewer lines are planned to extend north along Euclid, Bon View, Grove, and Walker Avenues, with the southern-most sites expected to be first served. In this area, i~~I~~nfrastructure is expected to expand south to north as development occurs.

The City will monitor the timing of the provision of infrastructure. to ensure that infrastructure is being provided pursuant to these assumptions so that housing can be developed ~~early~~ within the planning period. The City will amend the sites inventory or rezone additional sites should

infrastructure not be provided pursuant to the timeframes stated. (See also Program 14. Land Monitoring Program to Meet the RHNA.)

Many specific plans for this area have been approved. Some of the original Williamson Act contracts will also expire during the planning period. The Policy Plan has designated much of the area for medium- and high-density residential and mixed-use. Within western Ontario Ranch (largely undeveloped), the Policy Plan lays groundwork to promote a mixed-income community, with low-density, medium-density, high-density, and mixed-use well integrated with one another. Ontario Ranch offers important opportunity to integrate housing affordable to all income levels, especially lower-income households. The City will continue to process specific plan applications and work with developers to address outstanding issues, in particular the financing of infrastructure in western Ontario Ranch. In addition, the City will meet with potential developers to explore opportunities to integrate affordable housing in new developments. The City will host annual roundtable discussions with developer(s) to proactively discuss integrating affordable units into development plans.

Additionally, the City will use the preapplication process to discuss integrating affordable units into development plans.

Implementation

- ***Objectives*:** Continue to review, approve, and implement plans to develop Ontario Ranch, and meet with potential developers to encourage the development of affordable housing.
- ***Responsible Agencies*:** Planning Department
- ***Funding***: General Fund
- ***Timing*:** Annual roundtable discussions; preapplication discussions as projects arise. Based on discussions with the Ontario Municipal Utilities Company (OMUC), with consideration of the cost, market conditions, and phasing needed to expand infrastructure, the City anticipates that infrastructure is likely to be available as follows:

  - 2026 AREA 1: East of Walker (served by Vineyard Avenue sewer main)
  - 2026-2027 AREA 2: West of Walker / South of Schaefer
  - 2027 AREA 3: West of Walker / Schaefer Avenue to the northernmost SCE easement.
  - 2027-2028 AREA 4: West of Walker / The northern-most SCE easement to Chino Ave
  - 2028 AREA 5: West of Walker / Chino Avenue to Riverside Drive
  - ~~Merrill Ave to the southern SCE (Southern California Edison) easement: 2023-2025~~
  - ~~Southern SCE easement to Schaefer Ave: 2025-2027~~
  - ~~Schaefer Ave to Riverside Drive: 2026-2028~~

12. Green Building

Green building means creating structures and using materials that are environmentally responsible and resource efficient, considering a building's entire life cycle. To reduce per-capita energy use, the City will promote conservation and renewable energy generation techniques in public facilities and private development. The City will require new construction to reduce energy demand by incorporating building and site design strategies. Conservation will be the priority strategy for renovation of existing facilities. The Policy Plan also includes land planning strategies that impact energy demand reduction, including narrowing street widths, installing broad-canopied trees for shade, and clustering compact development to reduce automobile use.

Implementation

- ***Objectives:***
  - Promote green building practices in the private sector and explore point-of-sale energy retrofits for residences.
  - Renewable energy incentive and energy-efficiency programs.
  - Develop a citywide 20-year energy plan.
  - Support pilot development project as a net-zero-energy community and formulate solar site orientation guidelines.
- ***Responsible Agencies*:** Planning Department, Building Department, Public Works
- ***Funding*:** General Fund
- ***Timing*:** Ongoing

13. 2021–2029 Regional Housing Need

To meet state law requirements (California Government Code Sections 65583(c)(1)(A) and 65583(c)(1)(B)) to address the 2021-2029 Regional Housing Needs Allocation (RHNA) and to ensure a sufficient selection of sites ~~are~~ is available for higher-density development, the City ~~shall~~ has and will continue to amend the Policy Plan and the Development Code, as needed, to provide adequate sites for~~-~~ at least 8,926 lower-income units and 3,329 moderate-income units within a total RHNA of 20,854 units, as summarized in Chapter 5 and Table 5-16. The updated sites inventory identifies a realistic capacity of 9,326 lower-income units, 4,085 moderate-income units, and 8,631 above-moderate-income units (22,042 total units), which provides a buffer of 451 lower-income units, 763 moderate-income units, and 12,075 above-moderate-income units above the RHNA (including development progress reported on 6th Cycle APRs).~~8,333 lower-income units and 2,735 moderate-income units (11,068 total units).~~ The City will maintain zoning and overlays that allow minimum densities of at least 30 dwelling units per acre on sufficient acreage to accommodate at least 8,926 lower-income units and 3,329 moderate-income units, consistent with the strategy capacities summarized in Table 5-16. This includes implementation of the Affordable Housing (AH) Overlay on sites on East and West Holt, in Ontario Ranch south of

Riverside Drive, and in other designated strategy areas to achieve the minimum 20 dwelling units per acre and higher densities assumed in the inventory. ~~The City will increase maximum density to at least 30 dwelling units per acre (du/ac) on a minimum of 270-370 acres depending on the mix of densities employed. Sites for lower-income units must allow at least 30 du/ac and are subject to the requirements of California Government Code Section 65583.2(h), including allowing owner-occupied and rental multifamily housing "by right" without discretionary review if 20 percent or more of the units in a project proposed on the site are affordable to those with lower incomes. The sites rezoned to accommodate lower-income RHNA must be able to accommodate a minimum of 16 units per site. At least half (50 percent) of the sites rezoned to accommodate lower-income RHNA shall be designated/zoned for residential uses only, except that all of the very low- and low-income housing need may be accommodated on sites designated for mixed uses if those sites allow 100 percent residential use and require that residential uses occupy 50 percent of the total floor area of a mixed-use project. The applications can be subject to design review as long as the project does not trigger the California Environmental Quality Act review process.~~

The City established ~~A~~an **Affordable Housing (AH) Overlay** zone through Ordinance No. 3204 on March 15, 2022, ~~will be created and~~ that applied to those sites proposed to change from another zone to MU-2 in the East and West Holt Corridors and to parcels identified in the sites inventory in the Ontario Ranch, south of Riverside Drive. The City updated the land use designations in its Land Use Element on August 16, 2022, consistent with the direction identified in Chapter 5. The City established the appropriate zoning (as stated in Chapter 5) for properties in the Downtown, West Holt, East Holt, and Old Cardenas Market Housing Opportunity Areas through Ordinance No. 3245 on May 2, 2023. These collective actions ensured that the City established the necessary land use designations and zoning to accommodate at least 100 percent of the City's remaining RHNA allocation.

The AH Overlay establishes a minimum density of 20 dwelling units per acre for all development regardless of affordability status and provides for special standards for affordable housing projects in the Ontario Ranch.

In the Ontario Ranch, the AH Overlay provides incentives to develop two tiers of affordable housing.

- *Tier 1*. The first tier ~~would~~ includes housing projects with at least 20% of units affordable to lower incomes. Projects in this tier ~~would~~ are no longer ~~be~~ required to develop a new specific plan under the AH Overlay.

- *Tier 2*. The second tier ~~would~~ includes projects with at least 25% of units dedicated as affordable to lower incomes via deed restriction or another long-term legal mechanism. Tier 2 projects ~~would be~~are subject to the same provisions as Tier 1, but the maximum density allowed on properties within the AH Overlay and designated as MDR on the Official Land Use Plan (Exhibit LU-01) of the Policy Plan component of The Ontario Plan ~~would~~ increases from 25 to 30 dwelling units per acre.

Projects ~~developing~~ developed without a specific plan ~~would be~~are allowed to develop according to the Policy Plan designation. Sites designated as MDR in the Policy Plan ~~would be~~are allowed

to develop according to MDR-25 zoning standards~~,~~. ~~i~~If the project qualifies as Tier 2~~,~~ and ~~it~~ cannot achieve a density of 30 du/ac under MDR-25 standards, HDR-45 zoning standards may be used instead. Sites designated as MU in the Policy Plan may be developed in accordance with a comparable existing zoning implementation tool that allows for the density and/or intensity permitted by the Policy Plan.

To ensure that these incentives are primarily used as a means to promote the development of affordable housing, the AH Overlay ~~would~~ also requires projects choosing to develop without a specific plan to calculate the minimum density over the entirety of the project site (or the portion of the project site that is located within the AH Overlay, if the project area also includes properties that are not within the AH Overlay). If required to maintain adequate capacity, ~~T~~the ~~following~~ Ontario Mills Specific Plan~~specific plans~~ will be updated to require properties ~~within these Specific Plan areas~~ that are also included in the sites inventory to include a minimum density of 20 du/ac and allow at least 30 du/ac.~~:~~

- ~~The Ontario Mills Specific Plan~~
- ~~The Armstrong Ranch Specific Plan~~

The City will also **update the policy plan** designations and associated tables as necessary consistent with the proposed zoning changes, the intent of the overlay zone, and the changes to the specific plans.

Implementation

- ***Objectives:*** Provide adequate sites to meet the City's RHNA (8,926 lower-income units, 3,329 moderate-income units, and 8,599 above-moderate-income units) by maintaining zoning, overlays, and specific plan standards that together provide realistic capacity, as shown in Table 5-16. ~~Accommodate Ontario's share of the 2021-2029 RHNA.~~
- ***Responsible Agencies*:** Planning Department
- ***Funding*:** General Fund
- ***Timing*:** ~~Specific sites will be rezoned prior to February 12, 2025~~Update the Policy Plan and Development Code as necessary to maintain capacity to address the RHNA.

14. Land Monitoring Program to Meet the RHNA

The City is in the process of updating the Development Code for consistency with the Land Use designations of its Policy Plan. This program will implement a land monitoring program to ensure that the city has enough land to meet its RHNA throughout the planning period.

California Government Code Section 65863 stipulates that a jurisdiction must ensure that its Housing Element inventory can accommodate its share of the RHNA by income level throughout the planning period. If a jurisdiction approves a housing project at a lower density or with fewer units by income category than identified in the Housing Element, it must quantify at the time of approval the remaining unmet housing need at each income level and determine whether there is sufficient capacity to meet that need. If not, the city must "identify and make available"

additional adequate sites to accommodate the jurisdiction's share of housing need by income level within 180 days of approving the reduced-density project. The City will evaluate residential development proposals for consistency with goals and policies of the Policy Plan and the 2021-2029 Housing Element sites inventory and make written findings that the density reduction is consistent with the Policy Plan and that the remaining sites identified in the Housing Element are adequate to accommodate the RHNA by income level. If a proposed reduction of residential density will result in the residential sites inventory failing to accommodate the RHNA by income level, the City will identify and make available additional adequate sites to accommodate its share of housing need by income level within 180 days of approving the reduced-density project. (See also monitoring of infrastructure provision timing in Program 11. Ontario Ranch.)

Implementation

- ***Objectives:*** Ensure there is a sufficient supply of multifamily zoned land to meet the housing needs identified in the RHNA.
- ***Responsible Agencies:*** Planning Department
- ***Funding:*** General Fund
- ***Timing:*** Throughout the 2021-2029 planning period.

15. Residential By-Right for Developments with 20- Percent Affordable

To comply with Assembly Bill (AB) 1397, sites with Assessor's Parcel Numbers (APNs) listed in Table 9-1-in the land inventory in this 6th cycle Housing Element shall be allowed to be developed for residential use by-right, in accordance with Government Code Section 65583.2(c). This by-right (without discretionary review) requirement is only for housing developments in which at least 20 percent of the units are affordable to lower-income households. The application of the requirement should not be used to further constrain the development of housing. As such, housing developments that do not contain the requisite 20 percent would still be allowed to be developed according to the underlying (base) zoning.

Table 9-1
Assessor's Parcel Numbers

1048576002	104857601	1010501716	~~101054306~~1049054 03	101055234	1010552333	1010552332	1010522117
1010522006	~~101054301~~1049054 06	1010543227	~~101054304~~1049054 02	~~101054305~~1049054 04	1010552116	1010543002	1010543113
1010543114	101055237	~~104860414~~	~~104860415~~	~~101049116~~	~~10104910 2~~	~~10104910 3~~	1010502007

Implementation

- ***Objectives:*** Comply with California Government Code Section 65583.2(c)
- ***Responsible Agencies:*** Planning Department
- ***Funding:*** General Fund

- ***Timing:*** Continuously during the planning period.

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL APPROVE FILE NO. PZC25-002, A CITYWIDE ZONING MAP AMENDMENT TO IMPLEMENT THE ONTARIO PLAN 2050 POLICY PLAN AMENDMENT, AND MAKING FINDINGS IN SUPPORT THEREOF — APNs: 011-007-225, 011-008-106, 011-008-107, 011-328-215, 021-617-416, 021-617-417, 021-621-405, 021-621-406, 021-621-407, 021-631-108, 021-631-109, 021-631-208, 021-631-209, 021-631-210, 021-631-301, 021-631-303, 021-631-304, 021-631-305, 021-631-306, 021-631-307, 021-631-309, 021-631-401, 021-631-403, 021-631-404, 021-631-405, 021-631-407, 021-631-408, 021-631-409, 021-632-101, 021-632-102, 021-632-103, 021-632-106, 021-632-107, 021-632-201, 021-632-202, 021-632-210, 021-810-210, 021-810-211, 021-811-106, 021-811-108, 021-811-109, 021-811-110, 021-811-111, 021-811-150, 021-811-167, 021-811-168, 021-811-169, 021-812-101, 021-812-102, 021-812-103, 021-812-104, 021-812-105, 021-812-106, 021-812-201, 021-812-202, 021-812-203, 021-812-204, 021-812-206, 021-812-208, 021-812-209, 021-812-210, 021-818-111, 021-818-116, 104-910-101, 104-910-102, 104-910-104, 104-910-105, 104-910-106, 104-910-107, 104-910-108, 104-910-109, 104-910-110, 104-910-111, 104-910-112, 104-910-113, 104-910-114, 104-910-115, 104-910-116, 104-910-117, 104-910-118, 104-910-129, 104-910-130, 104-910-131, 104-910-132, 104-910-133, 104-910-134, 104-910-135, 104-910-136, 104-910-137, 104-910-138, 104-910-139, 104-910-140, 104-913-101, 104-913-102, 104-913-103, 104-913-104, 104-913-105, 104-913-106, 104-913-108, 104-913-109, 104-913-118, 104-913-119, 104-913-120, 104-913-121, 104-913-122, 104-916-101, 104-916-124, 104-916-125, 104-917-105, 104-917-106, 104-917-107, 105-215-105, 105-215-109, 105-215-110, 105-215-111, 105-216-103, 105-311-101, 105-311-103, 105-311-104, 105-317-101, 105-317-104, 105-317-106, 105-317-107, 105-318-101, 105-318-102, 105-319-101, 105-319-102, 105-320-101, 105-328-108, 105-330-101, 105-330-102, 105-331-101, 105-331-102, 105-332-101, 105-332-102, 105-332-103, 105-333-102, 105-333-104, 105-334-101, 105-334-102, 105-335-102, 105-336-102, 105-337-101, 105-339-101, 105-341-101, 105-342-101, 105-342-102, 105-351-101, 105-351-105, 105-351-106, 105-351-107, 105-351-108, 105-352-101, 105-352-102, 105-353-101, 105-353-104, 105-354-101, 105-355-101, 105-357-101, 105-357-102, 105-358-103, 105-358-104, 105-359-101, 105-359-102, 105-360-101, 105-360-102, 105-360-103, AND 105-360-104.

WHEREAS, the City of Ontario (hereinafter referred to as Applicant) has initiated an application for a Zoning Map Amendment, File No. PZC25-002 (hereinafter referred to as the Application or Project), to implement a citywide amendment to The Ontario Plan (TOP) 2050 Policy Plan; and

WHEREAS, the Project applies on a citywide basis to properties throughout the City of Ontario, California, to ensure consistency between zoning designations and the updated land use framework established by the Policy Plan Amendment; and

WHEREAS, the Project is not limited to a specific site, but applies to multiple properties across the City, with primary changes occurring within the Ontario Ranch area (south of Riverside Drive) and additional targeted changes in the northern portion of the City along East Holt Boulevard and South Grove Avenue; and

WHEREAS, the City is concurrently processing a citywide amendment to TOP 2050 Policy Plan (General Plan), File No. PGPA25-002, and the proposed Zoning Map Amendment is intended to implement such amendment by ensuring consistency between zoning designations and the updated land use framework, and does not introduce new or separate environmental impacts beyond those analyzed in the Supplemental Environmental Impact Report (SEIR) (State Clearinghouse No. 2025110102); and

WHEREAS, a Notice of Preparation (NOP) for the SEIR was issued, and a public scoping meeting was held on November 20, 2025, to introduce the Project and solicit input from responsible agencies, stakeholders, and the public regarding the scope and content of the environmental analysis; and

WHEREAS, copies of the NOP were made available for public review at the City of Ontario Planning Department, the City's website, and were distributed through the State Clearinghouse and San Bernardino County Clerk's office in accordance with CEQA requirements; and

WHEREAS, a SEIR was prepared in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines, incorporating input received during the NOP and scoping process; and

WHEREAS, the SEIR was circulated for a 45-day public review period from March 5, 2026, through April 20, 2026; a Notice of Availability (NOA) was distributed to responsible and interested agencies, posted with the San Bernardino County Clerk's office, and published in the Inland Valley Daily Bulletin; and

WHEREAS, copies of the SEIR were made available for public review at the City of Ontario Planning Department, the Ovitt Family Community Library, and on the City's website; and

WHEREAS, the Application is a project pursuant to CEQA, commencing with Public Resources Code Section 21000, et seq.; and

WHEREAS, a SEIR was prepared for the Project, which analyzes the environmental effects associated with implementation of the Project; and

WHEREAS, the SEIR was made available to the public and to all interested agencies for review and comment pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Planning Commission the responsibility and authority to review and make a recommendation to the City Council on the subject Application; and

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

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

WHEREAS, the proposed Project is located within the Airport Influence Area of Chino Airport, within the City of Ontario boundary, and is subject to, and must be consistent with, the policies criteria set forth in Reference I, Chino Airport Land Use Compatibility Plan (CNO ALUCP), which applies only to jurisdictions within City of Ontario, and addresses the safety, airspace protection, and overflight impacts of current and future airport activity; and

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

WHEREAS, on April 28, 2026, the Planning Commission of the City of Ontario conducted a duly noticed public hearing to consider the Project and SEIR, at which time all persons wishing to testify were heard and the Project and SEIR, were fully studied, and concluded said hearing on that date; and

WHEREAS, as the first action on the Project, on April 28, 2026, the Planning Commission approved a Resolution making a recommendation that the City Council adopt the SEIR 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 concluded said hearing on that date; and

WHEREAS, the Planning Commission has reviewed and considered the SEIR 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 SEIR for the Project is 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.

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: ***Environmental Determination and Findings.*** 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:

(1) The environmental impacts of the Project were analyzed in the Ontario Policy Plan Amendment SEIR (State Clearinghouse No. 2025110102), prepared in accordance with CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines; and

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

(3) The SEIR was completed in compliance with CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines; and

(4) The SEIR reflects the independent judgment and analysis of the City of Ontario as the lead agency.

SECTION 2: ***Planning Commission Action.*** Based on the entire record before the Planning Commission and all written and oral evidence presented, the

Planning Commission recommends the City Council finds the SEIR complies with CEQA for the following reasons:

(1) The SEIR analyzes the environmental effects of the Project and finds that, with implementation of all feasible mitigation measures, the following impacts will remain significant and unavoidable: air quality (including AQMP consistency and regional construction and operational emissions), cultural resources (historic resources), greenhouse gas emissions (consistency with applicable climate plans), noise (construction, traffic, and vibration impacts), and transportation (increase in vehicle miles traveled); and

(2) The Planning Commission further finds that the Statement of Overriding Considerations demonstrate that the benefits of the Project, including the Policy Plan Amendment and Eucalyptus Business Park Specific Plan (EBPSP), outweigh its significant and unavoidable environmental impacts, and that the City would be justified in approving the Project notwithstanding such impacts, including benefits related to facilitating employment-generating uses, supporting more efficient and intensified development along key corridors, improving land use compatibility, and ensuring consistency with applicable State law.

SECTION 3: ***Housing Element Compliance.*** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending body for the Project, the Planning Commission finds that, based upon the facts and information contained in the Application and supporting documentation, the Project maintains consistency with the Housing Element of the Policy Plan (General Plan) component of TOP 2050.

The Planning Commission further finds that the Project includes corresponding updates to the Housing Element and land use framework to ensure continued compliance with applicable State housing law, including requirements related to maintaining adequate sites to accommodate the City's Regional Housing Needs Assessment (RHNA) allocation and ensuring no net loss of residential development capacity.

Where modifications to land use designations result in changes to residential capacity, the Project provides for adjustments to the City's housing inventory and site capacity to maintain compliance with State law. The Project also supports the City's ability to accommodate its RHNA allocation across all income categories by maintaining an adequate supply of suitable residential sites.

Accordingly, the Planning Commission finds that the Project is consistent with the Housing Element and applicable State housing requirements at the time of Project implementation.

SECTION 4: ***Airport Land Use Compatibility Plan Compliance.*** The California State Aeronautics Act (Public Utilities Code Section 21670, et seq.) requires that an Airport Land Use Compatibility Plan (ALUCP) be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted ALUCP.

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

(2) On August 2, 2022, the City Council of the City of Ontario approved and adopted a Development Code Amendment to establish the Chino Airport (CNO) Overlay Zoning District (OZD) and Reference I, Chino Airport Land Use Compatibility Plan (CNO ALUCP). The CNO OZD and CNO ALUCP established the Airport Influence Area for Chino Airport, solely within the City of Ontario, and limits future land uses and development within the Airport Influence Area, as they relate to safety, airspace protection, and overflight impacts of current and future airport activity. The CNO ALUCP is consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook. The proposed Project is located within the Airport Influence Area of Chino Airport and was evaluated and found to be consistent with the California Airport Land Use Planning Handbook and the CNO ALUCP. As the recommending body for the Project, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting documentation against the CNO ALUCP compatibility factors, including Safety, Airspace Protection, Overflight. As a result, the Planning Commission finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the California Airport Land Use Planning Handbook and the Chino ALUCP.

SECTION 5: ***Concluding Facts and Reasons.*** Based upon the substantial evidence presented to the Planning Commission during the above-referenced hearing,

and upon the specific findings set forth in the Sections above, the Planning Commission hereby concludes as follows:

(1) ***The proposed Zone Change 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 2050.*** The proposed project implements the updated land use designations established by the Policy Plan Amendment, supports a balanced mix of land uses, including employment-generating uses and housing opportunities, and advances the City's long-term planning framework through improved land use consistency and coordination.

(2) ***The proposed Zone Change would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.*** The proposed project aligns zoning regulations with the adopted Policy Plan, supports orderly development patterns, facilitates infrastructure planning, and has been analyzed in the SEIR, which identifies no new or separate environmental impacts associated with the Zone Change.

(3) ***The proposed Zone Change will not adversely affect the harmonious relationship with adjacent properties and land uses.*** The proposed project ensures consistency between zoning and land-use designations, incorporates targeted refinements to improve compatibility, and supports transitions among differing land-use intensities, consistent with the overall framework of TOP 2050.

(4) ***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 areas subject to the proposed Zone Change are physically suitable for the corresponding zoning designations, including considerations of parcel configuration, access, and availability of infrastructure, as the Zone Change implements the Policy Plan Amendment and is applied in a manner that supports efficient development patterns and infrastructure utilization consistent with the City's long-range planning framework.

SECTION 6: ***Planning Commission Action.*** Based upon the findings and conclusions set forth in the Sections above, the Planning Commission hereby RECOMMENDS THE CITY COUNCIL APPROVES the herein described Application.

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

SECTION 8: ***Certification to Adoption.*** The Secretary shall certify to the adoption of the Resolution.

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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 28th day of April 2026, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Nancy DeDiemar
Planning Commission Chairperson

ATTEST:

Henry K. Noh
Planning Director and
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. ____ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on April 28, 2026, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

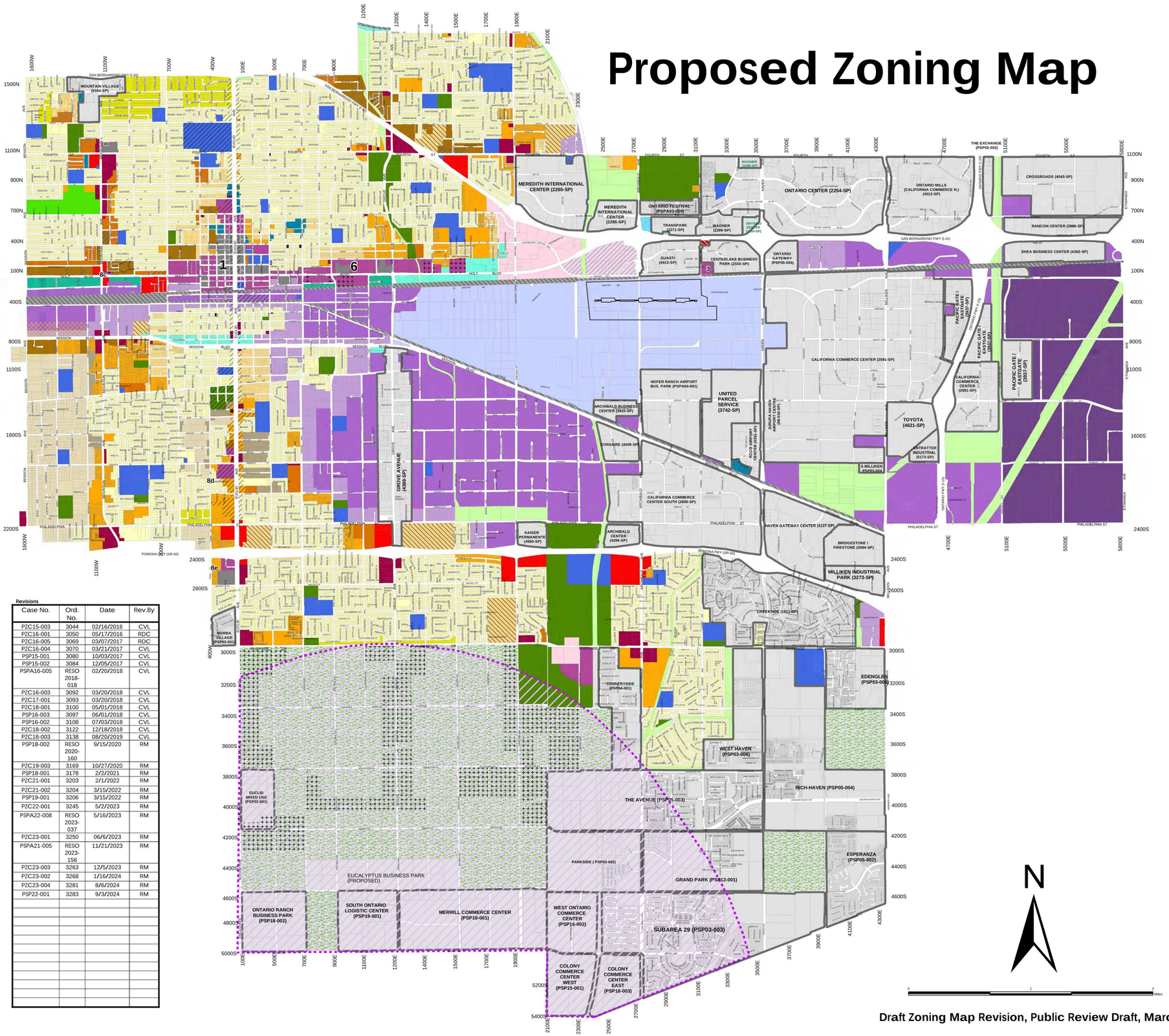
ABSTAIN:

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

File No. PZC25-002
Proposed Zoning Map

Proposed Zoning Map



Revisions

Case No.	Ord. No.	Date	Rev.By
PZC15-003	3044	02/16/2016	CVL
PZC16-001	3050	05/17/2016	RDC
PZC16-005	3069	03/07/2017	RDC
PZC16-004	3070	03/21/2017	CVL
PSP15-001	3080	10/03/2017	CVL
PSP15-002	3084	12/05/2017	CVL
PSPA16-005	RESO 2018-018	02/20/2018	CVL
PZC16-003	3092	03/20/2018	CVL
PZC17-001	3093	03/20/2018	CVL
PZC18-001	3100	05/01/2018	CVL
PSP16-003	3097	06/01/2018	CVL
PSP16-002	3108	07/03/2018	CVL
PZC18-002	3122	12/18/2018	CVL
PZC18-003	3138	08/20/2019	CVL
PSP18-002	RESO 2020-160	9/15/2020	RM
PZC19-003	3169	10/27/2020	RM
PSP18-001	3178	2/2/2021	RM
PZC21-001	3203	2/1/2022	RM
PZC21-002	3204	3/15/2022	RM
PSP19-001	3206	3/15/2022	RM
PZC22-001	3245	5/2/2023	RM
PSPA22-008	RESO 2023-037	5/16/2023	RM
PZC23-001	3250	06/6/2023	RM
PSPA21-005	RESO 2023-156	11/21/2023	RM
PZC23-003	3263	12/5/2023	RM
PZC23-002	3268	1/16/2024	RM
PZC23-004	3281	8/6/2024	RM
PSP22-001	3283	9/3/2024	RM

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LEGEND

Residential

- AR-2, Residential-Agricultural
- RE-2, Rural Estate
- RE-4, Residential Estate
- LDR-5, Low Density Residential
- MDR-11, Low-Medium Density Residential
- MDR-18, Medium Density Residential
- MDR-25, Medium-High Density Residential
- HDR-45, High Density Residential

Mixed Use

Mixed Use

1. Downtown
3. Centrelake West
6. East Holt
8b. Mountain and Fourth
8c. West Holt
8d. Euclid and Francis
8e. Euclid and Walnut

Retail/Service

- CS, Corner Store
- CN, Neighborhood Commercial
- CC, Community Commercial
- CR, Regional Commercial
- CCS, Convention Center Support Commercial
- OL, Low Intensity Office
- OH, High Intensity Office

Employment

- BP, Business Park
- IP, Industrial Park
- IL, Light Industrial
- IG, General Industrial
- IH, Heavy Industrial

Other

- PUD, Planned Unit Development
- MHP, Mobile Home Park
- ONT, Ontario International Airport
- CIV, Civic
- OS-R, Open Space-Recreation
- OS-C, Open Space-Cemetery
- UC, Utilities Corridor
- RC, Rail Corridor
- SP, Specific Plan

Overlays

- AG, Agricultural
- EA, Euclid Avenue
- MTC, Multimodal Transit Center
- ICC, Interim Community Commercial
- ES, Emergency Shelter
- AH - Affordable Housing
- CNO (Chino Airport) Overlay

N

0 1 2 Miles

Draft Zoning Map Revision, Public Review Draft, March 2026

Document Path: Q:\Arc_GIS\MXD\Proj_ZA\Misc\ZOning_ZA\Proposed Zoning Map 20260326.mxd

CITY OF ONTARIO PLANNING DEPARTMENT

PLANNING COMMISSION AGENDA REPORT

April 28, 2026

303 East B Street, Ontario, California 91764 Phone: 909.395.2036 / Email: PlanningDirector@OntarioCA.gov

FILE NO.: PSP24-003

SUBJECT: A public hearing to consider the Eucalyptus Business Park Specific Plan (File No. PSP24-003) to establish the land use districts, development standers, design guidelines, infrastructure improvements, etc., for the potential development of 2,939,000 square feet of business park development, 10,000 square feet of commercial development and approximately 37-acres of open space/recreation on approximately 189 acres of land for property generally located along the northeast corner of Campus Avenue and Eucalyptus Avenue, within the SP (Specific Plan) and AG (Agricultural Overlay) zoning districts (APNs:1053-531-01, 1053-531-02, 1053-531-03, 1053-531-04, 1053-541-01, 1053-541-02, 1053-551-01, 1053-371-01, 1053-371-02, 1053-581-03, 1053-581-04, 0216-321-01, 0216-321-02, 0216-321-06, 0216-321-07, 0216-322-01, 0216-322-02, 0216-322-10); **submitted by Ontario Ranch Venture II, LLC. (c/o Sares Regis Group). City Council action is required.**

PROPERTY OWNER: Ontario Ranch Venture II, LLC. (c/o Sares Regis Group)

RECOMMENDED ACTION: That the Planning Commission adopt a Resolution recommending the City Council approve the Eucalyptus Business Park Specific Plan ("EBPSP") (File No. PSP24-003), pursuant to the facts and reasons contained in the staff report and attached Resolution, and subject to the conditions of approval appended to the attached Resolution as Attachment A.

BACKGROUND: The Ontario Plan ("TOP") Policy Plan (general plan) provides the basic framework for development within the 8,200-acre area commonly referred to as Ontario Ranch. The Ontario Ranch is bound by Riverside Drive to the north, Milliken Avenue to the east, Euclid Avenue to the west and Merrill Avenue/Bellegrave to the south. The Policy Plan requires City Council approval of a Specific Plan for unregulated areas of 10 acres or more within Ontario Ranch. The Specific Plan will ensure sufficient land area is included to achieve cohesive, unified districts and neighborhoods. Additionally, the Specific Plan will provide a development framework that regulates land use, circulation, infrastructure improvements (drainage, sewer, and water facilities), provisions for public services (parks and schools), and urban design and landscape standards.

On January 27, 2010, the Ontario City Council certified The Ontario Plan Environmental Impact Report in conjunction with File No. PGPA06-001 (City Council Resolution No. 2010-006), and on August 16, 2022, the Ontario City Council certified The Ontario Plan 2050

Case Planner:	Luis E. Batres
Planning Director Approval:	
Submittal Date:	9/27/24

Hearing Body	*Date*	*Decision*	*Action*
DAB	N/A		
PC	4/28/26		Recommend
CC	6/16/26		Final

Update Supplemental Environmental Impact Report in conjunction with File No. PGPA20-002 (City Council Resolution No. 2022-129).

On September 27, 2024, the Applicant submitted an application for a Specific Plan (File No. PSP24-003), which will establish land use designations, development standards, and design guidelines for 189 acres of land generally bounded by Walker Avenue to the east, Campus Avenue to the west, Eucalyptus Avenue to the south and Ontario Ranch Road to the north. The Specific Plan will outline the potential development of 2,939,000 square feet of business park development, 10,000 square feet of commercial development within the Business Park land use to support the Business Park operations, a potential 35,000 square foot publicly operated animal resource center and approximately 37-acres of open space. A Planning Commission recommendation of approval to the City Council is requested for the Specific Plan. Approval of the Specific Plan is subject to the approval and certification of File No. PGPA25-002, an amendment to The Ontario Policy Plan Supplemental Environmental Impact Report (SEIR) (State Clearinghouse No. 2025110102), which includes the adoption of a Mitigation Monitoring and Reporting Program and Statement of Overriding Considerations.

PROJECT SETTING: The Project site is within the SP (Specific Plan) and AG (Agricultural Overlay) zoning districts and is currently used for farming/agriculture and dairy farm purposes. The site is made up of eighteen separate parcels comprising approximately 189-acres of land generally bounded by Walker Avenue to the east, Campus Avenue to the west, Eucalyptus Avenues to the south and Ontario Ranch Road to the north, see Exhibit A: Project Location Map, attached. The existing surrounding land uses, zoning, and Policy Plan (general plan) and specific plan land use designations are summarized in Table 1: Surrounding Zoning & Land Uses (see Technical Appendix).

PROJECT ANALYSIS:

(1) Specific Plan — The Eucalyptus Business Park Specific Plan (EBPSP) will provide regulatory requirements to ensure future development of the EBPSP implements the goals and vision of the City's Policy Plan. The EBPSP will generally include development standards and design guidelines, circulation requirements, infrastructure and phasing requirements, permitted land uses, implementation guidelines, development review and approval procedures, among others. Through these requirements and procedures, the EBPSP will ensure a well-balanced, high quality business park complex is achieved and established in a manner that will facilitate a range of uses as envisioned by The Ontario Plan. The primary components of the EBPSP are described and analyzed further below.

(a) Land Use Plan – The land use plan for the EBPSP primarily consists of a range of business park uses and open space land uses, while also accommodating commercial retail uses to support the business park development, future businesses, and their employees.

The proposed land use plan is separated into nine (9) proposed Planning Areas (PA) across the two main land use categories – Business Park (PA 1-6), and Open Space (PA 7-9) (See Exhibit B: Eucalyptus Business Park Specific Plan Land Use Map).

Business Park - The TOP identifies a maximum buildout intensity 0.60 for Business Park land uses. This intensity, also referred to as Floor Area Ratio (FAR) is intended to guide the size of business park buildings in effort to attract and/or accommodate a different spectrum of business park uses. The EBPSP is proposing a maximum intensity/FAR of 0.55, which is consistent with TOP and slightly less than the TOP maximum. The FAR for EBPSP was intentionally lowered to ensure future business park development is scaled and designed appropriately in consideration of the proximity to Grand Park.

The Specific Plan, Business Park Planning Areas are envisioned to be developed as outlined below:

- Planning Area 1, located along the upper western portion of the Specific Plan, is 7.70-acres in size and can potentially accommodate up to 162,600 square feet of business park development.

- Planning Area 2, located along the center of the Specific Plan, is 18.33-acres in size and can potentially accommodate up to 273,700 square feet of business park development.

- Planning Area 3, located along the east side of the Specific Plan, is 18.21-acres in size and can potentially accommodate up to 340,700 square feet of business park development.

- Planning Area 4, located along the southwest corner of the Specific Plan, is 18.19-acres in size and can potentially accommodate up to 423,200 square feet of business park development.

- Planning Area 5, located along the center of the Specific Plan; is 37.76-acres in size and can potentially accommodate up to 859,300 square feet of business park development.

- Planning Area 6, located along the southeast corner of the Specific Plan, is 37.71 acres in size and can potentially accommodate up to 879,500 square feet of business park development.

- Planning Area 7 through 9, located along the north boundary of the Specific Plan, is roughly 37 acres total and will remain as open space as part of the Grand Park Master Plan.

Open Space – Parkland – Grand Park extends east from Campus Avenue to Haven Avenue. This Specific Plan will be located immediately to the south of the Grand Park,

between Campus Avenue, to the west and Walker Avenue, to the east. The design, construction, and programming of Grand Park is regulated by the Grand Park Master Plan and all future improvements must be consistent with the Grand Park Master Plan. The EBPSP will provide permitted uses within the Open Space Parkland designation, which includes portions of Grand Park, however, future design and use of the park space will require separate reviews and collaboration with the City to ensure the Grand Park Master Plan vision is maintained.

Additionally, the EBPSP will also allow up to 10,000 square feet of commercial/retail uses to help support the future business park businesses and employees within those businesses. The commercial uses do not include a dedicated "commercial/retail" land use designation; these uses will instead be allowed within any of Business Park PAs. This will allow flexibility with the placement of the commercial uses either as stand-alone developments or integrated into a business park building.

(b) Development Standards and Design Guidelines — The Development Standards and Design Guidelines will provide the tools to develop a cohesive business park complex that blends form and function. Within the Business Park PAs, future development will be regulated by development standards that generally include setback and separation requirements, maximum heights, maximum sizes, parking requirements, specific landscape requirements, among others. These standards will ensure buildings are appropriately scaled within their respective PA and positioned in a manner that contributes to the overall Business Park development. Notable standards include appropriate setbacks from major and minor/private streets, appropriate landscape buffers along the perimeter of streets and buildings, proper screening of parking and truck yard where necessary, among others, all of which are intended for business park buildings.

The Design Guidelines have been established to implement the intent and vision of the Ontario Development Code and The Ontario Plan (TOP). The Design Guidelines will provide assurance that the EBPSP will produce high quality design and character in a consistent manner. The Design Guidelines will also provide appropriate direction and clarity for future developers, which helps minimize conflict and inconsistencies with the EBPSP's intent.

The EBPSP will contain a Contemporary design theme. Each building will be required to incorporate an appropriate balance of colors and materials, including the use of architectural features and elements to further enhance the design. This is generally achieved with the use of substantial glazing at the office areas or as spandrel glass throughout building elevations. Additional features such as awnings, canopies, and decorative lighting will also be required, as well as accent materials such as metal, stone, or similar. The following details help further emphasize the EBPSP design guidelines:

- Buildings are characterized by simple and distinct cubic masses with interlocking volumes of wall planes, colors, and materials to create visual appeal.

- Building massing, scale and roof forms will be the primary design components requiring articulation in their architectural expression as they relate to the public views.

- The business park, commercial land uses will maintain consideration of the pedestrian realm and will implement appropriate site planning and architectural design

- Theme walls/entry monuments may be installed at the major project entries at the discretion of the builder/project developer and subject to the approval of a master sign program by the City.

- The site design will facilitate the intended functions of common space areas and will provide for appropriate interactions between buildings and activity areas, goods movement, vehicular access/parking, and pedestrian and bicycle travel.

- The buildings will be oriented to define the street scene and provide for an aesthetically pleasing streetscape; and

(c) Circulation — The circulation plan for the Specific Plan reinforces the objective of moving vehicles, pedestrians, cyclists, and public transit safely and efficiently throughout and around the project area. The Specific Plan establishes the hierarchy and general location of roadways within the EBPSP. The Project provides efficient circulation for vehicle traffic and a safe environment for pedestrian movement. Primary access to the project will be provided along Eucalyptus and Grove Avenue as well as a new public street 'A', that will be developed along the northern portion of the Specific Plan.

The new public street will separate the Business Park land use from the Open Space land use (Grand Park). The new public street 'A' will be a 64-foot-wide (collector roadway) with two lanes in each direction. While the street serves as additional circulation, it will also include enhanced design and landscape features to help strengthen the interaction between the Business Park buildings and the Grand Park.

Additional circulation within the Specific Plan will be provided and improved as follows:

- Eucalyptus Avenue is designed to be a four 4-lane (108') collector road (truck route), with a 14-foot wide striped median, consistent with the TOP.

- Campus Avenue is designed to be a 4-lane (108') minor arterial road with a 14' striped median, consistent with the TOP.

- Bon View Avenue is designed to be 4-lane (66') collector road, consistent with the TOP.

- Grove Avenue is designed to be 4-lanes (124') principal arterial road, with a 28' wide raised landscape median, consistent with the TOP; and

- Walker Avenue is designed to be 2-lane (88') collector road (truck route), consistent with the TOP.

The Specific Plan has been designed to feature four (4) signalized intersections along Eucalyptus Avenue and four (4) along the new public street 'A'. Each street will include a parkway, sidewalk, and a landscape buffer. Right-of-way improvements along the streets will be consistent with the City's Master Plan of Streets.

(d) Landscaping Design — The landscape design theme for the EBPSP encourages landscaping and designs that enhance the street appeal of the structures, create and define public and private spaces, and provide shade that benefits the environment. A plant palette (Table 6-1) of the Specific Plan outlines the plant materials and trees to be used in parking lots, street parkways, and adjacent to buildings. The plant palette includes evergreen and deciduous trees, shrubs and ground covers, and grasses that are commonly used throughout Southern California. Many of the plants are water-efficient species native also to Southern California. The overall landscape design of the Specific Plan was organized to help define the landscape principles for the Specific Plan, with specific treatment along the streets establishing the general framework for the area.

Landscape also plays a vital role in the streetscape design. Landscape design guidelines will help establish a hierarchy for landscape development along the surrounding roadways, as well as establishing a framework for consistency throughout the design. The streetscapes for the roads include formal landscape parkway designs, neighborhood edges, and landscape medians. The EBPSP will apply the following streetscape requirements along the major roadways:

- Eucalyptus Avenue: Will be required to provide a 35-foot neighborhood edge that will include a 15-foot-wide landscape buffer, 8-foot-wide multi-purpose trail, 5-foot-wide sidewalk and a 7-foot-wide landscape parkway.

- Campus Avenue: Will be required to provide a 35-foot-wide neighborhood edge that will include a 15-foot-wide landscape setback, 8-foot-wide multi-purpose trail, 5-foot-wide sidewalk and a 7-foot-wide landscape parkway.

- Grove Avenue: Will be required to provide a 40-foot-wide landscape neighborhood edge that will include a 15-foot-wide landscape buffer, 8-foot-wide multi-purpose trail, a 5-foot-wide landscape buffer, a 5-foot-wide sidewalk and a 7-foot-wide landscape parkway.

- Walker Avenue: Will be required to provide 35-foot-wide neighborhood edge that will include a 7-foot-wide parkway, 5-foot-wide sidewalk, 8-foot-wide multi-purpose trail and 15-foot-wide landscape buffer.

- Bon View Avenue: Will be required to provide a 29-foot-wide neighborhood edge that will include a 4-foot-wide parkway, 5-foot-wide sidewalk and 20-foot-wide landscape buffer.

- New Public Street 'A': Will require a 7-foot-wide landscape parkway and a 5-foot-wide sidewalk and will provide a 20-foot landscape setback along the south side of the street, measured from the back of the sidewalk. While Public Street 'A' does not include an actual neighborhood edge, the EBPSP has incorporated the additional 20-foot landscape setback to ensure appropriate streetscape design and aesthetic landscape buffers are provided near the Grand Park.

(e) Infrastructure and Services — The backbone infrastructure to serve all areas of the Specific Plan will be installed by the developers in accordance with the Ontario Ranch Master Plan for streets, water (including recycled water), sewer, storm drain, and fiber optic facilities. Natural gas will be provided by Southern California Gas Company and electricity by Southern California Edison ("SCE"). Development of the Project requires the installation by the developer of all infrastructure necessary to serve the Project as a standalone development.

(f) Specific Plan Phasing — The phasing of development within the Specific Plan will be determined by the various developers, development agreements, and based upon the market conditions. It is anticipated that the Specific Plan will be developed in six (6) phases (see Attachment E: Proposed Phasing Plan). The proposed phases are as follows:

- Phase A: Will include Planning Area (PA) 3 and 6
- Phase B: Will include Planning Area (PA) 2 and 5
- Phase C: Will include Planning Area (PA) 1 and 4
- Phase D: Will include Planning Area (PA) 9
- Phase E: Will include Planning Area (PA) 8; and
- Phase F: Will include Planning Area (PA) 7

The developer(s) and the city will work together to ensure that the open space-parkland areas are developed concurrently with the build-out of the business park portions of the Specific Plan. The final details will be outlined in the development agreement(s) when the first subdivision map is processed and approved by the City.

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

Permit for the installation of any new sign, the Applicant is required to submit Sign Plans for Planning Department review and approval.

PUBLIC NOTIFICATION: The subject application was advertised as a public hearing in at least one newspaper of general circulation in the City of Ontario (the Inland Valley Daily Bulletin newspaper). In addition, notices were mailed to all owners of real property located within a minimum of 600 feet of the exterior boundaries of the Project site that is the subject of the hearing, as shown on the records of the County Assessor.

CORRESPONDENCE: As of the preparation of this Agenda Report, Planning Department staff have not received written or verbal communication in objection to the Project.

AGENCY/DEPARTMENT REVIEWS: Each City agency/department has been provided the opportunity to review and comment on the subject application and recommend conditions of approval to be imposed upon the application. At the time of the Resolution preparation, recommended conditions of approval were provided and are appended to the attached Resolutions as "Attachment A."

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

On April 19, 2011, the City Council of the City of Ontario approved and adopted the ONT ALUCP, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the recommending body for the Project, File No. PSP24-003, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting documentation against the ONT ALUCP compatibility factors, including [1] Safety Criteria (ONT ALUCP Table 2-2) and Safety Zones (ONT ALUCP Map 2-2), [2] Noise Criteria (ONT ALUCP Table 2-3) and Noise Impact Zones (ONT ALUCP Map 2-3), [3] Airspace protection Zones (ONT ALUCP Map 2-4), and [4] Overflight Notification Zones (ONT ALUCP Map 2-5). As a result, the Planning Commission, therefore, finds and determines that the Project, File No. PSP24-003, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ONT ALUCP.

On August 2, 2022, the City Council of the City of Ontario approved and adopted a Development Code Amendment to establish the Chino Airport ("CNO") Overlay Zoning District ("OZD") and Reference I, Chino Airport Land Use Compatibility Plan ("CNO ALUCP"). The CNO OZD and CNO ALUCP established the Airport Influence Area for Chino Airport, solely within the City of Ontario, and limits future land uses and development

within the Airport Influence Area, as they relate to safety, airspace protection, and overflight impacts of current and future airport activity. The CNO ALUCP is consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook. The Specific Plan is located within Safety Zones 4 and 6 of the Chino ALUCP and may have additional development restrictions that include building heights, land use restrictions, Floor Area Ratio (FAR) limitations and Open Land Criteria. Refer to the Chino ALUCP for additional development regulations. Any future development in the project area shall be consistent with the policies and criteria of the ONT and Chino ALUCP.

COMPLIANCE WITH THE ONTARIO PLAN: The proposed Project is consistent with the principles, goals and policies contained within the Vision, Governance, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan (TOP).

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Section 65450-65457) permits the adoption and administration of specific plans as an implementation tool for elements contained in the local general plan. Specific plans must demonstrate consistency in regulations, guidelines, and programs with the goals and policies set forth in the general plan. The EBPSP has been prepared in conformance with the goals and policies of the City of Ontario Policy Plan (TOP) (General Plan). More specifically, the goals and policies of TOP that are furthered by the proposed Project are as follows:

(1) City Council Goals

- Invest in the Growth and Evolution of the City's Economy
- Operate in a Businesslike Manner
- Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)
- Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in Ontario Ranch

(2) Vision

Distinctive Development that integrates our varied and diverse focal points, districts, centers, corridors, and neighborhoods to provide a feeling of coherence without sacrificing uniqueness.

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.

- A system of vibrant retail, town, and neighborhood centers responsive to market demands and woven into the fabric of the community.

- Distinctive and well-maintained neighborhoods that offer exceptional variety in lifestyles, with convenient access to schools, recreation and cultural facilities, places of worship, places of employment and shopping.

Development Quality

- Unique and authentic districts, centers, and corridors of varied scales that establish Ontario as one of the most vital and diverse locales in Southern California.

- Superior quality and design of the built environment and open spaces through careful attention to detail at every scale, including public and private spaces and structures.

(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.

- G1-1 Consistency with Policies. We require that staff recommendations to the City Council be consistent with adopted City Council Priorities (Goals and Objectives) and The Policy Pan.

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

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

- LU-1.6 Complete Community. We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers, and

visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario.

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

- LU-2.1 Land Use Decisions. We minimize adverse impacts on adjacent properties when considering land use and zoning requests.

- LU-2.2 Buffers. We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur. Additional mitigation is required when new uses could negatively impact environmental justice areas.

- LU-2.5 Regulation of Uses. We regulate the location, concentration, and operation of uses that have impacts on surrounding land uses.

- LU-2.11 Context-Aware Transitions and Connections. We require new development projects and land-planning efforts to provide context-aware and appropriate transitions and connections between existing and planned neighborhoods, blocks, sites, and buildings.

Goal LU-3 Flexibility: Staff, regulations and processes that support and allow flexible response to conditions and circumstances in order to achieve the Vision.

- LU-3.1 Development Standards. We maintain clear development standards which allow flexibility to achieve our Vision and provide objective standards that ensure predictability and deliver the intended physical outcomes.

- LU-3.3 Land Use Flexibility. We consider uses not typically permitted within a land use category if doing so improves livability, reduces vehicular trips, creates community gathering places and activity nodes, and helps create identity.

Community Economics Element:

Goal CE-1 Complete Community: A complete community that provides for all incomes and stages of life.

- CE-1.1 Jobs-Housing Balance. We pursue improvement to the Inland Empire's balance between jobs and housing by promoting job growth that reduces the regional economy's reliance on out-commuting.

- CE-1.5 Business Attraction. We proactively attract new and expanding businesses to Ontario in order to increase the City's share of growing sectors of the regional and global economy.

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

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

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

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

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

Mobility Element

Goal M-1 Roadway System: A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario.

- M-1.4 Complete Streets. We work to provide a complete, balanced, context-aware, 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. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.

Goal M-2 Active Transportation: A system of trails and corridors that facilitate and encourage active modes of transportation.

- M-2.3 Pedestrian Walkways. We require streets to include sidewalks and visible crosswalks at major intersections where necessary to promote safe and comfortable mobility between residential areas, businesses, schools, parks, recreation areas, and other key destination points.

Community Design Element

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

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

- CD-1.4 Transportation Corridors. We will enhance our major transportation corridors within the City through landscape, hardscape, signage and lighting. The extent of enhancement should be appropriate to the use, type, and context of each corridor.

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

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

    1. Building volume, massing, and height to provide context-appropriate scale and proportion;

    2. 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

    3. Exterior building materials that are articulated, high quality, durable, and appropriate for the architectural style.

- CD-2.5 Streetscapes. We design new and, when necessary, retrofit existing streets to improve walkability, bicycling and transit integration, strengthen connectivity, and enhance community identity through improvements to the public right-of-way such as sidewalks, street trees, parkways, curbs, street lighting and street furniture.

- CD-2.6 Connectivity. We promote development of local street patterns, multimodal networks, and connected public spaces that create and unify neighborhoods, rather than divide them, and create cohesive and continuous corridors, rather than independent "islands" through the following means:

1. Local street networks that provide access both between subdivisions and within neighborhoods and discourage through traffic;

2. A local street system that is logical and understandable for the user. A grid system is preferred to avoid circuitous and confusing travel paths between internal neighborhood areas and adjacent arterials and to provide adequate emergency and evacuation access; and

3. Pedestrian and bicycle networks that provide convenient access to neighborhoods and nearby destinations, such as schools, parks, other public spaces, commercial areas, and transit stops.

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

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

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

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

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

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

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

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

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

HOUSING ELEMENT COMPLIANCE: The Project is consistent with the Housing Element of the Policy Plan (general plan) component of The Ontario Plan, as the Project site is not one of the properties in the Housing Element Sites contained in Tables B-1 and B-2 (Housing Element Sites Inventory) of the Housing Element Technical Report. Approval of this Specific Plan is subject to the adoption and approval of The Ontario Plan (TOP) 2050 Policy Plan Amendment (File No. PGPA25-002) being approved by City Council.

ENVIRONMENTAL REVIEW: The environmental impacts of this Project were reviewed in conjunction with The Ontario Plan (TOP) 2050 Policy Plan Amendment (File No. PGPA25-002), for which a Supplemental Environmental Impact Report (SEIR) (State Clearinghouse No. 2025110102) was prepared. The SEIR evaluated the potential environmental impacts associated with the Policy Plan Amendment (PPA), which included the EBPSP as part of the overall project under PGPA25-002.

Through the SEIR process, potential impacts were analyzed, and revisions to the proposed project and mitigation measures were identified to reduce environmental effects. As a result, most of the impacts were reduced to a less-than-significant level. However, five impact areas remain significant and unavoidable, even with the implementation of all feasible mitigation measures. These impacts are attributable to the PPA and EBPSP.

The significant and unavoidable impacts identified in the SEIR applicable to EBPSP include:

- Air Quality — Impacts related to consistency with the Air Quality Management Plan and regional operational emissions which would contribute to regional nonattainment conditions within the South Coast Air Basin and expose sensitive receptors to elevated pollutant concentrations.

- Cultural Resources — Although protective regulations and preservation policies are included in The Ontario Plan Policy Plan Amendment (PPA), implementation of the proposed PPA may result in impacts to historic resources. Future development could involve the modification or demolition of historic resources, including Tier III resources, resulting in the destruction or material impairment of their significance. While regulatory protections and project-level review would reduce impacts, such impacts cannot be fully avoided or mitigated in all cases.

- Greenhouse Gas Emissions — Impacts associated with increased greenhouse gas emissions and potential inconsistency with the City's Community Climate Action Plan.

- Noise — Impacts related to traffic noise.

- Transportation — Impacts related to vehicle miles traveled (VMT), which would increase under buildout conditions and cannot be reduced to a less-than-significant level.

The City of Ontario circulated the Draft Supplemental Environmental Impact Report (Draft SEIR) for public review from March 5, 2026, through April 20, 2026. At the conclusion of the public review period, 17 comment letters were received. Areas of concern raised in the comments include the loss of agricultural land, environmental impacts associated with warehouse development, and requests for a warehouse moratorium. Responses to all comments received will be provided in the Final SEIR, Section 2, Response to Comments.

While 5 significant and unavoidable Project impacts have been identified, Staff finds that the Project's benefits outweigh the unavoidable adverse environmental effects. The Project provides the following benefits:

- Supports implementation of TOP 2050 by advancing a coordinated land use framework that aligns policy direction with site-specific planning; facilitates employment-generating uses through the establishment of the EBPSP and targeted reallocation of land uses within Ontario Ranch;

- Improves land use compatibility by directing business park and industrial uses to appropriate locations and incorporating updates to circulation patterns, including truck route modifications consistent with State requirements under AB 98;

- Supports the extension and coordination of infrastructure improvements necessary to accommodate planned growth, including circulation, utilities, and public services; and

- Provides economic benefits to the community through expanded employment opportunities and strengthening of the City's economic base.

Approval of this Specific Plan is subject to the adoption and approval of The Ontario Plan (TOP) 2050 Policy Plan Amendment (File No. PGPA25-002) and the associated SEIR.

TECHNICAL APPENDIX:

Table 1: Surrounding Zoning and Land Uses

	Existing Land Use	***Policy Plan Designation***	***Zoning Designation***	***Specific Plan Land Use***
Site	Farming/Agriculture Land Uses	Business Park and Open Space	EBPSP	Business Park (BP) and Open Space-Recreation (OS-R)
North	Farming/Agriculture Land Uses	Open Space-Recreation	CenterPark Specific Plan	Open Space (OS-R)
South	Industrial Development	Business Park	South Ontario Logistics Center Specific Plan, Merrill Commerce Center Specific Plan	Business Park
East	Farming/Agriculture Land Uses	Mixed-Use, Open Space-Recreation, MDR	Specific Plan (SP)	N/A
West	Vacant Land/Dairy Land Uses	Mixed-Use	Specific Plan (SP)	N/A

Exhibit A: PROJECT LOCATION MAP

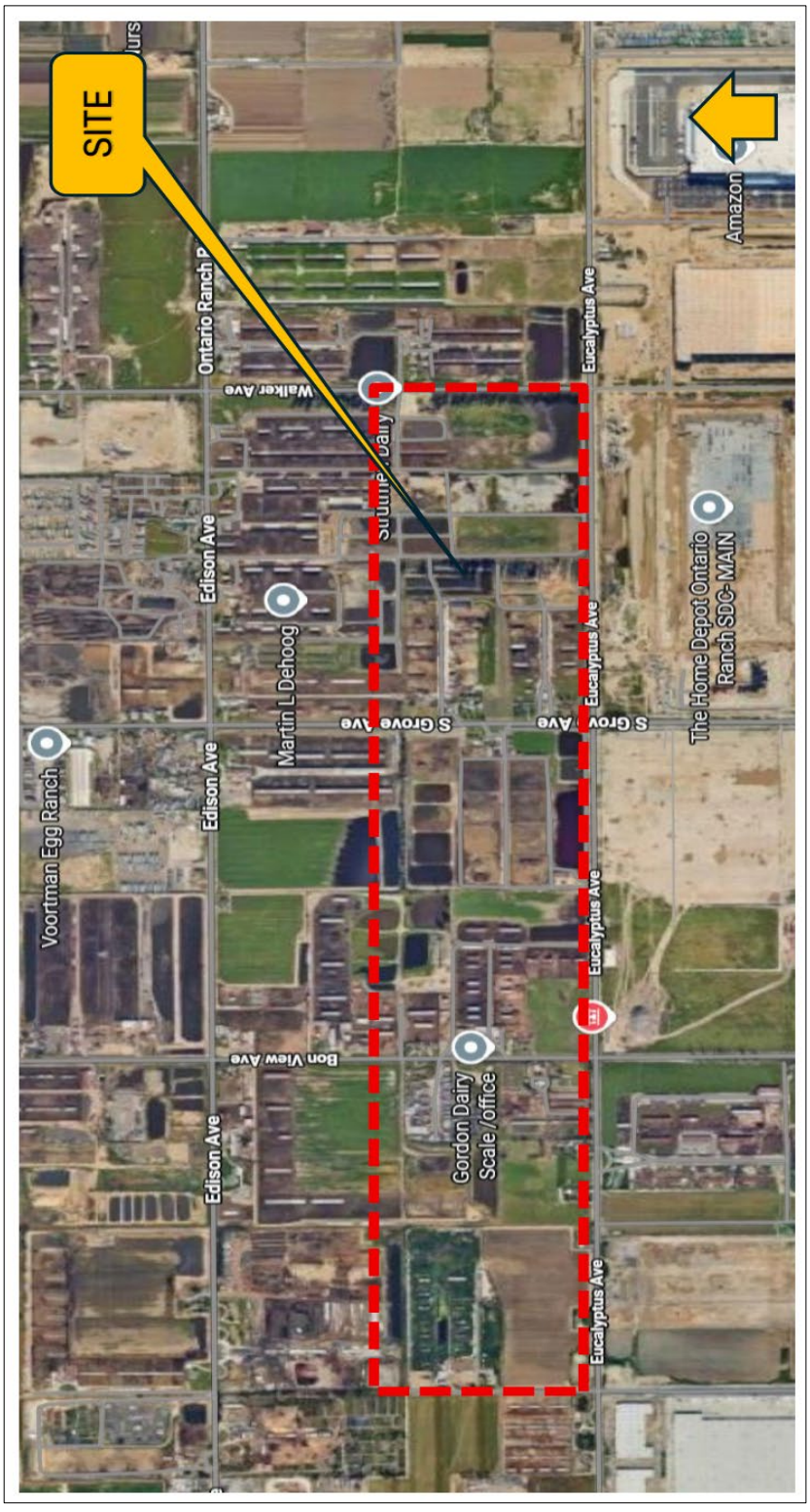
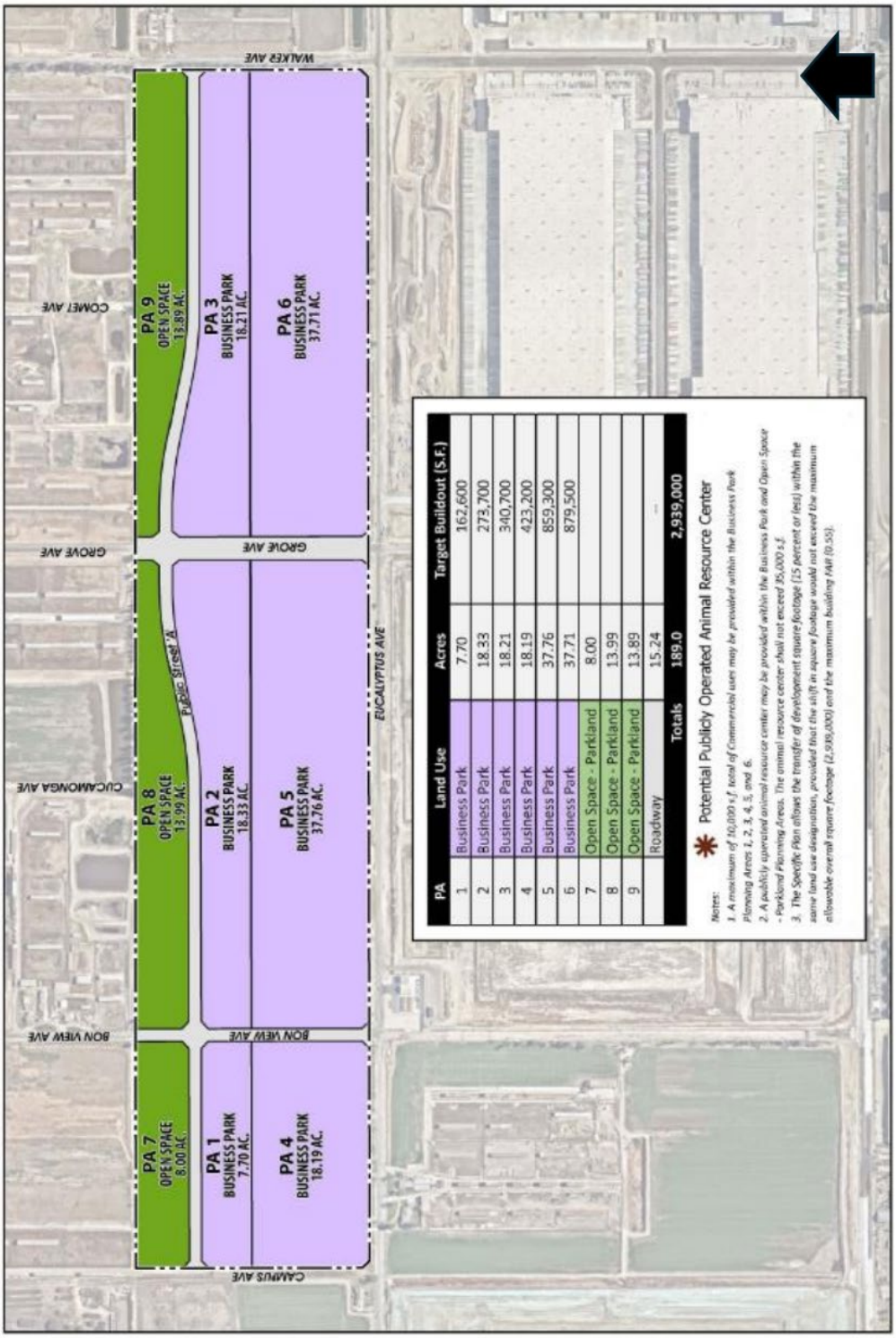


Exhibit B: EUCALYTUS BUSINESS PARK SPECIFIC PLAN LAND USE MAP



PA	Land Use	Acres	Target Buildout (S.F.)
1	Business Park	7.70	162,600
2	Business Park	18.33	273,700
3	Business Park	18.21	340,700
4	Business Park	18.19	423,200
5	Business Park	37.76	859,300
6	Business Park	37.71	879,500
7	Open Space - Parkland	8.00	
8	Open Space - Parkland	13.99	
9	Open Space - Parkland	13.89	
	Roadway	15.24	
	Totals	189.0	2,939,000

* Potential Publicly Operated Animal Resource Center

Notes:
1. A maximum of 10,000 s.f. total of Commercial uses may be provided within the Business Park Planning Areas 1, 2, 3, 4, 5, and 6.
2. A publicly supervised animal resource center may be provided within the Business Park and Open Space - Parkland Planning Areas. The animal resource center shall not exceed 35,000 s.f.
3. The Specific Plan allows the transfer of development square footage (15 percent or less) within the same land use designation, provided that the shift in square footage would not exceed the maximum allowable overall square footage (2,939,000) and the maximum building FAR (0.55).

Exhibit C: EUCALYPTUS BUSINESS PARK LAND USE SUMMARY

PA	Land Use	Acres	Maximum Buildout SF
Business Park			
1	Business Park	7.70	162,600
2	Business Park	18.33	273,700
3	Business Park	18.21	340,700
4	Business Park	18.19	423,200
5	Business Park	37.76	859,300
6	Business Park	37.71	879,500
Business Park Totals		137.90 AC	2,939,000 SF
Open Space – Parkland			
7	Open Space – Parkland	8.00	--
8	Open Space – Parkland	13.99	--
9	Open Space – Parkland	13.89	--
Total Open-Space Parkland Acreage		35.88 AC	--
--	Roadway	15.24	--
Total		189.0 AC	2,939,000 SF

Exhibit D: SPECIFIC PLAN CIRCULATION PLAN

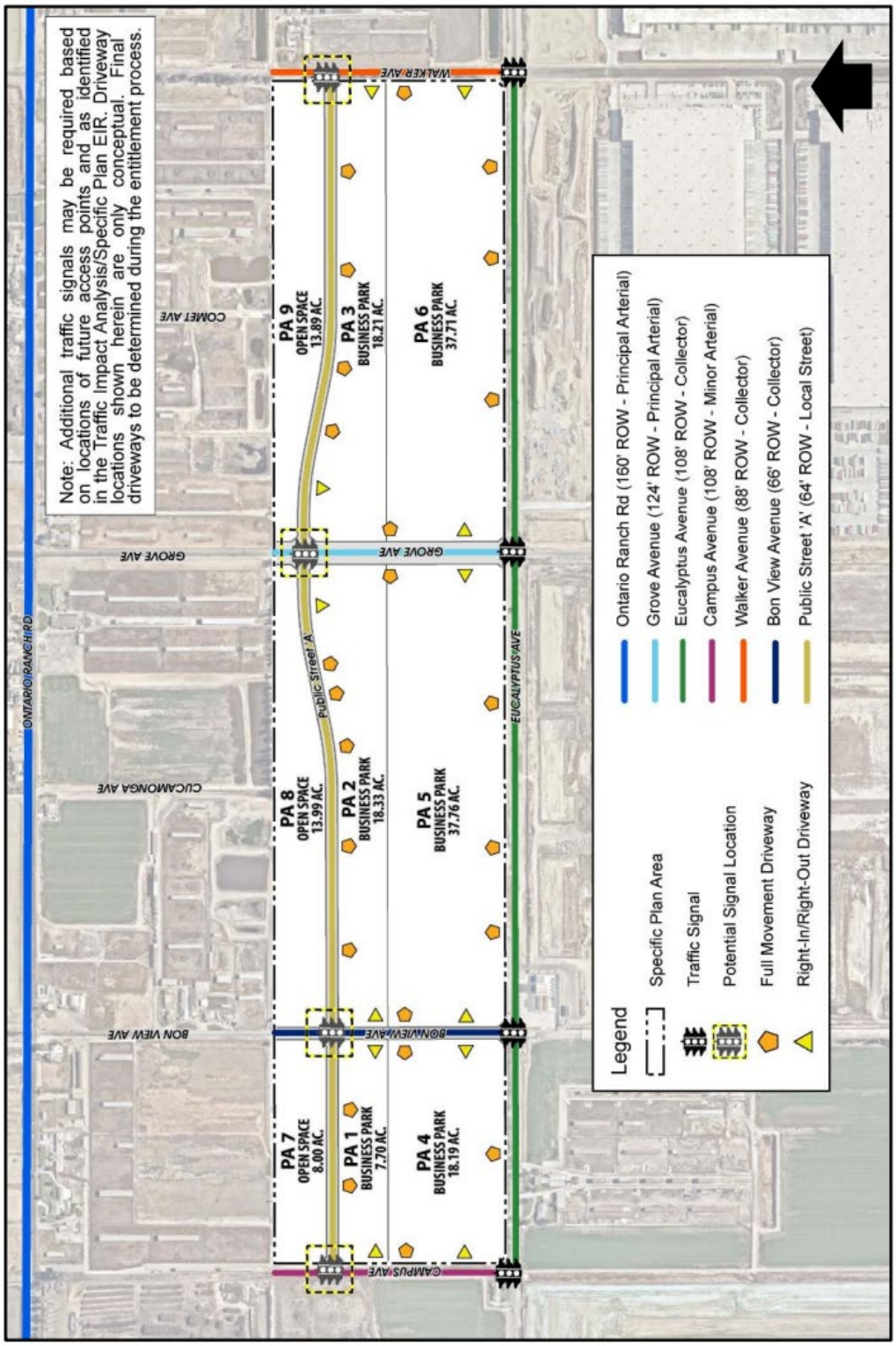


Exhibit E: PROPOSED PHASING PLAN

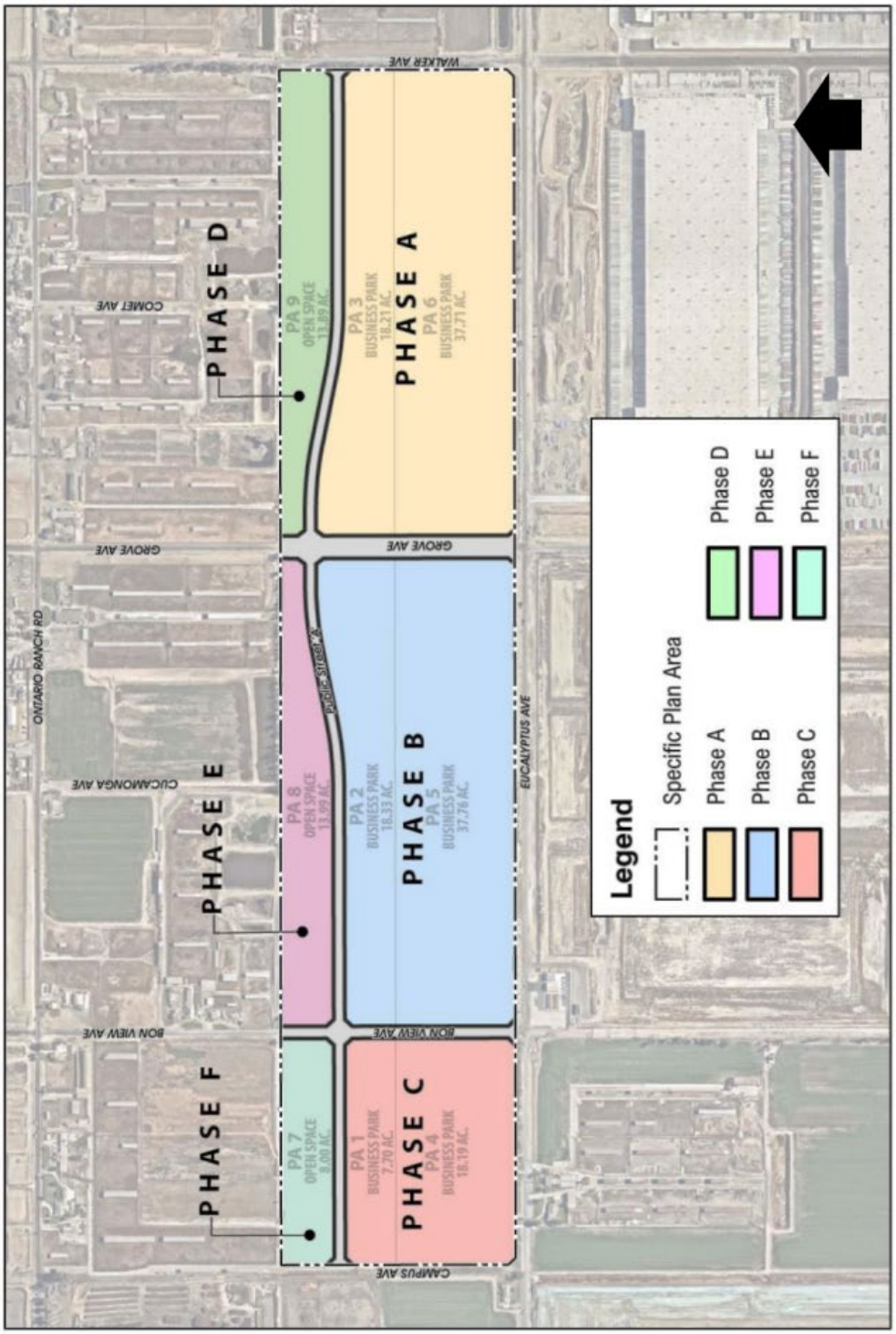


Exhibit F: SPECIFIC PLAN PROPOSED ARCHITECTURE DESIGN GUIDELINES



Conceptual Building Architecture

Exhibit G: THE ONTARIO PLAN (GENERAL PLAN) LAND USE PLAN



Attachment A:

Resolution for File No. PSP24-003

(Document to follow this page)

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE THE EUCALYPTUS BUSINESS PARK SPECIFIC PLAN (FILE NO. PSP24-003), TO ESTABISH THE LAND USE DISTRICTS, DEVELOPMENT STANDARDS, DESIGN GUIDELINES, INFRACTRUCTURE IMPROVEMENTS, ETC., FOR THE POTENTIAL DEVELOPMENT OF 2,939,000 SQUARE FEET OF BUSINESS PARK DEVELOPMENT, 10,000 SQUARE FEET OF COMMERCIAL DEVELOPMENT AND APPROXIMATELY 37-ACRES OF OPEN SPACE/PARKLAND ON APPROXIMATELY 189 ACRES OF LAND FOR PROPERTY GENERALLY LOCATED ALONG THE NORTHEAST CORNER OF CAMPUS AVENUE AND EUCALYPTUS AVENUE, LOCATED WITHIN THE SP (SPECIFIC PLAN) AND AG (AGRICULTURAL OVERLAY) ZONING DISTRICTS, AND MAKING FINDINGS IN SUPPORT THEREOF—APNS: 1053-531-01, 1053-531-02, 1053-531-03, 1053-531-04, 1053-541-01, 1053-541-02, 1053-551-01, 1053-371-01, 1053-371-02, 1053-581-03, 1053-581-04, 0216-321-01, 0216-321-02, 0216-321-06, 0216-321-07, 0216-322-01, 0216-322-02, 0216-322-10.

WHEREAS, ONTARIO RANCH VENTURE II, LLC. ("Applicant") has filed an Application for the approval of a Specific Plan, File No. PSP24-003 (Eucalyptus Business Park Specific Plan), as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Project site is made up of eighteen separate parcels comprising approximately 189-acres of land and is generally bounded by Walker Avenue to the east, Campus Avenue to the west, Eucalyptus Avenues to the south and Ontario Ranch Road to the north within the SP (Specific Plan) and AG (Agricultural Overlay) zoning districts; and;

WHEREAS, the property to the north of the Project site is within the CenterPark Specific Plan zoning district and is developed with farming/agriculture and dairy farm purposes, the property to the south is within the South Ontario Logistics Center Specific Plan and Merrill Commerce Center Specific Plan and is developed with business park development, the property to the east and west is within Specific Plan (SP) zoning district and is currently improved with farming/agriculture land uses; and

WHEREAS, the Eucalyptus Business Park Specific Plan, attached hereto as Attachment A, will facilitate the potential development of 2,939,000 square feet of business park development with a maximum Floor Area Ratio of 0.55 and will also allow for up to 10,000 square feet of support commercial/retail uses; and

WHEREAS, the Eucalyptus Business Park Specific Plan establishes a comprehensive set of design guidelines and development regulations to guide and regulate site planning, landscape, architectural character, circulation, permitted uses, infrastructure, among others to ensure all future development is consistent with the goals and policies of The Ontario Plan; and

WHEREAS, the Eucalyptus Business Park Specific Plan has been prepared in conformance with the goals and policies of the City of Ontario Policy Plan (TOP 2050) (General Plan); and

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

WHEREAS, the environmental impacts of this Project were reviewed in conjunction with File No. PGPA25-002, an amendment to The Ontario Plan (TOP) 2050 Policy Plan, for which a Supplemental Environmental Impact Report (SEIR) (State Clearinghouse No. 2025110102) was prepared, including a Mitigation Monitoring and Reporting Program and Statement of Overriding Considerations; and

WHEREAS, the Plan Policy Amendment SEIR associated with File No. PGPA25-002 evaluated the potential environmental impacts associated with implementation of the EBPSP, including site-specific development, land use organization, circulation, and infrastructure within the Specific Plan area; and

WHEREAS, the SEIR for File No. PGPA25-002, which included a Statement of Overriding Considerations, was prepared in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Ontario Guidelines for implementation of CEQA; and

WHEREAS, the SEIR for File No. PGPA25-002 was prepared to address the environmental effects of the proposed EBPSP; and

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

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

WHEREAS, approval of this Specific Plan is contingent on the approval of File No. PGPA25-002 by City Council; and

WHEREAS, the Project has been reviewed for consistency with the Housing Element of the Policy Plan component of The Ontario Plan 2050, as State Housing Element law (as prescribed in Government Code Sections 65580 through 65589.8) requires that development projects must be consistent with the Housing Element, if upon consideration of all its aspects, it is found to further the purposes, principals, goals, and policies of the Housing Element; and

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

WHEREAS, the proposed Project is located within the Airport Influence Area of Chino Airport, within the City of Ontario boundary, and is subject to, and must be consistent with, the policies criteria set forth in Reference I, Chino Airport Land Use Compatibility Plan (CNO ALUCP), which applies only to jurisdictions within City of Ontario, and addresses the safety, airspace protection, and overflight impacts of current and future airport activity; and

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

WHEREAS, on April 28, 2026, 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: ***Environmental Determination and Findings.*** As the recommending body for the Project, the Planning Commission has reviewed and considered the information contained in the Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102) prepared for File No. PGPA25-002, which

evaluated the potential environmental impacts associated with implementation of the EBPSP. Based upon the facts and information contained in the Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102) prepared for File No. PGPA25-002, and supporting documentation, the Planning Commission finds as follows:

(1) The environmental impacts of this Project were previously reviewed in conjunction with File No. PGPA25-002, The Ontario Plan (TOP) 2050 Policy Plan Amendment, for which a Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102) was prepared, including a Mitigation Monitoring and Reporting Program and Statement of Overriding Considerations; and

(2) The previous Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102), including the Mitigation Monitoring and Reporting Program and Statement of Overriding Considerations contains a complete and accurate reporting of the environmental impacts associated with the Project; and

(3) The previous Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102), including the Mitigation Monitoring and Reporting Program and Statement of Overriding Considerations was completed in compliance with CEQA and the Guidelines promulgated thereunder; and

(4) The previous Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102), including the Mitigation Monitoring and Reporting Program and Statement of Overriding Considerations reflects the independent judgment of the Planning Commission; and

(5) The proposed Project will introduce no new significant environmental impacts beyond those previously analyzed in the Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102) prepared for File No. PGPA25-002, including the Mitigation Monitoring and Reporting Program and Statement of Overriding Considerations, and all mitigation measures adopted with the Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102), are incorporated herein by this reference.

SECTION 2: ***Subsequent or Supplemental Environmental Review Not Required.*** Based on 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 change to the Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102) that was prepared, that will require

major revisions to the Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102), 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 Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102) that was prepared for File No. PGPA25-002, that will require major revisions to the Supplemental 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 Supplemental Environmental Impact Report that was prepared, that shows any of the following:

(a) The Project will have one or more significant effects not discussed in the Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102) prepared for File No. PGPA25-002; or

(b) Significant effects previously examined will be substantially more severe than shown in the Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102); 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 Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102) prepared for File No. PGPA25-002, would substantially reduce one or more significant effects on the environment, but which the City declined to adopt.

SECTION 3: ***Housing Element Compliance.*** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending body for the Project, the Planning Commission finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the Project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan 2050, as the Project site is not one of the properties in the Housing Element Sites Inventory contained in Tables B-1 and B-2 of the Housing Element Technical Report.

SECTION 4: ***Airport Land Use Compatibility Plan ("ALUCP") Compliance.*** The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan.

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

(2) On August 2, 2022, the City Council of the City of Ontario approved and adopted a Development Code Amendment to establish the Chino Airport ("CNO") Overlay Zoning District ("OZD") and Reference I, Chino Airport Land Use Compatibility Plan ("CNO ALUCP"). The CNO OZD and CNO ALUCP established the Airport Influence Area for Chino Airport, solely within the City of Ontario, and limits future land uses and development within the Airport Influence Area, as they relate to safety, airspace protection, and overflight impacts of current and future airport activity. The CNO ALUCP is consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook. The proposed Project is located within the Airport Influence Area of Chino Airport and was evaluated and found to be consistent with the California Airport Land Use Planning Handbook and the CNO ALUCP. As the recommending body for the Project, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting documentation against the CNO ALUCP compatibility factors, including Safety, Airspace Protection, Overflight. As a result, the Planning Commission finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the California Airport Land Use Planning Handbook and the Chino ALUCP.

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

(1) ***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 2050.*** The approximately 189-acre Eucalyptus Business Park Specific Plan is suitable for business park, commercial and open space-parkland development and is consistent with the goals and policies, plans and exhibits of the Vision, Policy Plan (TOP 2050) (General Plan), and City Council Priorities components of TOP 2050. In addition, the proposed land uses in the proposed Specific Plan will also be in harmony in terms of access, size, and compatibility with existing land use in the surrounding area; and

(2) ***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 Eucalyptus Business Park Specific Plan is in conformance with the Land Use Policies and Goals of the Policy Plan and will provide standards and guidelines for the harmonious development within the districts, in a manner consistent with the Policy Plan. The Specific Plan proposes the potential development of 2,939,000 square feet of business park development, up to 10,000 square feet of commercial/retail development, and approximately 37-acres of open space/parkland on approximately 189 acres of land. The proposed Specific Plan land uses and intensity of development is consistent with the land use plan of the Policy Plan (TOP 2050); therefore, the proposed business park, commercial and open space land uses will not be detrimental to the public interest, health, safety, or general welfare of the City as they are consistent with the existing and future development of the surrounding area; and

(3) ***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 proposed Specific Plan will modify the land use from farming/agricultural and vacant land uses to Business Park and Open Space-Parkland, which aligns with the surrounding land uses planned in the Policy Plan (TOP) 2050; and

(4) ***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 Specific Plan will allow for business park, commercial and open space/parkland uses on the subject site. When in conformance with the Specific Plan, the project site is suitable in size and shape, and the project site design allows for sufficient access and availability of utilities to accommodate the anticipated development.

SECTION 6: ***Planning Commission Action.*** Based upon the findings and conclusions set forth in the Sections above, the Planning Commission hereby RECOMMENDS THE CITY COUNCIL APPROVES the herein described Application, subject to each and every condition set forth in the Department reports attached hereto as "Attachment A," and incorporated herein by this reference.

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

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

SECTION 9: ***Certification to Adoption.*** 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 28th day of April, 2026, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Nancy Dediemar
Planning Commission Chairperson

ATTEST:

Henry K. Noh
Planning Director and
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. ____ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on April 28, 2026, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

File No. PSP24-003
Departmental Conditions of Approval

(Departmental conditions of approval to follow this page)

LAND DEVELOPMENT DIVISION CONDITIONS OF APPROVAL

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

Date Prepared: 4/13/2026

File No: PSP24-003

Related Files: N/A

Project Description: A public hearing to consider the Eucalyptus Business Park Specific Plan (File No. PSP24-003) to establish the land use districts, development standards, design guidelines, infrastructure improvements, etc., for the potential development of 2,939,000 square feet of business park development, 10,000 square feet of commercial development and approximately 37-acres of open space/recreation on approximately 189 acres of land for property generally located along the northeast corner of Campus Avenue and Eucalyptus Avenue, within the SP (Specific Plan) and AG (Agricultural Overlay) zoning districts. The environmental impacts of this project were reviewed in conjunction with The Ontario Plan (TOP) 2050 Policy Plan Amendment (File No. PGPA25-002), for which a Supplemental Environmental Impact Report (State Clearinghouse No. 2025110102) was prepared. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan. The project site is also located within the Airport Influence area of Chino Airport and was evaluated and found to be consistent with the policies and criteria of the Chino Airport Land Use Compatibility Plan; (APNs:1053-531-01, 1053-531-02, 1053-531-03, 1053-531-04, 1053-541-01, 1053-541-02, 1053-551-01, 1053-371-01, 1053-371-02, 1053-581-03, 1053-581-04, 0216-321-01, 0216-321-02, 0216-321-06, 0216-321-07, 0216-322-01, 0216-322-02, 0216-322-10) **submitted by Ontario Ranch Venture II, LLC. (c/o Sares Regis Group). City Council action is required.**

Prepared By: Luis E. Batres, Senior Planner
Phone: 909.395.2431 (direct)
Email: Lbatres@ontarioca.gov

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

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

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

2.1 Specific Plan/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) Two copies of the final Specific Plan document, bounded.

(b) One complete, unbound copy of the final Specific Plan document.

(c) One USB drive, or download link, containing a complete Microsoft Word, or editable, copy of the final Specific Plan document, including original figures, images and all required revisions.

2.2 Additional Fees.

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

2.3 Mics.

(a) Approval of this Specific Plan is subject to the City Council approving File No. PGPA25-002, The Ontario Plan (TOP) 2050 Policy Plan Amendment.

EUCALYPTUS BUSINESS PARK SPECIFIC PLAN











CITY OF ONTARIO

4TH DRAFT

APRIL 2026

EUCALYPTUS BUSINESS PARK SPECIFIC PLAN

CITY OF ONTARIO

Prepared for:

THE CITY OF ONTARIO
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APRIL 2026

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EXECUTIVE SUMMARY

ES.1 Specific Plan Overview

The Eucalyptus Business Park Specific Plan area covers approximately 189.0 acres in the southern portion of the City of Ontario. The Specific Plan area is located north of Eucalyptus Avenue, south of Ontario Ranch Road, east of Campus Avenue, and west of Walker Avenue.

The location of the Eucalyptus Business Park Specific Plan area in regional and local contexts are depicted in Figure ES-1, *Regional Map*, and Figure ES-2, *Vicinity Map*, which show the locational setting of the Specific Plan area with surrounding jurisdictions.

The information in this Specific Plan will guide the development of a modern business park and the establishment of public park space and will address the interface between the two uses. The Specific Plan area is envisioned to provide business park development between Eucalyptus Avenue and a new east-west public street and a public park north of the new public street.

The public park land in the northern portion of the Specific Plan area is expected to provide passive park areas for the City of Ontario such as open space areas, benches, and trails.

The business park area is intended to contain employment-generating uses supported by roadways, utility infrastructure, parking areas for automobiles, commercial vehicles, and trucks, designed in a master-planned setting accented by attractive lighting, landscaping, signage, and other functional and decorative features. Buildings are intended to be welcoming to local, national, and international businesses that can bring job opportunities and economic growth to the City of Ontario, including but not limited to corporate offices, technology centers, light manufacturing, research and development, warehousing and distribution, and support retail. In addition, space for a potential publicly operated animal resource center is reserved within the Specific Plan area.

A summary of the proposed land uses is as follows:

Table ES-1 Land Use Summary

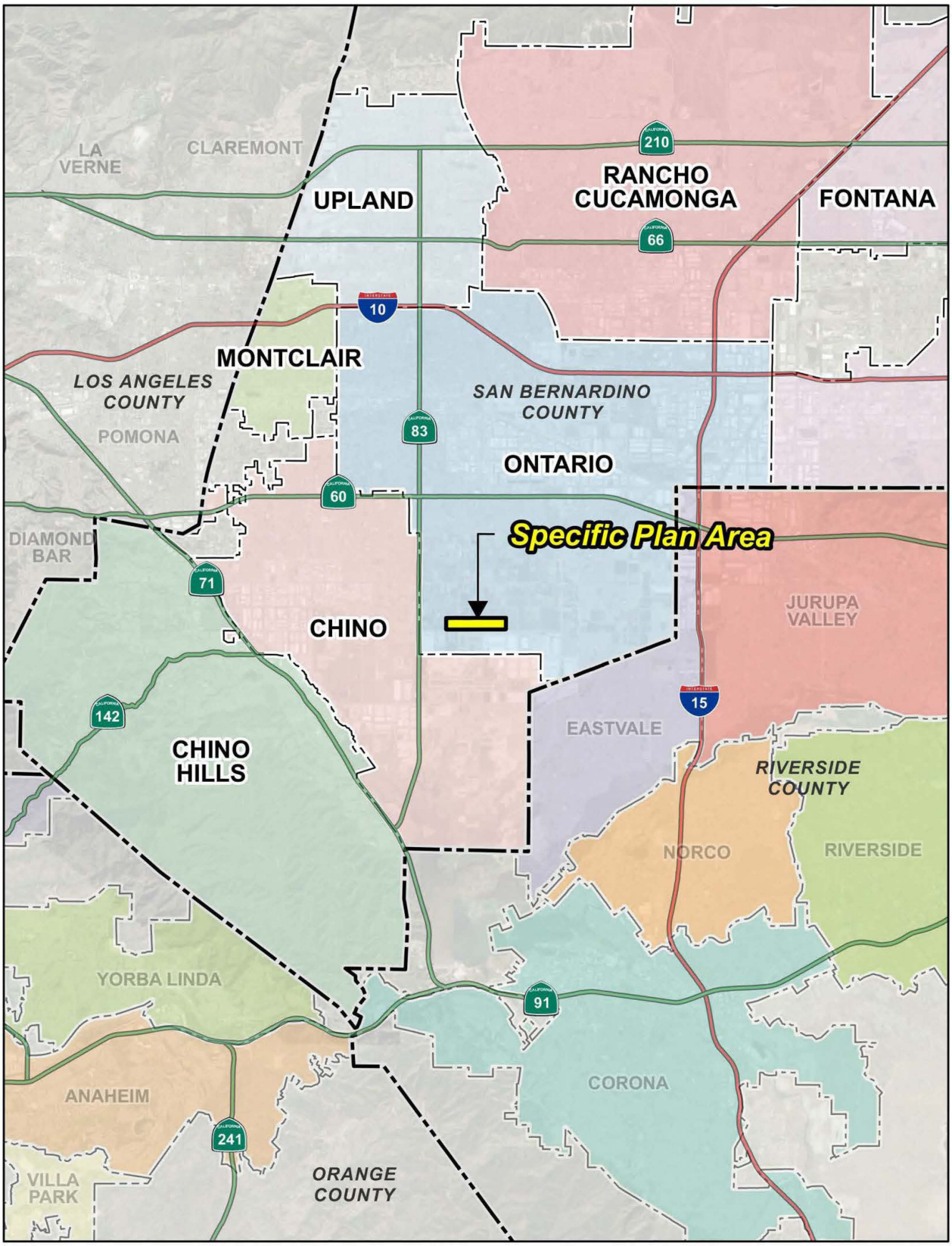
Land Use Designation	Acreage[1]	Maximum Building Square Footage
Business Park	137.90	2,939,000
Open Space – Parkland	35.88	--
Roadway	15.24	--
TOTAL	189.0 AC	2,939,000 SF

[1]Acreages are approximate and subject to survey verification.
[2]Total acreage of 189.0 is rounded up to the nearest one-tenth of an acre.

ES.2 Other Governing Documents

In addition to this Specific Plan, which includes a Land Use Plan, Infrastructure Plan, Development Regulations, Design Guidelines, and an Implementation Plan tailored to the Eucalyptus Business Park Specific Plan area, the following documents also contain applicable information:

- The Ontario Policy Plan (which serves as the City's State-mandated General Plan) that includes City-wide policies pertaining to land use, housing, mobility, safety, environmental resources, parks and recreation, community economics, community design, and social resources.



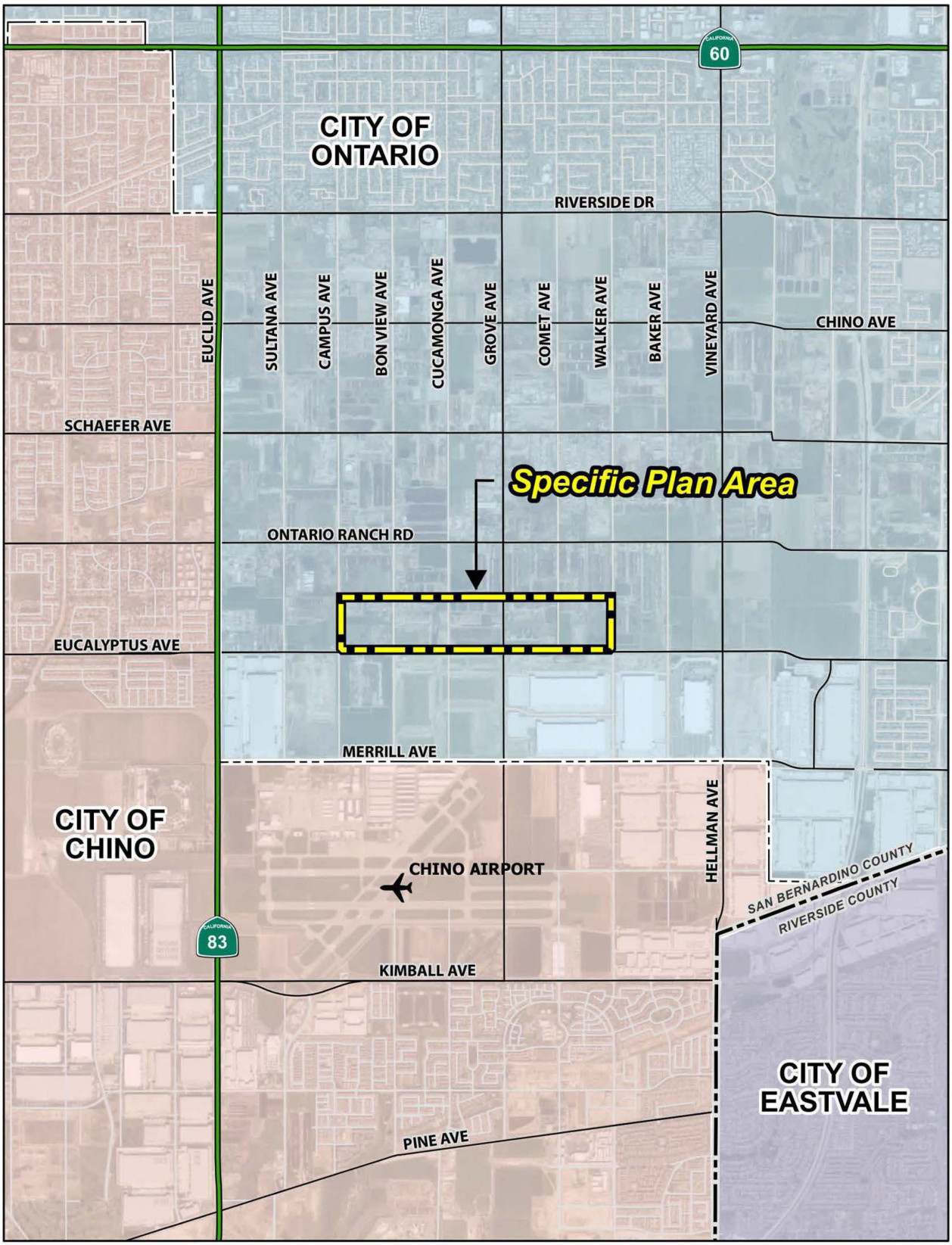
Source(s): Esri, LA County (2025), Nearmap Imagery (January 2025), RCIT (2025), San Bernardino County (2025)

Figure ES-1

Regional Map

0 0.75 1.5 3 Miles

ES-2



Source(s): Esri, Nearmap Imagery (January 2025), RCIT (2025), San Bernardino County (2025)

Figure ES-2

Vicinity Map

0 875 1,750 3,500
US Feet

ES-3

- **The City of Ontario Development Code** applies to all topics not addressed by this Specific Plan's development regulations. However, if any requirement of this Specific Plan conflicts with the Development Code, the provisions of this Specific Plan shall take precedence.

- **The Airport Land Use Compatibility Plan for Ontario International Airport (ONT) and the California Airport Land Use Planning Handbook published by Caltrans Division of Aeronautics**, which contain criteria that apply to the development intensity of property located in the ONT's airport influence area. A portion of the Eucalyptus Business Park Specific Plan area is located in the ONT influence area.

- **CNO (Chino Airport) Overlay Zoning District,** which provides a land use compatibility analysis to minimize hazards and impacts to the operation of the Chino Airport and its surroundings. A portion of the Eucalyptus Business Park Specific Plan area is located in the Chino Airport influence area.

- **The Mitigation Monitoring and Reporting Program (MMRP)** that is part of the Eucalyptus Business Park Specific Plan's Environmental Impact Report (EIR) prepared in compliance with the California Environmental Quality Act (CEQA). The MMRP stipulates measures that are required to be implemented to mitigate the environmental effects of the Specific Plan's construction and operation.

ES.3 Specific Plan Components

This Eucalyptus Business Park Specific Plan is organized into the following chapters:

Chapter 1 – Introduction:
Describes the purpose and objectives of the Specific Plan, the related entitlement approvals for implementing development, and the relationship between the Specific Plan and the Ontario Policy Plan.

Chapter 2 – Existing Conditions:
Describes the physical setting of the Eucalyptus Business Park Specific Plan area and the physical conditions on and surrounding the property at the time the Specific Plan was prepared.

Chapter 3 – Land Use Plan:
Describes the Eucalyptus Business Park Specific Plan's development plan, which includes six Business Park planning areas and three Open Space – Parkland planning areas. Chapter 3 also specifies the acreages of each planning area and the maximum development intensities permitted in each land use category. Chapter 3 also includes a conceptual development plan showing how the area could be developed in compliance with the Specific Plan.

Chapter 4 – Infrastructure Plan:
Provides information on vehicular and non-vehicular circulation improvements; planned backbone water, sewer, recycled water, and storm drain systems; and the planned dry utility network for the development of the Eucalyptus Business Park Specific Plan area.

Chapter 5 – Development Regulations:
Establishes the list of permitted and conditionally permitted uses in the Specific Plan area and presents the development regulations that govern the uses. Chapter 5 also provides a discussion of the relationship between the Specific Plan and the City of Ontario Development Code.

Chapter 6 – Design Guidelines:
Provides site planning, landscaping, and architectural guidelines for implementing

development within the Specific Plan area. Guidelines in this chapter address design characteristics for building placement and architecture, landscaping, streetscapes, entry identification monuments, corner treatments at roadway intersections, walls and fencing, lighting, and signage.

Chapter 7 – Implementation Plan

Presents the policies and procedures for the City's review and approval of implementing development projects within the Eucalyptus Business Park Specific Plan area. Chapter 7 also describes the methods and procedures for interpreting and amending the Specific Plan as necessary. Additionally, funding and maintenance responsibilities are summarized within this Specific Plan.

CHAPTER 1

INTRODUCTION

1.1 Specific Plan Purpose

The purpose of the Eucalyptus Business Park Specific Plan is to guide the development of a 189.0-acre site into a modern business park and public parkland space. The Specific Plan area is located within the southern portion of the City of Ontario (City). The Ontario Policy Plan and the Ontario Development Code requires the Ontario City Council to approve Specific Plans as part of the entitlement process for new development projects within this area.

Development projects within the Specific Plan area are required to demonstrate substantial conformity with the information contained within this Specific Plan document.

The public parkland area in the northern portion of the Specific Plan area is intended to address passive recreational needs of City residents. The business park area in the southern portion of the Specific Plan area is poised to accommodate uses that rely on the regional transportation network and the site's proximity to the Ontario International Airport (ONT), the Chino Airport, State Route 60 (SR-60), State Route 83 (SR-83), State Route 91 (SR-91), Interstate 15 (I-15), and Interstate 10 (I-10). The Specific Plan area is approximately 2.2 miles south of SR-60, approximately 0.5 miles east of SR-83, approximately 7.5 miles north of SR-91, approximately 4.5 miles west of I-15, and approximately 5.6 miles south of I-10. Additionally, the Port of Long Beach and the Port of Los Angeles, which serve as major gateways for international trades, are located approximately 37 miles southwest of the Specific Plan area.

1.2 Specific Plan Objectives

The Eucalyptus Business Park Specific Plan achieves the following objectives:

- To provide a land use plan that implements The Ontario Plan's vision and appropriately positions business park and public parkland uses north of Eucalyptus Avenue, between Campus Avenue and Walker Avenue.
- To facilitate the development of a variety of employment-generating uses in a business park setting.
- To provide business park uses that are compatible with surrounding land uses.
- To provide opportunities for positive economic benefit to the City, including new revenues that can be used for vital City services.
- To provide opportunities for the development of passive use parks consistent with the City of Ontario's Grand Park Master Plan.
- To improve connectivity in the area by providing pedestrian paths, bicycle routes, and amenities such as bike racks that encourage circulation by means not dependent on a motorized vehicle.
- To identify improvements for water, recycled water, sewer, storm drain, and circulation facilities that serve planned land uses within and adjacent to the Specific Plan area.

- To set forth a development phasing sequence that allows for logical development and aligns with installation of on-site and off-site infrastructure.
- To define guidelines and standards that address architecture, landscaping, streetscapes, entry monuments, corner treatments, walls and fencing, lighting, and signage within the Specific Plan area.

1.3 Authority

The Eucalyptus Business Park Specific Plan is a regulatory document prepared pursuant to the provisions of California Government Code §§ 65450 through 65457, which grants local government agencies the authority to prepare Specific Plans for the systematic implementation of their General Plan for all or part of the area covered by the General Plan. While The Ontario Plan covers the entire City, the Specific Plan focuses on the development within the approximately 189-acre site.

California Government Code §§ 65450 through 65457 establish the authority to adopt a Specific Plan, identify the required contents of a Specific Plan, and mandate consistency with the General Plan. According to California Government Code § 65451:

(a) A Specific Plan shall include text and a diagram which specify all the following in detail:

1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.

2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

4) A program of implementation measures including regulations, programs, public works projects, and financing measures, necessary to carry out items 1, 2, and 3.

(b) The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.

The Eucalyptus Business Park Specific Plan includes each of the required elements listed above and establishes the essential link between the policies of The Ontario Plan's Policy Plan and the Eucalyptus Business Park Specific Plan site. All future development plans and construction activities within the Specific Plan area shall be consistent with the requirements set forth in this Specific Plan and with all other applicable City regulations.

1.4 Severability

The Eucalyptus Business Park Specific Plan enables the City of Ontario to facilitate the processing and approval of development plans to build out the Specific Plan area. If any regulation, condition, program, or portion of this Specific Plan is held invalid or unenforceable, such portions shall be deemed separate, distinct, and independent provisions, and the invalidity of such portions or provisions shall not affect the validity and enforceability of the remaining provisions contained herein.

1.5 Approval Process and Companion Actions

The Eucalyptus Business Park Specific Plan and any future amendments are required to be considered by the City of Ontario Planning Commission and City Council, and adopted by ordinance or resolution of the City Council, pursuant to Ontario Development Code Section 1.01.035, *Relationship to Specific Plans*. More information on implementation procedures is contained in this Specific Plan Chapter 7, *Implementation Plan*.

A Policy Plan (General Plan) Amendment (GPA) will be processed in conjunction with the Eucalyptus Business Park Specific Plan. The GPA is a companion action to the approval of this Specific Plan that would achieve consistency between the General Plan land use designations, this Specific Plan's land use designations, and zoning.

Additionally, a tentative parcel map will be processed by the City of Ontario for the Specific Plan area indicating the approximate boundaries and dimensions of parcels and streets, and the proposed grading for the Specific Plan area. Following map recordation, the final map will become the legal document that identifies developable parcels within the Specific Plan area.

All development within the Eucalyptus Business Park Specific Plan area shall be subject to the Development Plan Review Process established in the City of Ontario Development Code. The development standards and design guidelines provided within this Specific Plan shall be the design criteria which the City of Ontario refers to during the Development Plan Review process.

In addition to this Specific Plan an Environmental Impact Report (EIR) was prepared in compliance with the California Environmental Quality Act (CEQA) to serve as the project-wide environmental assessment document. Together, this Specific Plan and the environmental mitigation measures contained in the accompanying EIR's Mitigation Monitoring and Reporting Program (MMRP) provide a path to develop the property taking into account all applicable goals, objectives, government requirements, and environmental regulations.

1.6 Relationship to The Ontario Plan General Plan

The Ontario Plan establishes the direction and vision for the City's future and provides a guidance system to shape the City's communities. The Ontario Plan consists of a six-part Component Framework: 1) Vision, 2) Governance Manual, 3) Policy Plan, 4) City Council Priorities, 5) Implementation, and 6) Tracking and Feedback.

The Eucalyptus Business Park Specific Plan defines the methods and requirements for implementing development within the Specific Plan area to ensure that applicable policies from The Ontario Plan and its Policy Plan are implemented and ensure that development envisioned by this Specific Plan is consistent with applicable provisions of The Ontario Plan. The Ontario Plan sets forth long-term goals for the City's growth and development as mandated by State law. The Policy Plan is a long-term policy document that covers the elements of land use, housing, parks and recreation, environmental resources, community economics, safety, mobility, community design, and social resources.

As shown on Figure 1-1, *Existing General Plan Land Use Designations*, the Policy Plan component of The Ontario Plan designates the Specific Plan area as Medium Density Residential with Affordable Housing Overlay, Mixed-Use Eucalyptus/Chino Airport Overlay

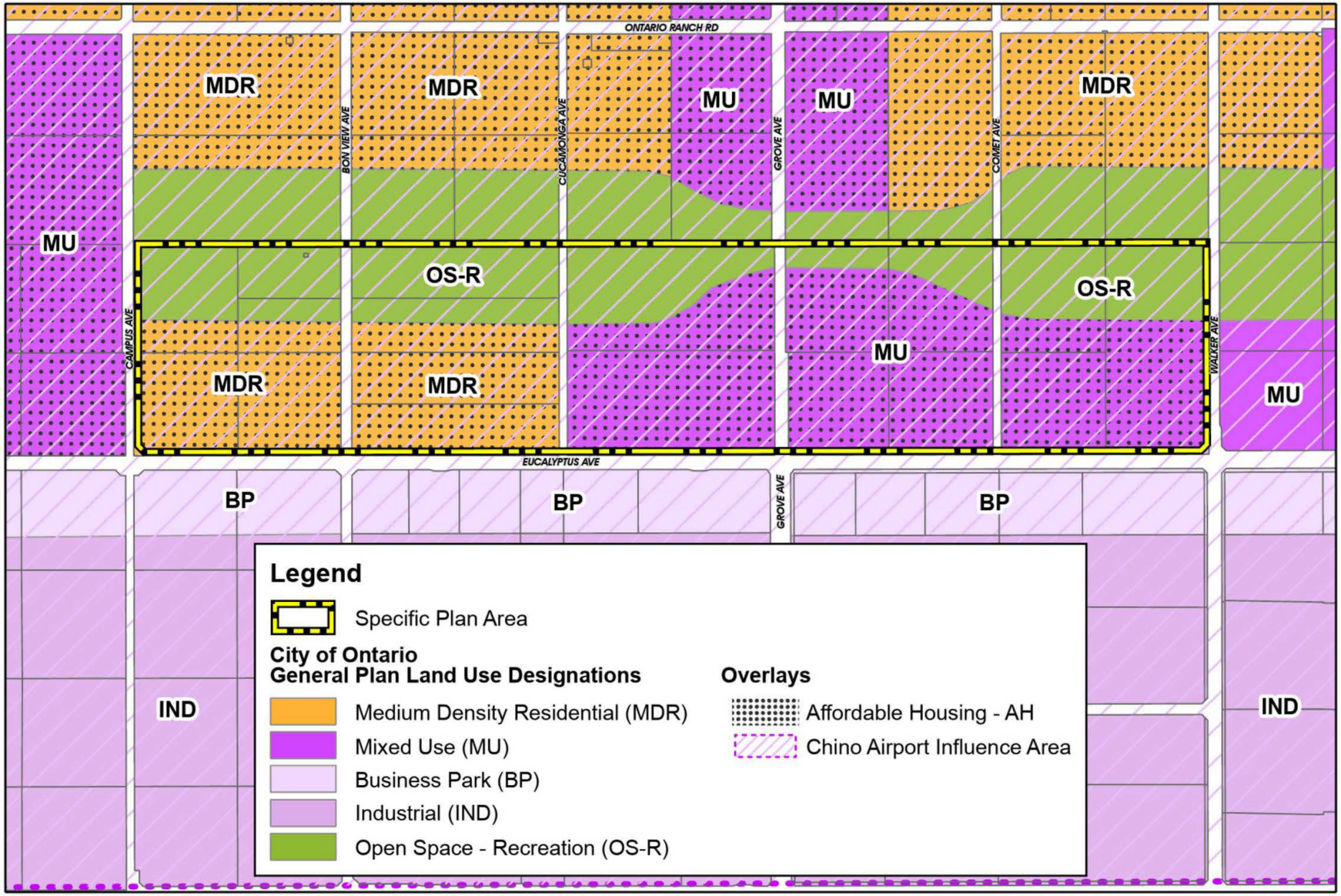
with Affordable Housing Overlay, and Open Space – Parkland.

As shown on Figure 1-2, *Proposed General Plan Land Use Designations*, the General Plan Amendment being processed concurrently with this Specific Plan will modify the Ontario Plan's designations of the Specific Plan area to Business Park and Open Space – Parkland.

As shown on Figure 1-3, *Existing Zoning Designations*, the City of Ontario's Zoning Map designates the Specific Plan area's zoning as "Specific Plan with an Agricultural and an Affordable Housing Overlay".

As shown on Figure 1-4, *Proposed Zoning Designations,* the Zone Change being processed concurrently with this Specific Plan will modify the City of Ontario's Zoning Map of the site to "Eucalyptus Business Park Specific Plan" to allow for the development of Business Park and Open Space – Parkland uses.

Pursuant to the City of Ontario's adoption of the Eucalyptus Business Park Specific Plan, the Specific Plan will take precedence over the City's Development Code. In instances where the Specific Plan is silent on development standards, the City's Development Code shall prevail.



Source(s): City of Ontario (09-05-2024), Esri, Nearmap Imagery (January 2025), San Bernardino County (2025)

Figure 1-1

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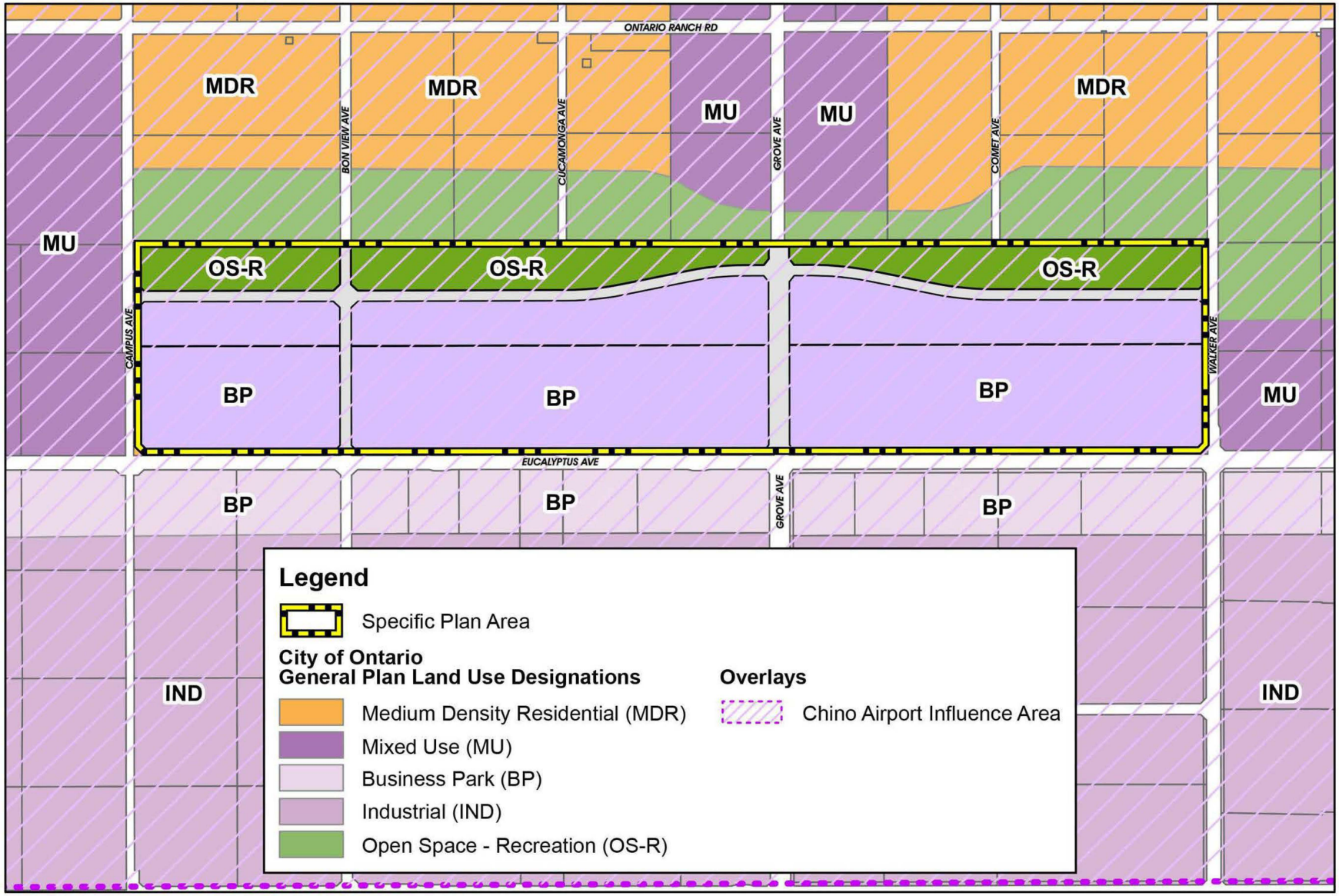
Existing General Plan Land Use Designations



Source(s): City of Ontario (09-05-2024), Esri, Nearmap Imagery (January 2025), San Bernardino County (2025)

Figure 1-2

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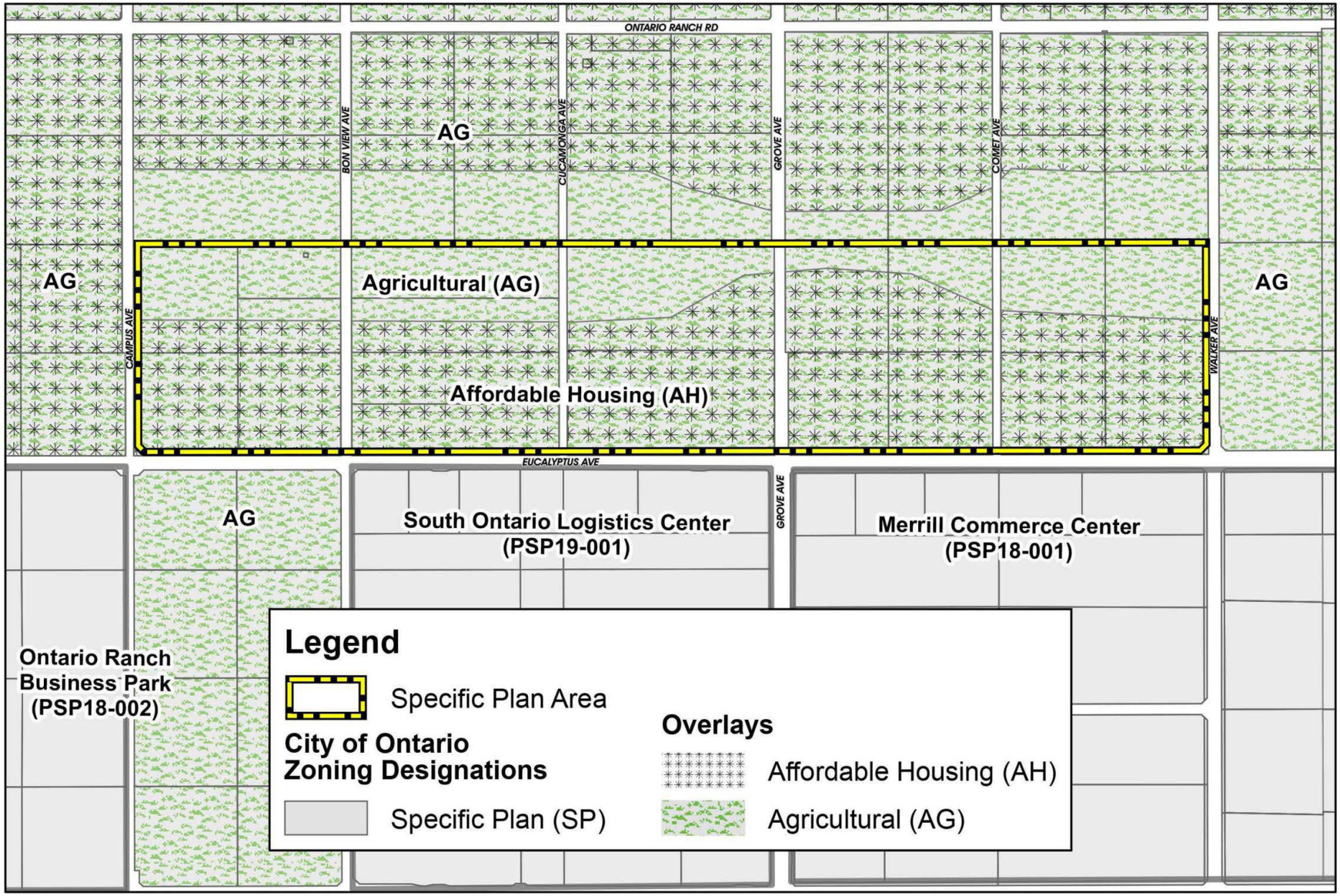
Proposed General Plan Land Use Designations



Source(s): City of Ontario (09-05-2024), Esri, Nearmap Imagery (January 2025), San Bernardino County (2025)

Figure 1-3

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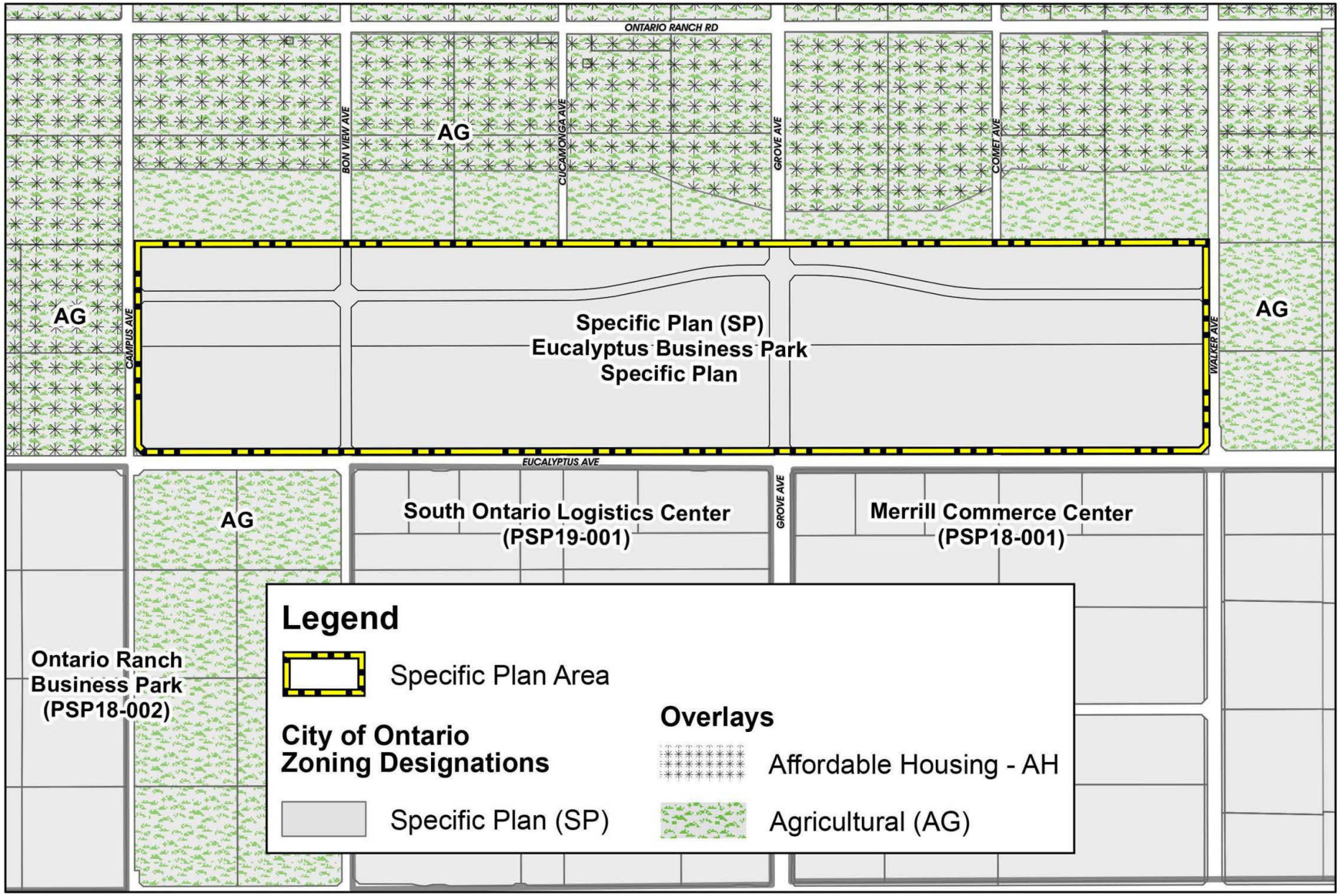
Existing Zoning Designations



Source(s): City of Ontario (09-05-2024), Esri, Nearmap Imagery (January 2025), San Bernardino County (2025)

Figure 1-4

Proposed Zoning Designations

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CHAPTER 2

EXISTING CONDITIONS

2.1 Existing Assessor Parcel Numbers

At the time the Eucalyptus Business Park Specific Plan was prepared, the Specific Plan area consisted of the following Assessor Parcel Numbers (APNs), as listed on Table 2-1, *Existing APN List*, and shown on Figure 2-1, *Existing APNs*.

Table 2-1 Existing APN List

1053-531-01	0216-321-01
1053-531-02	0216-321-02
1053-531-03	0216-321-06
1053-531-04	0216-321-07
1053-541-01	0216-322-01
1053-541-02	0216-322-02
1053-551-01	0216-322-10
1053-571-01	
1053-571-02	
1053-581-03	
1053-581-04	

2.2 Existing Land Use

As shown on Figure 2-2, *Aerial Photograph*, at the time this Specific Plan was prepared, the majority of the Specific Plan area was used for dairy farming. The Specific Plan area contained multiple dairy farms developed with single-family residences, milking barns, canopy/shade structures, and cattle pens. Several man-made access roads cross the site to provide access to the farms. Grass fields are present in the southern area of the Specific Plan area, which are used for grazing or growing grass for hay and may have previously been used to grow row crops. Additionally, the northwestern portion of the Specific Plan area contains light industrial uses and truck trailer storage uses.

2.3 Surrounding Land Uses

As shown on Figure 2-3, *Existing Surrounding Land Uses*, agricultural dairy farm uses and rural residential homes abut the Specific Plan area to the north, east, west, and southwest. Light industrial and warehouse distribution uses abut the Specific Plan area to the south and southeast.

2.4 Existing Circulation and Access

2.4.1 Regional Circulation

State Route 60 (SR-60) is located approximately 2.2 miles north of the Specific Plan area and is accessible via the Grove Avenue on- and off- ramp. State Route 83 (SR-83) is located approximately 0.5 miles west of the Specific Plan area and is accessible via Ontario Ranch Road and Eucalyptus Avenue. Interstate 15 (I-15) is located approximately 4.5 miles east of the Specific Plan area and is accessible via the Ontario Ranch Road on- and off- ramp or the Limonite Avenue on- and off- ramp.

2.4.2 Local Circulation

Access to the Eucalyptus Business Park Specific Plan area is provided from Eucalyptus Avenue, Ontario Ranch Road, Campus Avenue, Bon View Avenue, Grove Avenue, and Walker Avenue. The City of Ontario designates Eucalyptus Avenue as a truck route, which provides truck access to the Specific Plan area.

Eucalyptus Avenue abuts the Specific Plan area to the south and consisted of two paved travel lanes at the time this Specific Plan was prepared. The Ontario Policy Plan designates Eucalyptus Avenue as a 4-lane Collector Street.

Ontario Ranch Road is north of the Specific Plan area and consisted of two paved travel lanes at the time this Specific Plan was prepared. The Ontario Policy Plan designates Ontario Ranch Road as an 8-lane Principal Arterial.

Campus Avenue abuts the Specific Plan area to the west. At the time this Specific Plan was prepared, no segments of Campus Avenue abutting the Specific Plan had been constructed. The Ontario Policy Plan designates Campus Avenue as a 4-lane Minor Arterial.

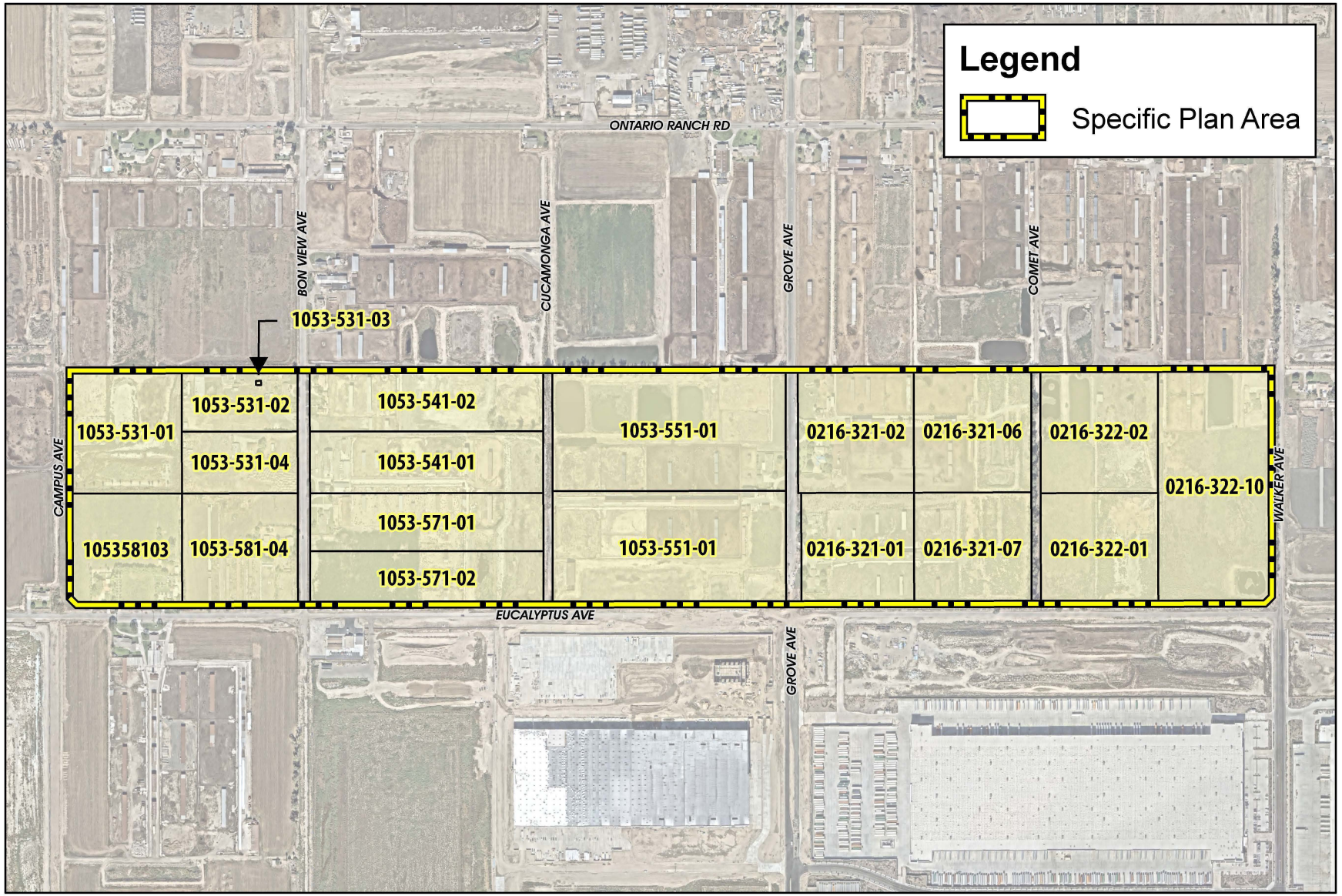
Bon View Avenue is a north-south oriented street that traverses the western portion of the Specific Plan area. At the time this Specific Plan was prepared, Bon View Avenue consisted of two paved travel lanes. The Ontario Policy Plan designates Bon View Avenue as a 2-lane Collector Street.

Grove Avenue is a north-south oriented street that traverses the central portion of the Specific Plan area. At the time this Specific Plan was prepared, Grove Avenue consisted of two paved travel lanes. The Ontario Policy Plan designated Grove Avenue as a 4-lane Principal Arterial.

Walker Avenue abuts the Specific Plan area to the east. At the time this Specific Plan was prepared, Walker Avenue consisted of two paved travel lanes. The Ontario Policy Plan designates Walker Avenue as a 2-lane Collector Street.

2.5 Williamson Act

At the time this Specific Plan was prepared (2025), two parcels within the Specific Plan area had an active Williamson Act contract in place (APNs: 0216-231-01 and 0216-321-07). An application to cancel the contract is required to be submitted to the City. Cancellation would comply with provisions and requirements identified at Government Code §51280 et. seq. The City would be required to make the required statutory findings. The landowner would be required to pay the requisite cancellation fee.



Source(s): Esri, Nearmap Imagery (October 2025), San Bernardino County (2025)

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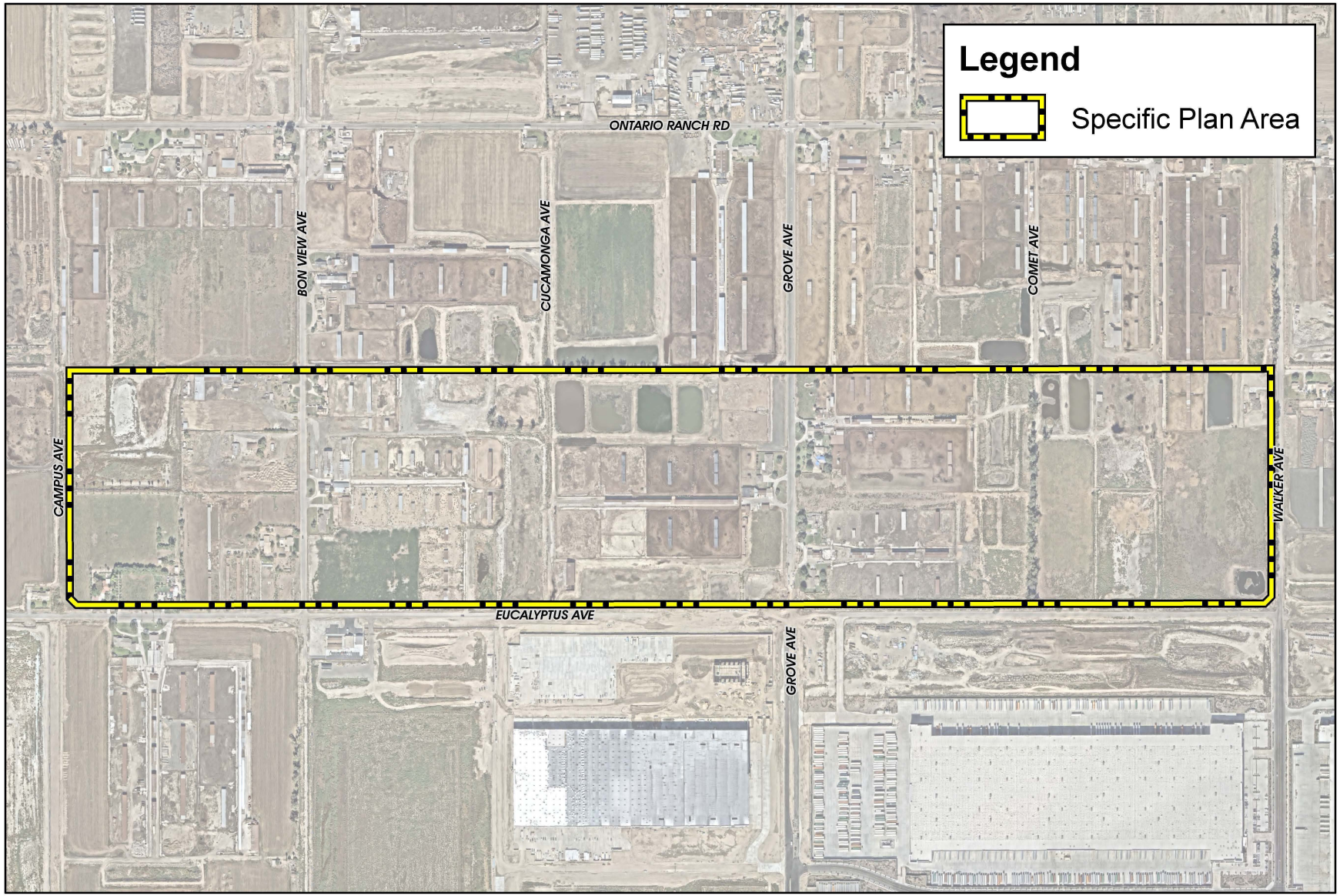
Figure 2-1

Existing APNs



Source(s): Esri, Nearmap Imagery (October 2025), San Bernardino County (2025)

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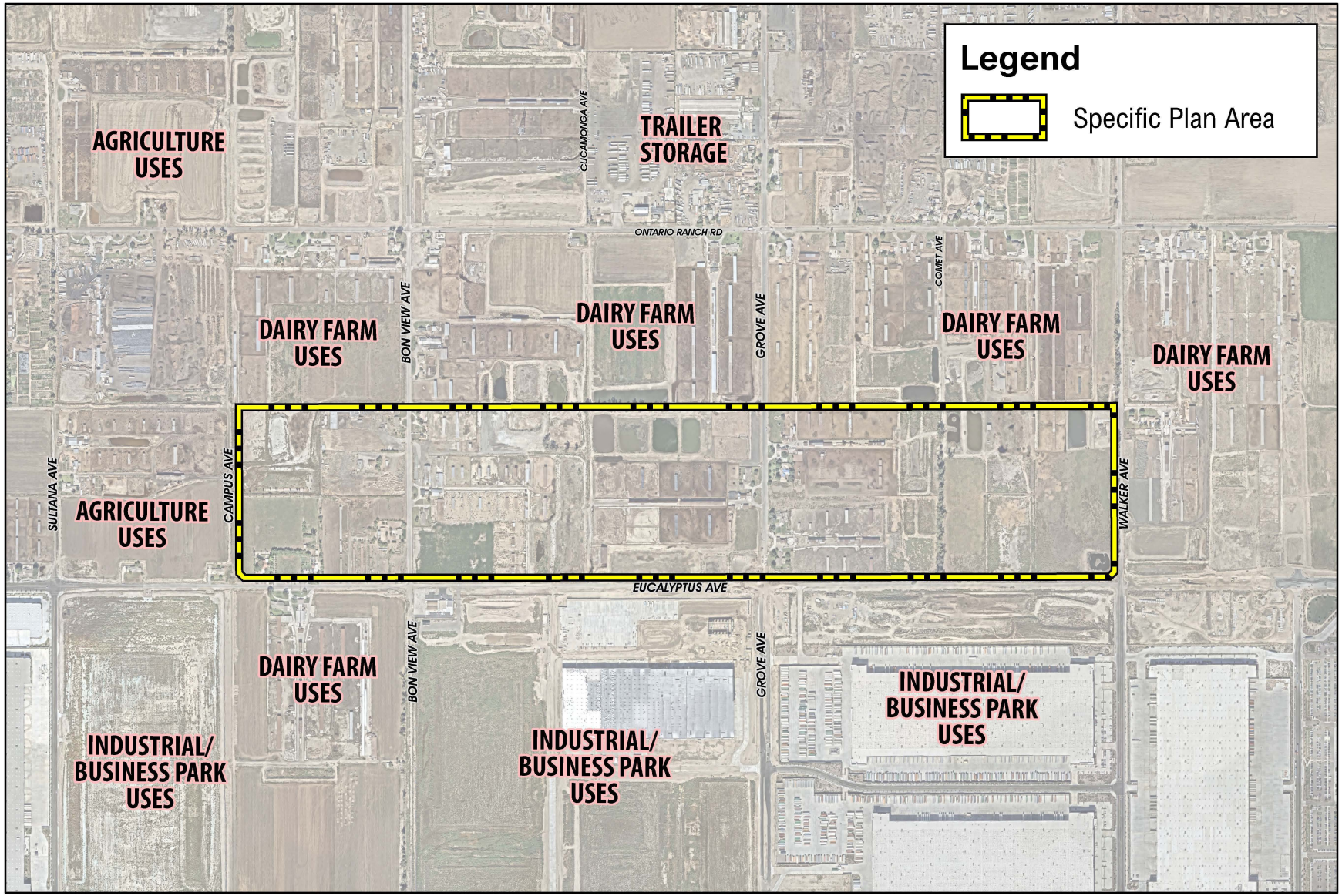
Figure 2-2

Aerial Photograph



Source(s): Esri, Nearmap Imagery (October 2025), San Bernardino County (2025)

Figure 2-3

0 275 550 1,100 Feet

Existing Surrounding Land Uses

2.6 Existing Physical Site Conditions

2.6.1 Topography

The Eucalyptus Business Park Specific Plan area is relatively flat and slopes slightly to the south with an approximate elevation ranging from 690 feet above mean sea level (AMSL) to 665 feet AMSL. The current conditions of the Specific Plan area is illustrated in Figure 2-2, *Aerial Photograph*, and the existing topographic conditions for the Specific Plan area are illustrated in Figure 2-4, *USGS Topographic Map*.

2.6.2 Hydrology

At the time the Specific Plan was prepared, the Specific Plan area consisted of dairy farms and undeveloped areas. The existing topography is relatively flat with a north-to-south sheet flow drainage pattern. The Specific Plan area is located within three City of Ontario Master Drainage Plan areas, including Area XII-1, Area XIII-1, Area XIV-1 and Area XIV-2. The EIR prepared in association with the Specific Plan includes a detailed hydrology analysis for the Specific Plan area.

2.6.3 Geology and Soils

Based on information provided from the Environmental Data Report (EDR) Radius Map report, the surficial geology within Eucalyptus Business Park Specific Plan area contains unconsolidated and semi-consolidated quaternary age alluvium, lake, playa, and terrace deposits. Soil within the Specific Plan area contains Tujunga loamy sand, Hilmar loamy fine sand, Grangeville fine sandy loam, and Chino silt loam.

From a seismic perspective, the Specific Plan area is not located within an Alquist-Priolo Earthquake Fault Zone. The possibility of significant fault rupture within the Specific Plan area is considered low.

2.6.4 Vegetation and Biological Resources

Due to past and existing land uses, no native plant communities or natural communities of special concern are present within or adjacent to the Eucalyptus Business Park Specific Plan area. The EIR prepared in association with the Specific Plan includes a detailed evaluation of biological resources.

2.6.5 Existing Ground Water Wells

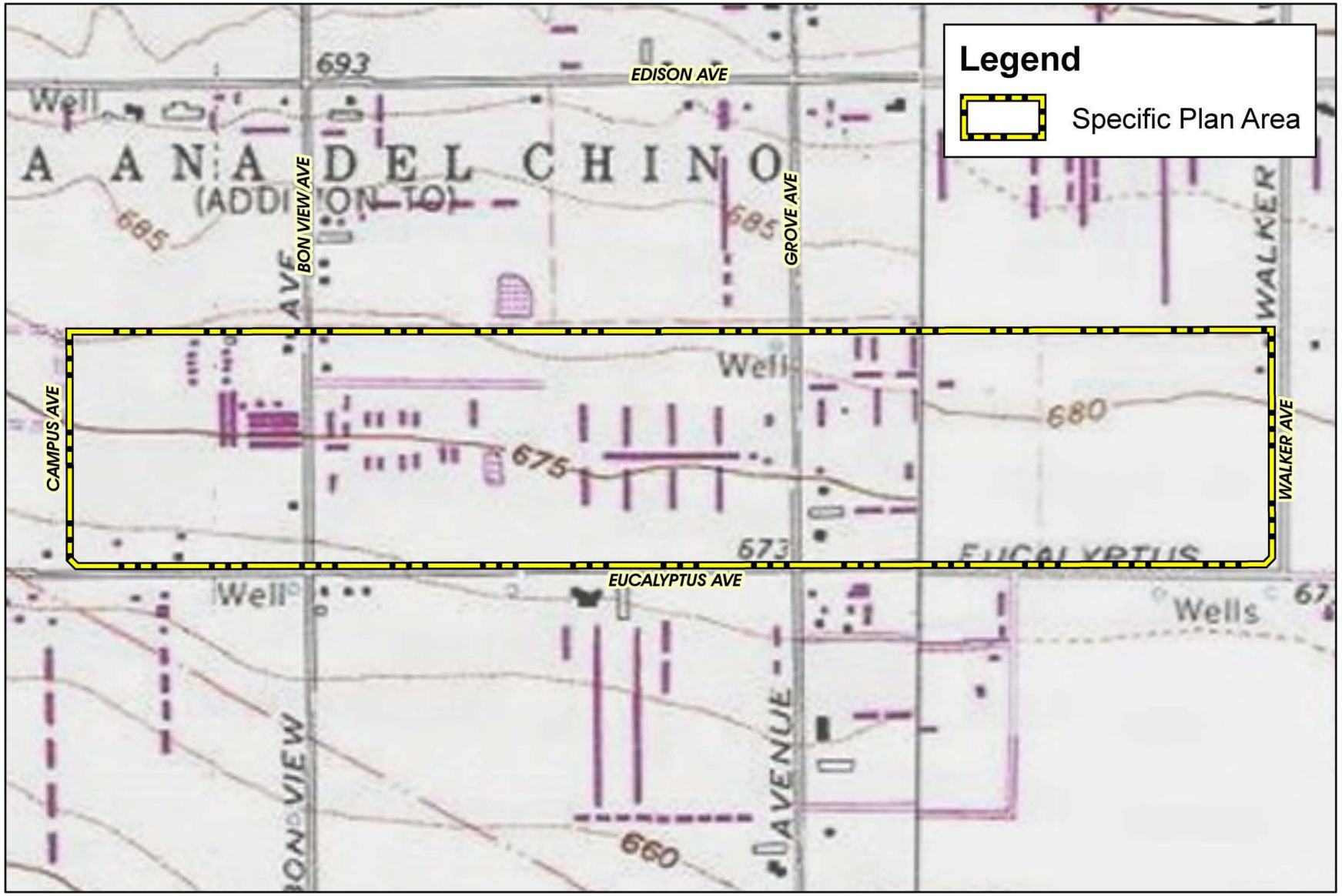
Upon development of the well site areas, these wells, or any other wells found on the property, will be abandoned per California Department of Water Resources Health Guidelines and the City of Ontario Guidelines. In compliance with the Chino Basin Watermaster's Well Procedure for Developers, documentation that a well use/destruction plan and schedule for all existing private/ agricultural wells is required to be submitted to the City of Ontario prior to any construction activities. 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 when available.

Wells shall be destroyed/ abandoned per the California Water Resource Guidelines and require permitting from the County Health Department. Documentation that the well abandonment process is underway shall be provided to the Engineering Department and the Ontario Municipal Utilities Company at the time of a grading permit and/or building permit being issued for the affected property. 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 the 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. Refer to Figure 2-5,

Existing Water Wells, for locations of water wells within the Specific Plan area. Existing wells may be converted to groundwater monitoring wells if feasible, at the City's discretion.

2.6.6 Existing NPDES Compliance

In the existing conditions, NPDES requirements are enforced under the Agricultural Permit issued by the State Water Resources Control Board.



Source(s): Esri, Michael Baker (March 2025), USGS (2013)

Figure 2-4

USGS Topographic Map

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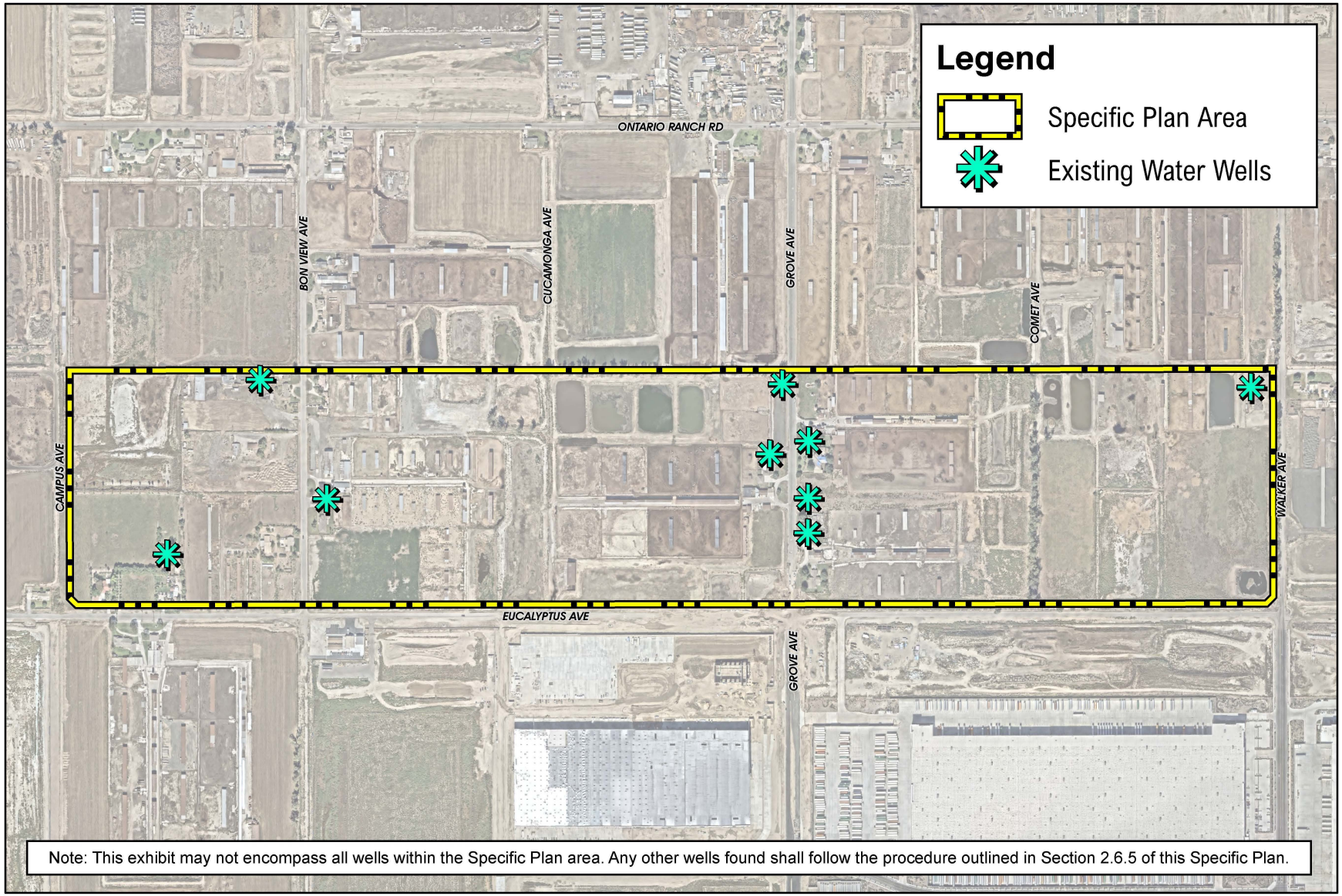

Source(s): Esri, Nearmap Imagery (October 2025), San Bernardino County (2025)

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Figure 2-5

Existing Water Wells

CHAPTER 3

LAND USE

3.1 Vision

The Eucalyptus Business Park Specific Plan area is envisioned as a dynamic employment hub within a thoughtfully designed, master-planned environment along with a public parkland area intended to support passive recreation needs for the surrounding residents. It is situated in the southern portion of the City of Ontario, at the heart of one of Southern California's most robust logistics and business corridors. The location is ideally positioned to support a wide range of business park and employment-generating uses. With strategic proximity to major freeways, regional airports, and the Ports of Los Angeles and Long Beach, the Eucalyptus Business Park Specific Plan area offers unparalleled access to regional, national, and international markets. The Eucalyptus Business Park Specific Plan is designed to foster long-term economic growth, support business innovation, and provide high-quality jobs, contributing to the vitality of the local community and the broader Inland Empire region.

3.2 Land Use Plan

This Specific Plan establishes two land use designations: Business Park and Open Space – Parkland. For planning purposes, as shown on Figure 3-1, *Conceptual Land Use Plan*, and Table 3-1, *Land Use Plan Statistical Summary*, the Specific Plan will establish nine planning areas to provide for the development of a 189.0-acre site with up to 2,939,000 square feet (SF) of Business Park floor space on 137.90 acres at a maximum allowed floor area ratio (FAR) of 0.55 and 35.88 acres of Open Space – Parkland. The remaining 15.24 acres are designated for roadway improvements.

Table 3-1 Land Use Plan Statistical Summary

PA	Land Use	Acres	Maximum Buildout SF
Business Park			
1	Business Park	7.70	162,600
2	Business Park	18.33	273,700
3	Business Park	18.21	340,700
4	Business Park	18.19	423,200
5	Business Park	37.76	859,300
6	Business Park	37.71	879,500
Business Park Totals		**137.90 AC**	**2,939,000 SF**
Open Space – Parkland			
7	Open Space – Parkland	8.00	--
8	Open Space – Parkland	13.99	--
9	Open Space – Parkland	13.89	--
Total Open-Space Parkland Acreage		**35.88 AC**	--
--	Roadway	15.24	--
Total		**189.0 AC**	**2,939,000 SF**

Notes:

1. A maximum of 10,000 SF total of Commercial uses may be provided within the Business Park Planning Areas 1, 2, 3, 4, 5, and/or 6.

2. A publicly operated animal resource center site (35,000 SF) may be provided within the Business Park Planning Areas 1, 2, 3, 4, 5, 6, 7, 8, or 9. The final size and location of the animal resource center site is subject to the approval by the City of Ontario.

3. Total acreage of 189.0 is rounded up to the nearest one-tenth of an acre.

4. The Specific Plan allows the transfer of development square footage (15 percent or less) within the same land use designation, provided that the shift in square footage would not exceed the maximum allowable overall square footage (2,939,000) and the maximum building FAR (0.55).

3.2.1 Business Park

Encompassing 137.90 acres in the southerly portion of the Specific Plan area along its frontage with Eucalyptus Avenue, Planning Areas 1 through 6 are designated Business Park. Up to 2,939,000 SF of building space are permitted across Planning Areas 1 through 6.

The Business Park land use designation intends to provide for uses such as employee-intensive office spaces, technology centers, research and development facilities, warehouse and distribution, and light manufacturing. Primary vehicular access is planned within Eucalyptus Avenue, Public Street 'A', Campus Avenue, Bon View Avenue, Grove Avenue, and Walker Avenue. The Specific Plan also allows a maximum total of 10,000 SF of commercial uses within the Business Park planning areas to support the Business Park operations and a potential 35,000 SF publicly operated animal resource center.

The Specific Plan allows the transfer of development square footage (15 percent or less) within the same land use designation, provided that the shift in square footage would not exceed the maximum allowable overall square footage (2,939,000) and the maximum building FAR (0.55).

3.2.2 Open Space – Parkland

Encompassing 35.88 acres in the northerly portion of the Specific Plan area along its frontage with Public Street 'A', Planning Areas 7, 8, and 9 are designated Open Space – Parkland. The Open Space – Parkland planning areas intend to provide passive recreational facilities, such as open space areas, benches, and trails.

3.3 Airport Influence Compliance

The Specific Plan area is located within the Ontario International Airport (ONT) Influence Area (AIA), and it is located outside any identified safety, airspace protection, and noise impact zones. All properties located within the ONT AIA are subject to a real estate transaction disclosure notice.

The Specific Plan area is also located within the Chino Airport (CNO) AIA. The San Bernardino County Comprehensive Land Use Plan for Chino Airport was adopted in 1991 and does not reflect guidance set forth in the 2011 Caltrans Airport Land Use Planning Handbook. As such, in 2022, the City of Ontario adopted the CNO Overlay District which provides maps, criteria, and policy language to guide development within the Chino AIA consistent with the 2011 Caltrans Airport Land Use Planning Handbook.

As illustrated in Figure 3-2, *Chino Safety Zones*, the majority of the Specific Plan area is located within CNO Safety Zone 5 (low risk), with a very small portion of the southeastern corner located within Safety Zone 4 (moderate risk).

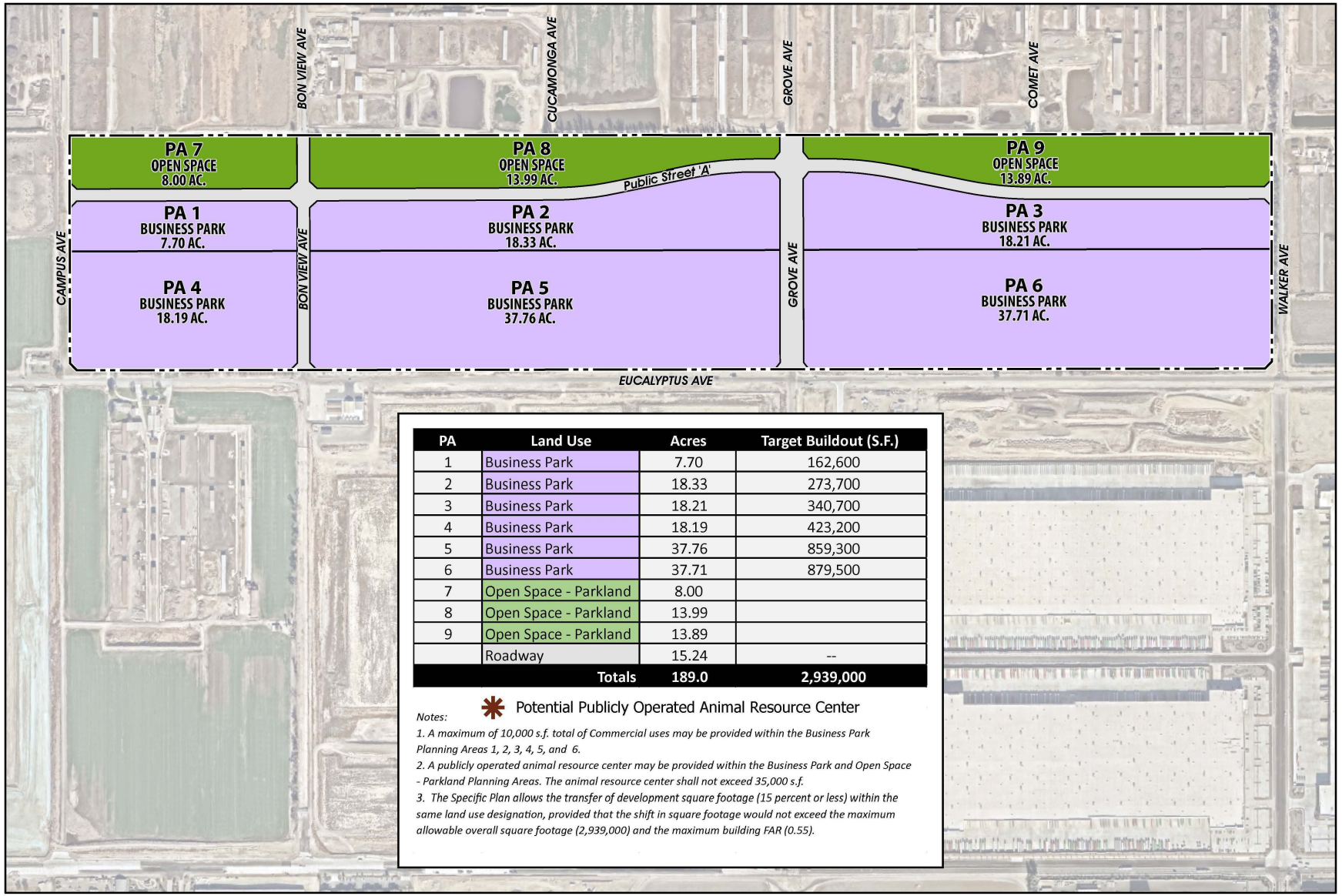
Development within the land use compatibility zones may have building height, land use, and floor area ratio (FAR) limitations and is subject to open land requirements. For further details, refer to Chapter 5, *Development Regulations*, as well as the ONT and CNO Airport Land Use Compatibility Plans.

3.4 Conceptual Site Plan

Figure 3-3, *Conceptual Site Plan*, depicts a potential layout of the Specific Plan area. The final building configurations, sizes, and orientation will be determined during the Development Plan review process.

The conceptual site plan reflects current market trends, site conditions, and planned infrastructure. The conceptual site plan may be modified provided it does not exceed the maximum square footage provided in the

Specific Plan's Conceptual Land Use Plan and complies with this Specific Plan and applicable provisions of the City of Ontario's Development Code.



PA	Land Use	Acres	Target Buildout (S.F.)
1	Business Park	7.70	162,600
2	Business Park	18.33	273,700
3	Business Park	18.21	340,700
4	Business Park	18.19	423,200
5	Business Park	37.76	859,300
6	Business Park	37.71	879,500
7	Open Space - Parkland	8.00	
8	Open Space - Parkland	13.99	
9	Open Space - Parkland	13.89	
	Roadway	15.24	--
	Totals	**189.0**	**2,939,000**

* Potential Publicly Operated Animal Resource Center

Notes:

1. A maximum of 10,000 s.f. total of Commercial uses may be provided within the Business Park Planning Areas 1, 2, 3, 4, 5, and 6.

2. A publicly operated animal resource center may be provided within the Business Park and Open Space - Parkland Planning Areas. The animal resource center shall not exceed 35,000 s.f.

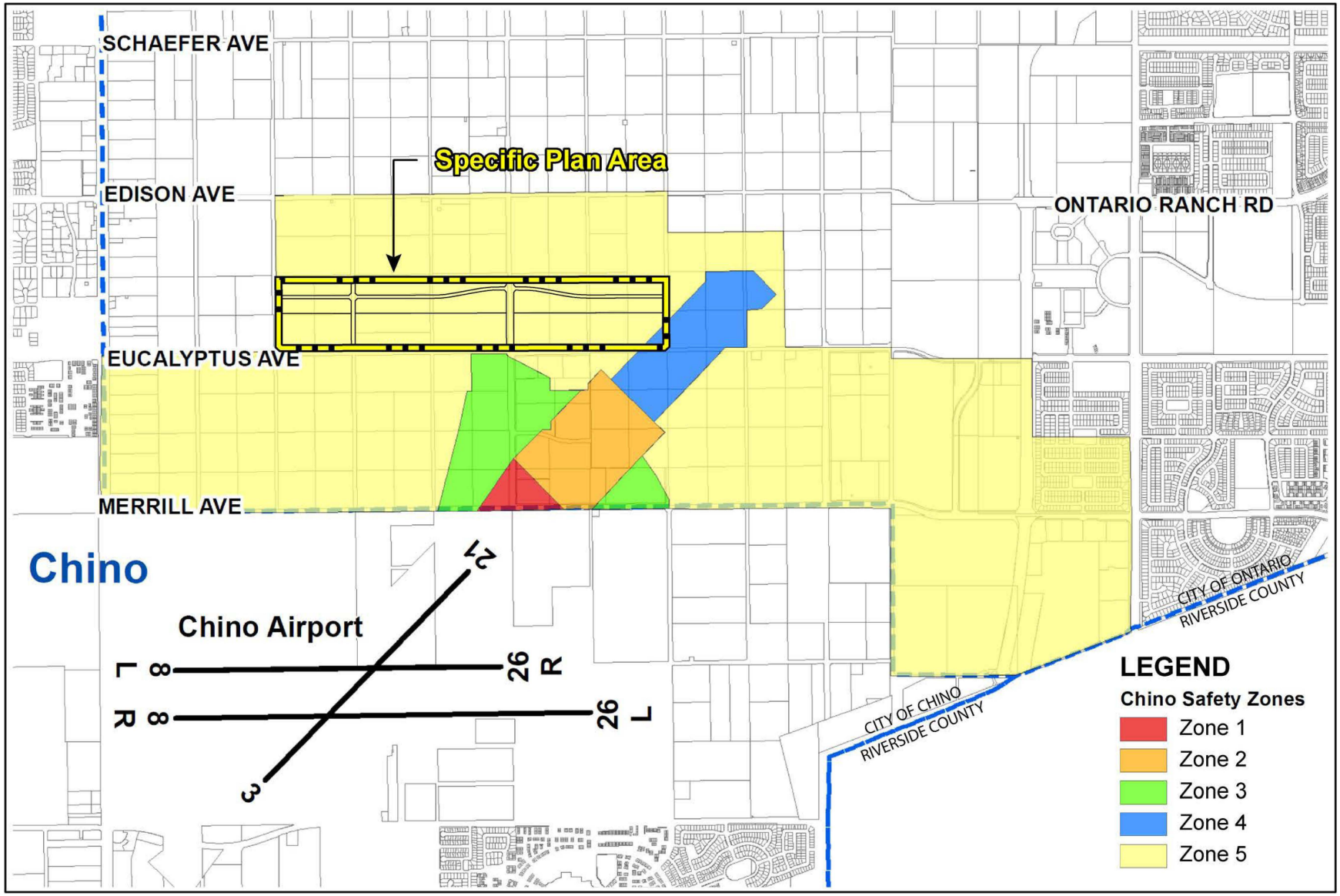
3. The Specific Plan allows the transfer of development square footage (15 percent or less) within the same land use designation, provided that the shift in square footage would not exceed the maximum allowable overall square footage (2,939,000) and the maximum building FAR (0.55).

Source(s): ESRI, Nearmap Imagery (January 2025), Michael Baker (11-20-2025)

0 200 400 800 Feet

Figure 3-1

Conceptual Land Use Plan



Source(s): Riverside County Planning Commission Staff Report (06-28-2022)

Figure 3-2

Chino Safety Zone

Not to Scale



Source(s): RGA (12-16-2025)

Figure 3-3

Conceptual Site Plan

Not to Scale

CHAPTER 4

INFRASTRUCTURE PLAN

4.1 Circulation and Access Plan

The Eucalyptus Business Park Specific Plan Circulation and Access Plan provides direct, safe, and convenient access for visitors, employees, and commercial vehicles including trucks to and from the Specific Plan area. Components of the Specific Plan's Circulation and Access Plan are discussed and illustrated below.

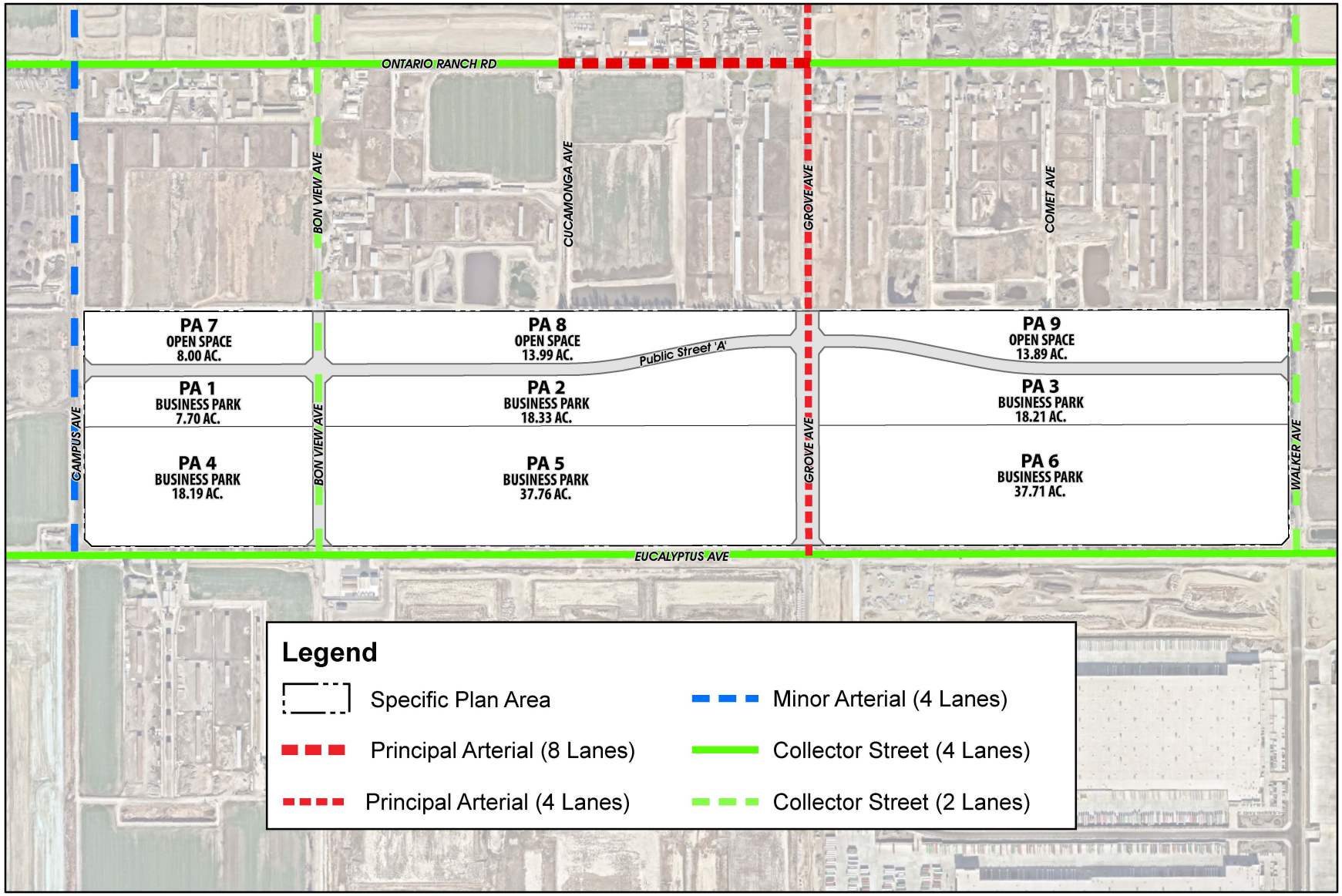
4.1.1 Vehicular Circulation

Direct access to the Eucalyptus Business Park Specific Plan area is provided by Campus Avenue from the west, Eucalyptus Avenue from the south, and Walker Avenue from the east. Additionally, Bon View Avenue and Grove Avenue provide access through the Specific Plan area in the north-south orientation. The Specific Plan proposes to provide an internal east-west oriented Public Street 'A' through the Specific Plan area to connect Campus Avenue and Walker Avenue. Public Street 'A' will provide a separation between the Business Park land uses and the Open Space – Parkland land uses.

The installation of traffic controls (traffic signals and stop signs) and the location and orientation of private driveways serving individual buildings and uses will be determined as part of implementing development plans. Additional right-of-way may be required to accommodate additional left turn lanes at intersections based on required queue lengths per the Traffic Impact Analysis/Specific Plan EIR.

Figure 4-1, *Existing Vehicular Circulation and Access Plan*, provides the City's proposed ultimate roadway buildout within the Specific Plan area, and Figure 4-2, *Conceptual Vehicular Circulation and Access Plan*, illustrates the vehicular circulation plan within the Specific Plan area. Final intersection spacing, intersection right-of-way (ROW), and traffic controls must conform to the findings of the associated traffic impact analysis and to City standards. All right-of-way/easements necessary to construct the required public improvements shall be obtained to the extent feasible.

The following pages describe and illustrate the primary components of the Eucalyptus Business Park Specific Plan's vehicular circulation network. Existing interim striping shall be removed along existing frontage streets. Refer to Chapter 7, *Implementation Plan*, for additional circulation improvement standards pertaining to phasing.



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (11-20-2025), San Bernardino County (2025), City of Ontario (10-20-2016)

Figure 4-1

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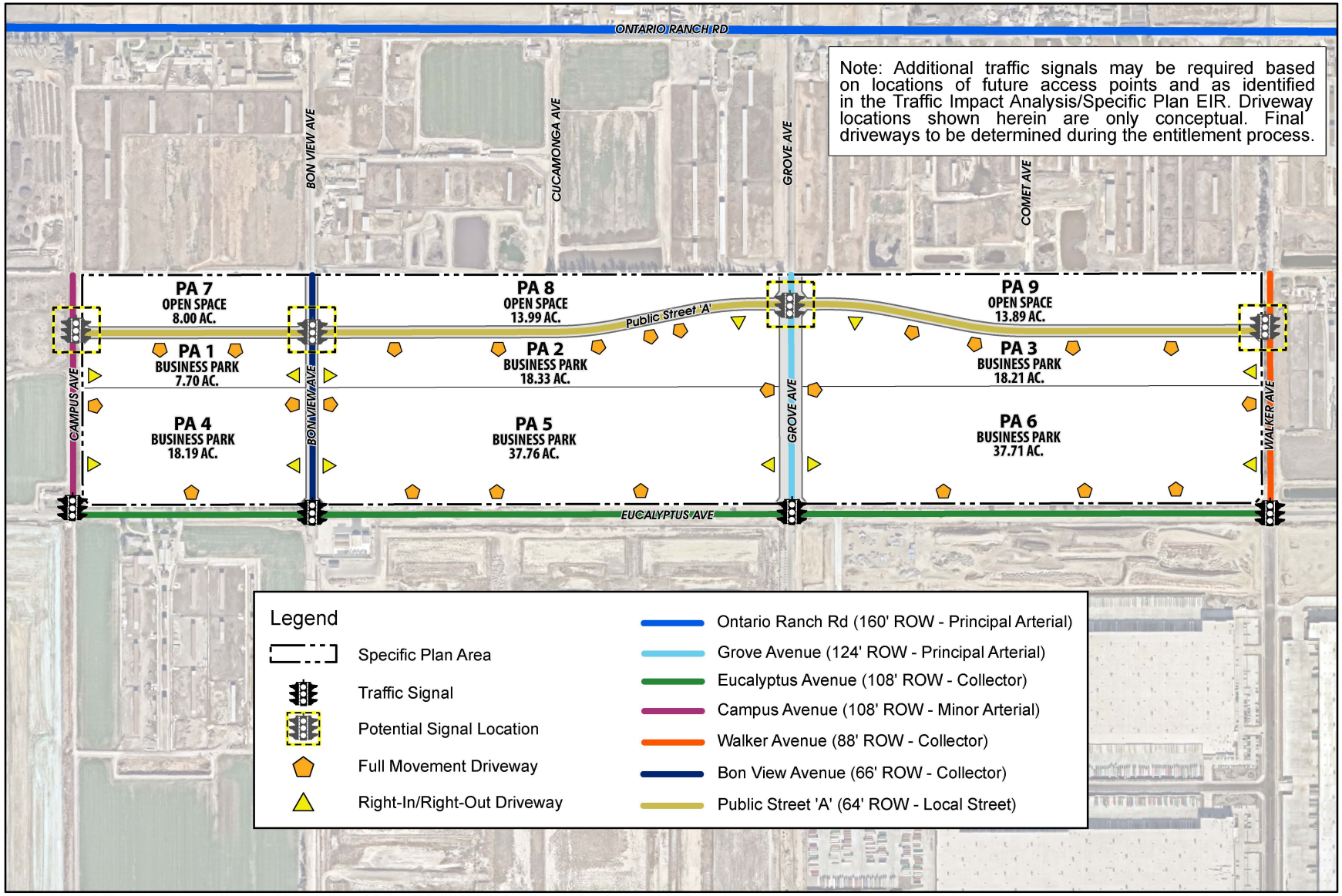
Feet

Existing Vehicular Circulation and Access Plan



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (04-01-2026), San Bernardino County (2025)

Figure 4-2

0 200 400 800
Feet

Conceptual Vehicular Circulation and Access Plan

A. Campus Avenue (108' ROW Minor Arterial)

Campus Avenue forms the western boundary of Planning Areas 1, 4, and 7. At the time this Specific Plan was prepared, no segments of the ROW abutting the Specific Plan area had been constructed. This public roadway will provide access to the Specific Plan area from off-site areas to the north and south.

As shown on Figure 4-3, *Street Sections – Campus Avenue, Bon View Avenue, and Grove Avenue*, the developer(s) of the Eucalyptus Business Park Specific Plan area will be responsible for constructing the eastern 78 feet out of the total 108-foot-wide ROW. The 78 feet of improvement includes 59 feet of paved roadway, a 12-foot-wide parkway that includes 7 feet of curb-adjacent landscaping and a 5-foot-wide sidewalk. The remaining western portions of the Campus Avenue ROW will be constructed by others and include 18 feet of paved roadway and a 12-foot-wide parkway containing 7 feet of curb-adjacent landscaping and a 5-foot-wide sidewalk.

Beyond the Campus Avenue ROW, a 23-foot-wide landscape buffer abuts both the eastern and western sides of the ROW. Developer(s) of the Specific Plan area will be responsible for constructing the eastern landscape buffer inclusive of an 8-foot-wide multi-purpose trail.

A traffic signal will be located at the intersection of Campus Avenue and Eucalyptus Avenue by developer(s) within the Specific Plan area and a potential traffic signal may be installed at the intersection of Campus Avenue and Public Street 'A'. Traffic signal locations are subject to change based on the results and recommendations of a traffic study. All improvements to Campus Avenue are required to comply with applicable City of Ontario requirements, including sight distance requirements.

Final driveway locations along Campus Avenue will be determined in conjunction with the design of implementing development projects, in accordance with Chapter 2.0 Access Guidelines of the City of Ontario's Traffic and Transportation Design Guidelines.

B. Bon View Avenue (66' ROW Collector)

Bon View Avenue forms the eastern boundary of Planning Areas 1, 4, and 7 and the western boundary of Planning Areas 2, 5, and 8. This public roadway provides access to the Specific Plan area from off-site areas to the north and south.

As shown on Figure 4-3, *Street Sections – Campus Avenue, Bon View Avenue, and Grove Avenue*, the developer(s) of the Eucalyptus Business Park Specific Plan area will be responsible for constructing the entire width of the 66-foot-wide ROW. The 66 feet of improvement includes 48 feet of paved roadway and a 9-foot-wide parkway on both sides of the street that includes 4 feet of curb-adjacent landscaping and a 5-foot-wide sidewalk.

Beyond the Bon View Avenue ROW, a 20-foot-wide storm drain easement abuts the eastern side of the ROW. Easement width requirement is subject to change based on findings of City-approved hydraulic studies, master plan updates, and project final designs.

Developers outside of the Specific Plan area are constructing a traffic signal at the intersection of Bon View Avenue and Eucalyptus Avenue and a potential traffic signal may be installed at the intersection of Bon View Avenue and Public Street 'A'. If the traffic signal improvements are not completed and accepted by the City, developer(s) of this Specific Plan area is subject to the traffic signal improvements required. All improvements to Bon View Avenue are required to comply with applicable City of Ontario requirements,

including sight distance requirements. Due to utility constraints, Bon View Avenue may need to be constructed as a tilt section.

Final driveway locations along Bon View Avenue will be determined in conjunction with the design of implementing development projects, in accordance with Chapter 2.0 Access Guidelines of the City of Ontario's Traffic and Transportation Design Guidelines and to the satisfaction of the City Engineer.

C. Grove Avenue (124' ROW Principal Arterial)

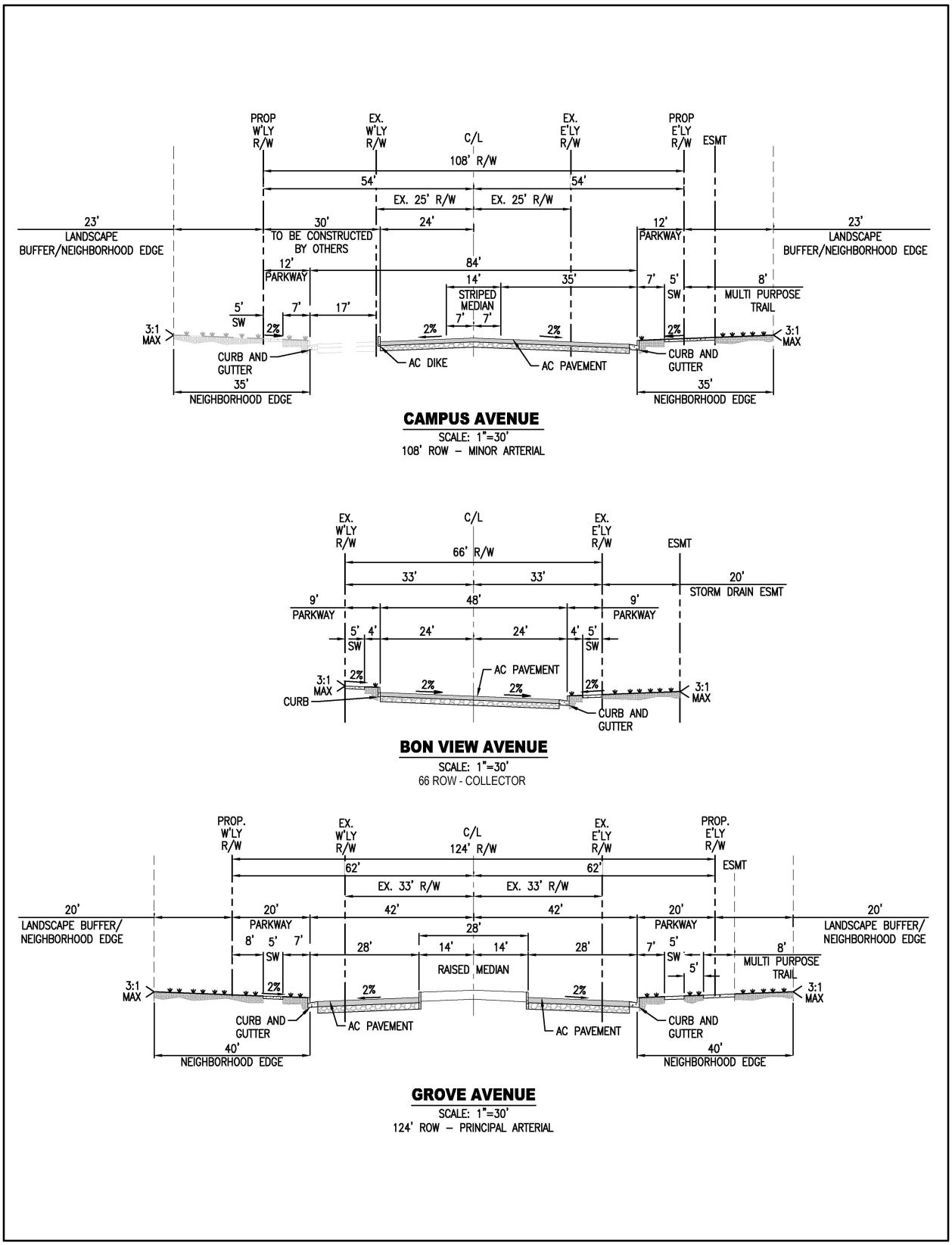
Grove Avenue forms the eastern boundary of Planning Areas 2, 5, and 8 and the western boundary of Planning Areas 3, 6, and 9. This public roadway provide access to the Specific Plan area from off-site areas to the north and south.

As shown on Figure 4-3, *Street Sections – Campus Avenue, Bon View Avenue, and Grove Avenue*, the developer(s) of the Eucalyptus Business Park Specific Plan area will be responsible for constructing the entire width of the 124-foot-wide ROW. The 124 feet of improvement includes a 28-foot-wide raised center median, and 56 feet of paved roadway and a 20-foot-wide parkway on both sides of the street. The 20-foot-wide parkway on the western side of the ROW provides 7 feet of curb-adjacent landscaping, a 5-foot-wide sidewalk and an additional 8 feet of landscaping on the west side of the sidewalk. The 20-foot-wide parkway on the eastern side of the ROW provides 7 feet of curb-adjacent landscaping, a 5-foot-wide sidewalk, 5 feet of additional landscaping, and an 8-foot-wide multi-purpose trail.

Beyond the Grove Avenue ROW, a 20-foot-wide landscape buffer abuts both the eastern and western sides of the ROW.

The traffic signal at the intersection of Grove Avenue and Eucalyptus Avenue will be constructed by others, as part of adjacent development to the south. A potential traffic signal may be installed at the intersection of Grove Avenue and Street 'A". If the traffic signal improvements are not completed and accepted by the City, developer(s) of this Specific Plan area is subject to the traffic signal improvements required. Traffic signal locations are subject to change based on the results and recommendations of a traffic study. All improvements to Grove Avenue are required to comply with applicable City of Ontario requirements, including sight distance requirements.

Final driveway locations along Grove Avenue will be determined in conjunction with the design of implementing development projects, in accordance with Chapter 2.0 Access Guidelines of the City of Ontario's Traffic and Transportation Design Guidelines and to the satisfaction of the City Engineer.



Source(s): Michael Baker International (04-01-2026)

Figure 4-3

Street Sections - Campus Avenue, Bon View Avenue, and Grove Avenue

Not to Scale

D. Walker Avenue (88' ROW Collector)

Walker Avenue forms the eastern boundary of Plannings Areas 3, 6, and 9. This public roadway provides access to the Specific Plan area from off-site areas to the north and south.

As shown on Figure 4-4, *Street Sections – Walker Avenue, Eucalyptus Avenue*, *and Public Street 'A'*, the developer(s) of the Eucalyptus Business Park Specific Plan area will be responsible for constructing the western 69 feet out of the total 88-foot-wide ROW. The 69 feet of improvement includes 57 feet of paved roadway and a 12-foot-wide parkway that includes 7 feet of curb-adjacent landscaping and a 5-foot-wide sidewalk. The remaining eastern portions of Walker Avenue ROW will be constructed by others and include 7 feet of paved roadway, a 12-foot-wide parkway containing 7 feet of curb-adjacent landscaping and 5-foot-wide sidewalk, and an 8-foot wide Multi Purpose Trail located outside of the right-of-way.

A 23-foot-wide landscape buffer abuts both the east and west sides of the Walker Avenue ROW. Within the eastern landscape buffer, developers outside of the Specific Plan area will be responsible for constructing an 8-foot-wide multi-purpose trail.

The traffic signal at the intersection of Walker Avenue and Eucalyptus Avenue will be constructed by others as part of adjacent development to the south. A potential traffic signal may be installed at the intersection of Walker Avenue and Public Street 'A'. If the traffic signal improvements are not completed and accepted by the City, developer(s) of this Specific Plan area is subject to the traffic signal improvements required. All improvements to Walker Avenue are required to comply with applicable City of Ontario requirements, including sight distance requirements. Developers shall design and construct concrete pavements on Walker Avenue southbound approaches at Eucalyptus Avenue in accordance with City of Ontario standard drawing #1207 as Walker Avenue will be designated as a truck route.

Final driveway locations along Walker Avenue will be determined in conjunction with the design of implementing development projects, in accordance with Chapter 2.0 Access Guidelines of the City of Ontario's Traffic and Transportation Design Guidelines and to the satisfaction of the City Engineer.

E. Eucalyptus Avenue (108' ROW Collector)

Eucalyptus Avenue forms the southern boundary of Planning Areas 4, 5, and 6. This public roadway provides access to the Specific Plan area from off-site areas to the east and west.

As shown on Figure 4-4, *Street Sections – Walker Avenue, Eucalyptus Avenue, and Public Street 'A',* Eucalyptus Avenue will provide 84 feet of paved roadway, which includes a 14-foot-wide painted median. A 12-foot-wide parkway that includes 7 feet of curb-adjacent landscaping and a 5-foot-wide sidewalk is provided on both sides of the street. Beyond the ROW, a 23-foot-wide landscape buffer abuts both sides of Eucalyptus Avenue. Additionally, an 8-foot-wide multi-purpose trail is provided within the northern landscape buffer.

Developer(s) within the Eucalyptus Business Park Specific Plan area west of Grove Avenue will be responsible for constructing the northern 16 feet of paved roadway, the 12-foot-wide parkway, and the 8-foot-wide multi-purpose trail. Developer(s) within the Eucalyptus Business Park Specific Plan area east of Grove Avenue will be responsible for constructing the 12-foot-wide parkway and the 8-foot-wide multi-purpose trail. The remaining portions of Eucalyptus Avenue, as illustrated in Figure 4-4, will be constructed by developer(s)

outside of the Specific Plan area. Developer(s) shall design and construct concrete pavement at all intersection approaches in accordance with City of Ontario Standard Drawing No. 1207, as Eucalyptus Avenue will be designated as a truck route.

The traffic signals along Eucalyptus Avenue at its intersections with Bon View Avenue, Grove Avenue, and Walker Avenue will be constructed by others, as part of adjacent development to the south. If the traffic signal improvements are not completed and accepted by the City, developer(s) of this Specific Plan area is subject to the traffic signal improvements required. Developer(s) within the Specific Plan area will be responsible for a traffic signal at the intersection of Eucalyptus Avenue and Campus Avenue. Traffic signal locations are subject to change based on the results and recommendations of a traffic study. All improvements to Eucalyptus Avenue are required to comply with applicable City of Ontario requirements, including sight distance requirements.

Final driveway locations along Eucalyptus Avenue will be determined in conjunction with the design of implementing development projects, in accordance with Chapter 2.0 Access Guidelines of the City of Ontario's Traffic and Transportation Design Guidelines and to the satisfaction of the City Engineer.

F. Public Street 'A' (64' ROW Local Street)

Public Street 'A' forms the northern boundary of Planning Areas 1, 2, and 3 and the southern boundary of Planning Areas 7, 8, and 9. This public roadway provides access to the Specific Plan area from off-site areas to the east and west.

As shown on Figure 4-4, *Street Sections – Walker Avenue, Eucalyptus Avenue, and Public Street 'A'*, implementing projects within the Eucalyptus Business Park Specific Plan area will be responsible for constructing the entire width of the 64-foot-wide ROW. The 64 feet of improvement includes 40 feet of paved roadways and a 12-foot-wide parkway on both sides of the street that includes 7 feet of curb adjacent landscaping and a 5-foot-wide sidewalk. Notwithstanding the above, Street 'A' may require additional roadway width at intersections with north–south streets to accommodate truck turning movements associated with the Business Park uses. Accordingly, the right-of-way and paved roadway width for Street A may be increased at intersections, as determined necessary through implementing projects, subject to City review and approval.

A traffic signal may be required at the intersection of Public Street 'A' and Grove Avenue, Public Street 'A' and Campus Avenue, Public Street 'A' and Bon View Avenue, and Public Street 'A' and Walker Avenue. Traffic signal locations are subject to change based on the results and recommendations of a traffic study. All improvements to Public Street 'A' are required to comply with applicable City of Ontario requirements, including sight distance requirements.

Final driveway locations along Public Street 'A' will be determined in conjunction with the design of implementing development projects, in accordance with Chapter 2.0 Access Guidelines of the City of Ontario's Traffic and Transportation Design Guidelines and to the satisfaction of the City Engineer.

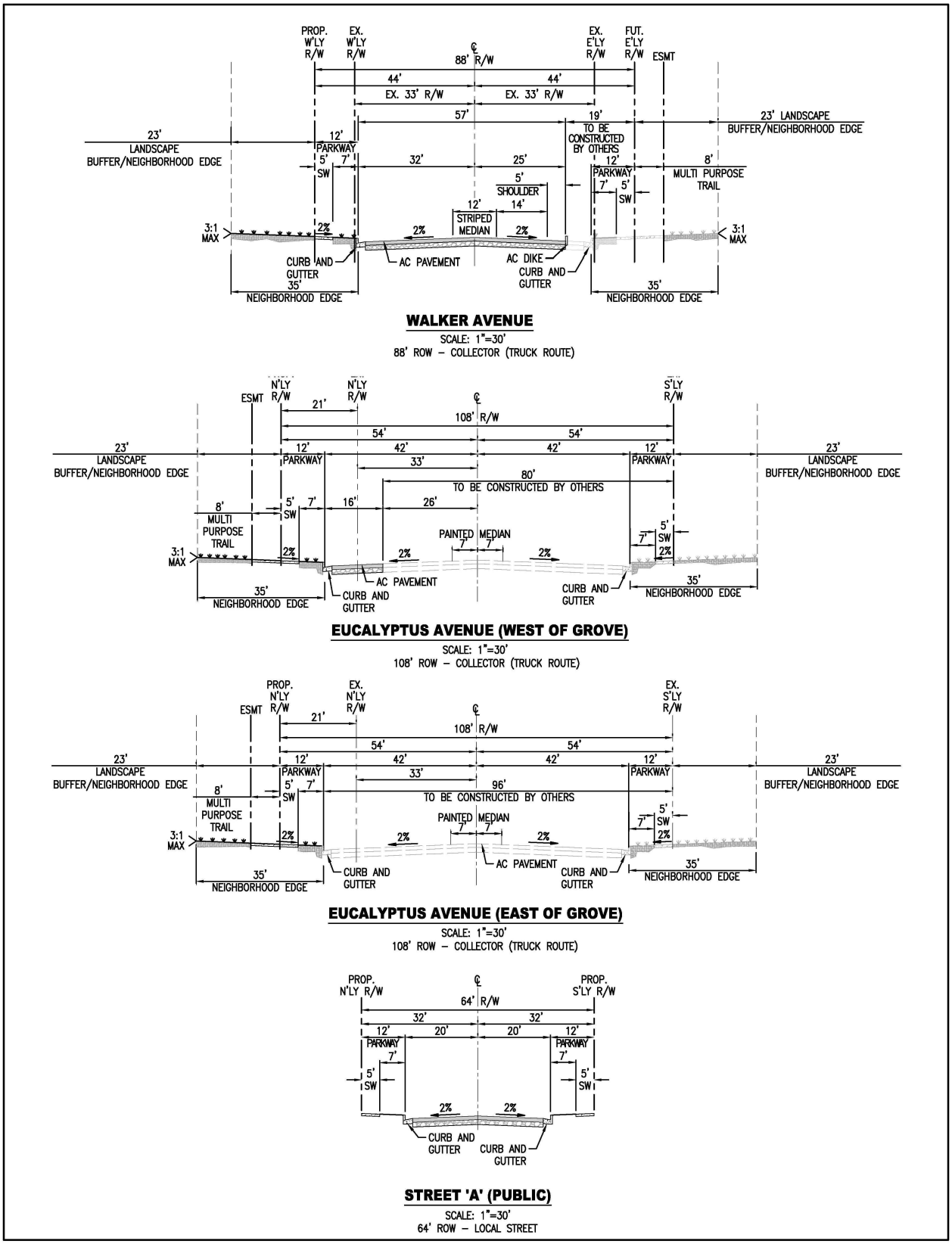
G. Private Drive Aisles

Private drive aisles connect individual planning areas to the public roadways described above. Within each planning area, private drive aisles provide vehicular access for automobiles and commercial vehicles including trucks to parking lots and loading areas and provide sidewalk opportunities for pedestrian and bicycle access to building entries and

amenities. Private drive aisles will have pavement widths that range between 24 and 50 feet. Private drive aisles are not depicted on Figure 4-2 as their locations, alignments, and widths will be determined in conjunction with the design of implementing development projects.

H. Truck Routes

Access to the Eucalyptus Business Park Specific Plan area is provided from Eucalyptus Avenue, Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, and Public Street 'A'. Project truck traffic shall use the City's truck route in Euclid Avenue, Walker Avenue, Eucalyptus Avenue, and Merrill Avenue to access the Specific Plan area.



Source(s): Michael Baker International (04-01-2026)

Figure 4-4

Street Sections - Walker Avenue, Eucalyptus Avenue, and Public Street 'A'

Not to Scale

4.1.2 Non-Vehicular Circulation

The Eucalyptus Business Park Specific Plan encourages non-motorized circulation for employees and visitors of the Specific Plan area. Pedestrian circulation is encouraged within the Specific Plan area through a network of sidewalks and multi-purpose trails, and bicycle circulation is encouraged through a network of bike lanes and multi-purpose trails. Additional pedestrian and bicycle facilities will be designed on individual business park building sites at the time buildings are designed and positioned in each planning area as part of implementing development projects. Additional pedestrian and bicycle facilities within Planning Areas 7, 8, and 9 will be designed consistent with the City of Ontario Grand Park Master Plan.

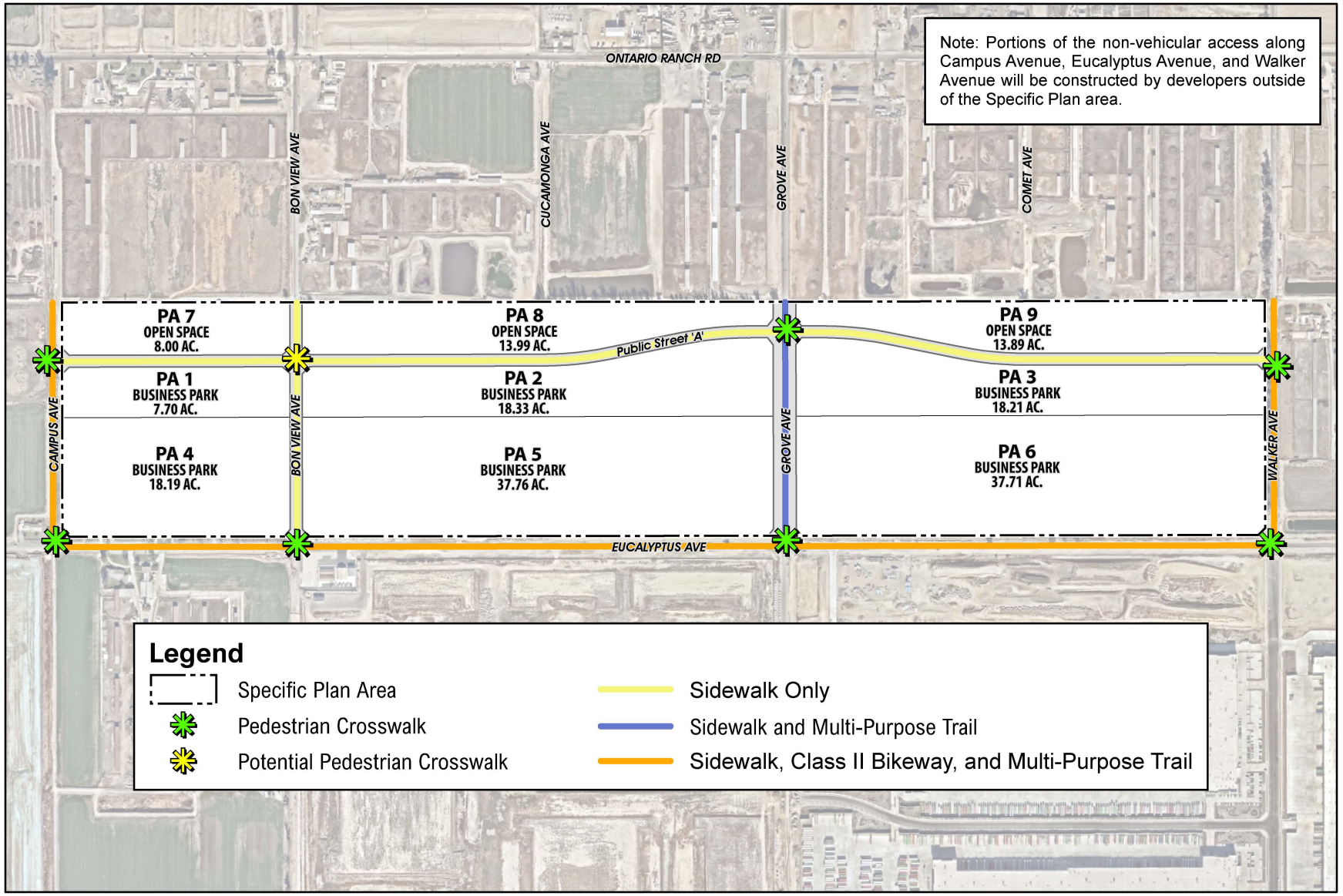
As shown on Figure 4-5, *Conceptual Non-Vehicular Circulation and Mobility Plan*, the Eucalyptus Business Park Specific Plan provides for sidewalk in the public ROW along Bon View Avenue and Public Street 'A'; sidewalk and multi-purpose trail along Grove Avenue; and sidewalk, Class II bikeway, and multi-purpose trail along Eucalyptus Avenue, Campus Avenue, and Walker Avenue (to be constructed by others). Pedestrian crosswalks are designed at street intersections to ensure pedestrian safety. Locations of pedestrian crosswalks are provided on Figure 4-5.

As illustrated on Figure 4-5, 5-foot-wide sidewalks are provided on both sides of Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, Eucalyptus Avenue, and Public Street 'A'; an 8-foot-wide multi-purpose trail is provided on Eucalyptus Avenue, Campus Avenue, Grove Avenue and Walker Avenue; and Class II bike lanes are provided along Eucalyptus Avenue, Campus Avenue, and Walker Avenue. Construction of the non-vehicular network will be provided by developers both within and outside of the Specific Plan area. Responsibility of construction is illustrated in Figures 4-3 and 4-4 of this Specific Plan.

The Eucalyptus Business Park Specific Plan anticipates a large volume of passenger vehicle and truck traffic circulating on the site; therefore, convenient and safe pedestrian and bicycle access was given careful consideration when preparing the design standards of this Specific Plan. Provisions for sidewalks, short-term and long-term bicycle storage facilities, and employee and visitor gathering areas interior to the planning areas are set forth in Chapter 6, *Design Guidelines*, of this Specific Plan.

In addition to internal non-vehicular circulation, Omnitrans provides bus services to and from the Specific Plan area. The following bus and transit facilities are located west and north of the Specific Plan area:

- Omnitrans Bus Route 83, located approximately 0.6 miles to the west along Euclid Avenue.
- Omnitrans Bus Route 87, located approximately 1.8 miles to the north along Riverside Drive.
- As part of the Specific Plan, a new bus turnout would be constructed near the intersection of Grove Avenue and Eucalyptus Avenue in anticipation of future Omnitrans service.



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (04-01-2026), San Bernardino County (2025)

Figure 4-5

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Conceptual Non-Vehicular Circulation and Mobility Plan

4.2 Utility Infrastructure Plan

Buildout of the Eucalyptus Business Park Specific Plan area requires the installation of water, sewer, drainage, and other utility infrastructure, as described in the subsections below. All utility infrastructure improvements shall be constructed in accordance with applicable City of Ontario design standards and specifications.

Public utility mains shall be located within publicly dedicated ROW and publicly dedicated streets. Any proposed public utilities within private streets shall be subject to City approval and contained within acceptable easements, access, and separation requirements. Minimum width for a public utility easement (PUE) shall be at least 20 feet wide and shall be centered on the public utility main. Setbacks are required when there is a public utility within a private street, drive, or alley to accommodate any utility appurtenances. Additionally, private utilities are not allowed within the PUEs.

4.2.1 Potable Water Plan

The City of Ontario provides water service to the Specific Plan area. The Specific Plan area lies within the 925 Pressure Zone (PZ). As shown on Figure 4-6, *Potable Water Infrastructure Plan*, planned potable water lines proposed by projects outside of the Specific Plan area include a 16-inch potable water line within Eucalyptus Avenue between Campus Avenue and Grove Avenue; and a 24-inch potable water line within Eucalyptus Avenue between Grove Avenue and Walker Avenue. Additionally, an existing 30-inch potable water line within Grove Avenue between Eucalyptus Avenue and Ontario Ranch Road. Any existing potable water mains not yet accepted by the City that support the development of the Specific Plan are required at the responsibility of the developer to support the development of the Specific Plan area.

Potable water system improvements within the Specific Plan area require the planning, design, and construction of the following: 12-inch potable water lines along Bon View Avenue from Eucalyptus Avenue to the northern boundary of the Specific Plan area; 16-inch potable water lines along Campus Avenue and Walker Avenue from Eucalyptus Avenue to the northern boundary of the Specific Plan area; and a 12-inch potable water line along Public Street 'A' between Campus Avenue and Walker Avenue.

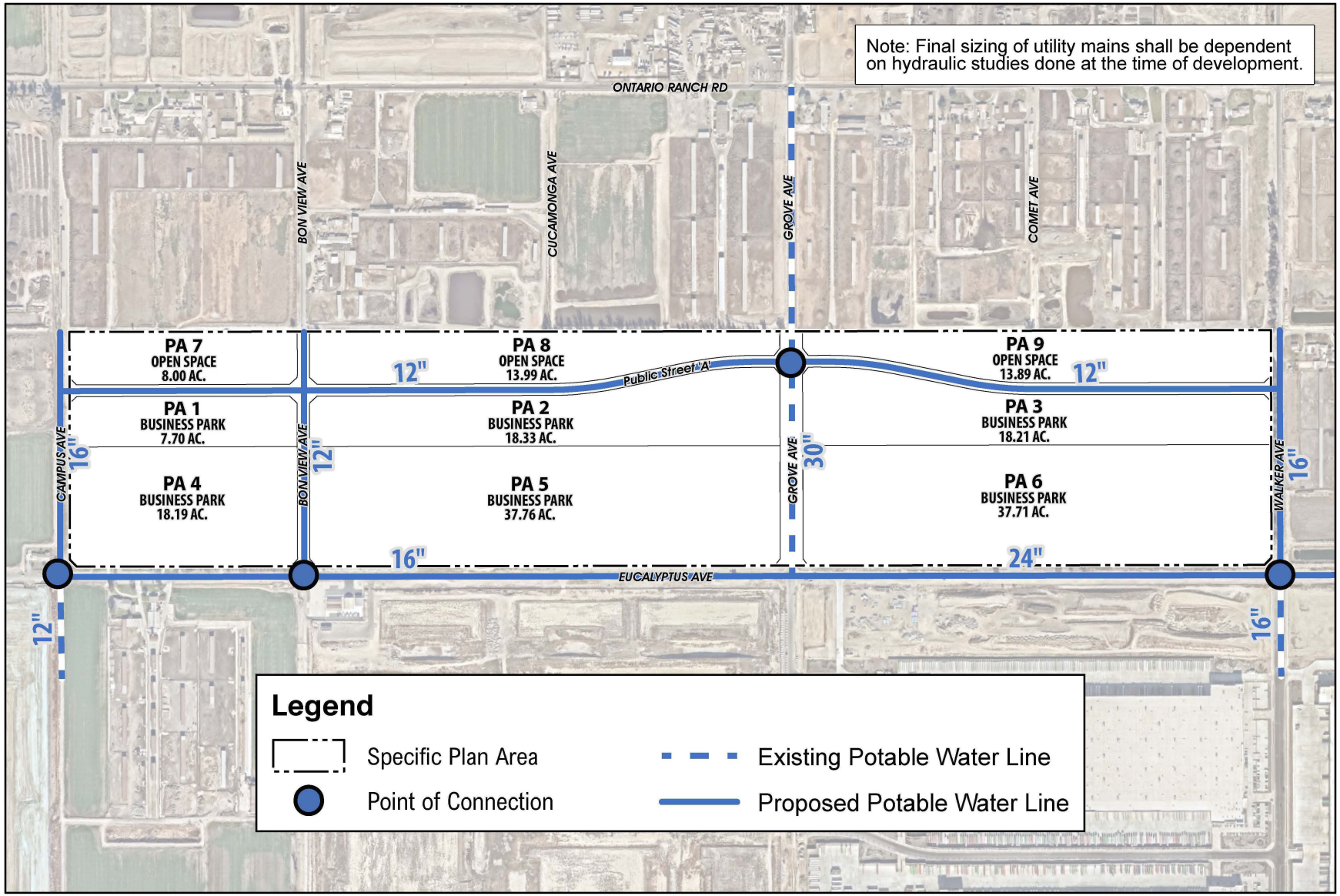
The overall water infrastructure plan to serve the City of Ontario is illustrated on Figure 4-7, *City of Ontario Ultimate Water System*. Final sizing of required infrastructure shall be determined at the time of development during final design based on hydraulic calculations. The required infrastructure is subject to change based upon findings of City approved hydraulic studies, master plan updates, and project final designs. Any existing utilities, including other agencies' mains, that do not meet minimum depths, standard alignment locations, and/or minimum horizontal and vertical separation requirements shall be subject to relocation/replacement by the developer(s) of the Specific Plan.

All on-site improvements are required to have hydraulic studies to determine infrastructure improvements needed to support each area and shall be the responsibility of the developer(s). Any changes in land use not limited to units, density, or intensity, that are not previously accounted for in a City approved study following current design criteria shall trigger a revised updated hydraulic study and any new findings of infrastructure improvements needed are required at the responsibility of the developer.

The City's Potable Water Master Plan identifies new water facilities to serve the Ontario Ranch area, which will need to be constructed prior to

or concurrent with the Specific Plan area's water improvements. Construction of the Specific Plan area's water improvements and the Master Plan water improvements necessary to serve the Specific Plan area shall be the responsibility of the developer(s). The Eucalyptus Business Park Specific Plan will be required to participate in the Master Plan water improvements as detailed in this Specific Plan.

As a part of the backbone infrastructure, the master planned 925 Pressure Zone (PZ) reservoir shall be constructed on the City-owned reservoir site as directed by the City. Well supply and any drinking water treatment necessary for the 925 PZ shall be constructed to supply the 925 PZ reservoir. The 925 Pressure Zone (PZ) Phase 2 Potable Water System facilities will need to be constructed to support the Project. In the event the 925 PZ Phase 2 facilities are not completed in time to serve the Project, the developer(s) may implement an interim water supply strategy, subject to review and approval by the City. The off-site improvements include the construction of 42-inch water main on Grove Avenue, from Chino Avenue to Francis Street, proceeding west on Francis Street to Bon View Avenue, continuing north on Bon View Avenue to the City-owned Reservoir site. Additional improvements include installing a 42-inch potable water main in Grove Avenue connecting from the 30-inch to the 42-inch potable water main in Grove Avenue at Chino Ave; and extending to the Bon View Avenue Reservoir site and to the Reservoir; and, installing a 9 million gallon reservoir on the Bon View Reservoir site; and, installing two 2,500 gpm wells with any treatment necessary to meet water quality standards and the 16-inch to 42-inch well collection mains from the wells to the reservoirs. The Eucalyptus Business Park Specific Plan will be required to participate in the future Phase 2 Water System Improvements as detailed in the development agreements with the City.



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (11-20-2025), San Bernardino County (2025)

Figure 4-6

Potable Water Infrastructure Plan

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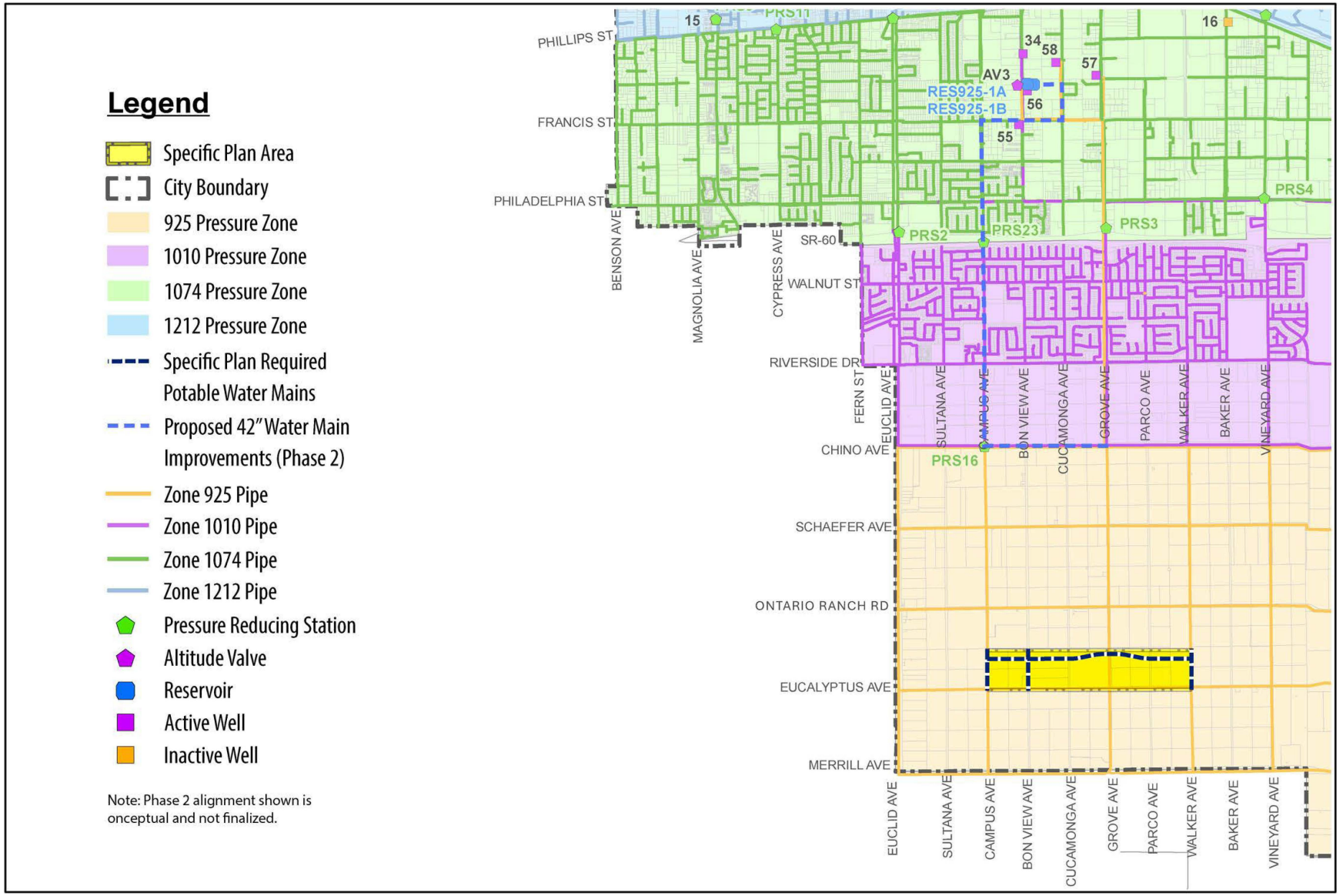


Source(s): Ontario Municipal Utilities Company (OMUC) (October 2011)

Figure 4-7

Not to Scale

City of Ontario Ultimate Water System

4.2.2 Recycled Water Plan

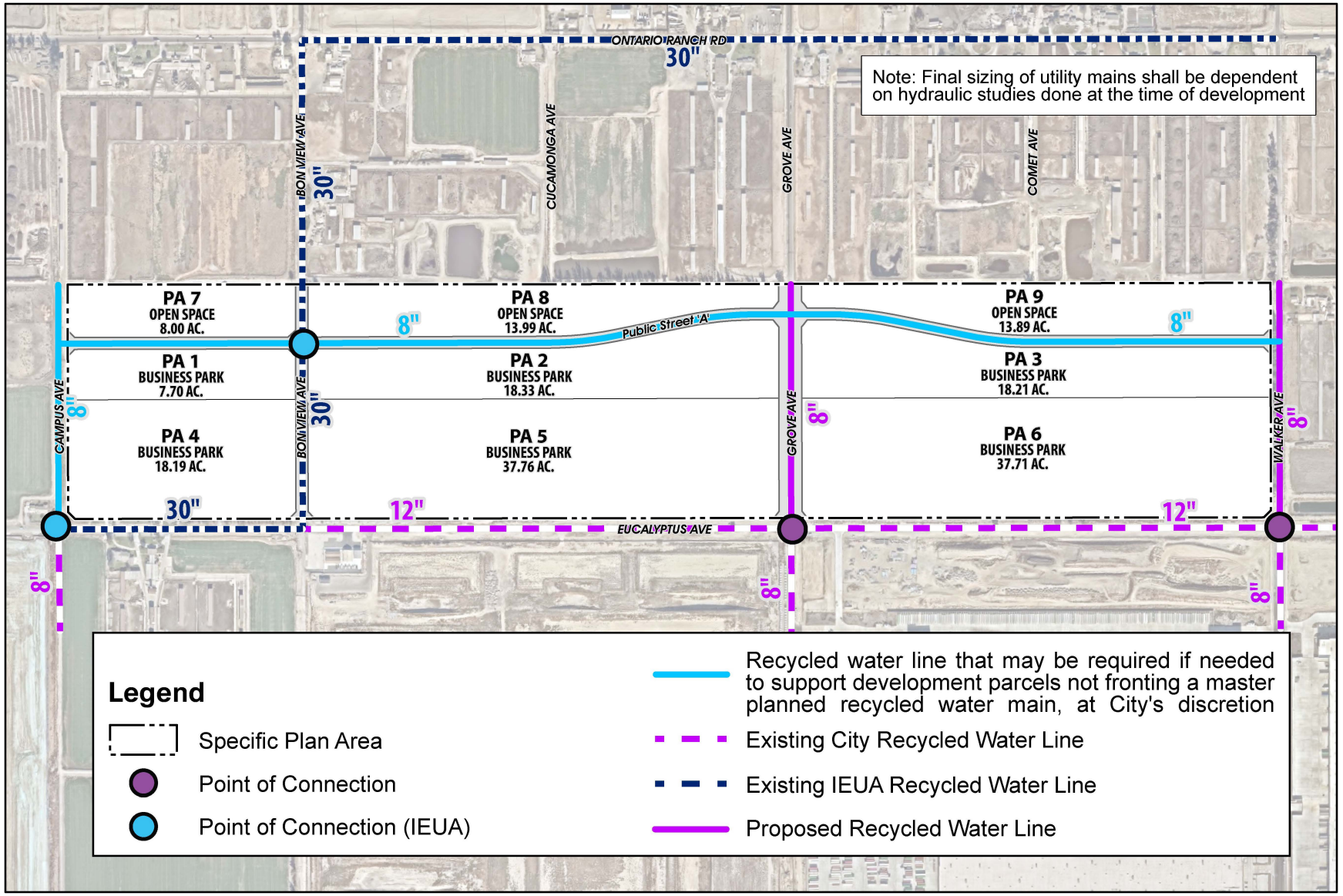
The City of Ontario/Ontario Municipal Utilities Company (OMUC) and the Inland Empire Utilities Agency (IEUA) supplies recycled water to the Specific Plan area. Recycled Water supplied by OMUC is produced by the IEUA from its four wastewater reclamation plants. As shown on Figure 4-8, *Recycled Water Infrastructure Plan*, existing recycled water lines include a 30-inch IEUA recycled water line within Eucalyptus Avenue between Campus Avenue and Bon View Avenue; a 12-inch City of Ontario recycled water line within Eucalyptus Avenue between Bon View Avenue and Walker Avenue; a 30-inch IEUA recycled water line within Bon View Avenue between Eucalyptus Avenue and Ontario Ranch Road; and a 30-inch IEUA recycled water line within Ontario Ranch Road between Bon View Avenue and Walker Avenue.

Recycled water infrastructure improvements for the Specific Plan area require the planning, design, and construction of the following: an 8-inch recycled water line within Grove Avenue and Walker Avenue between Eucalyptus Avenue and the northern edge of the Specific Plan area. At the discretion of the City, additional recycled water line may be needed within Campus Avenue and Public Street 'A' to support development parcels not fronting a master planned recycled water main. Improvements may include an 8-inch recycled water line within Campus Avenue between Eucalyptus Avenue and the northern edge of the Specific Plan area; and an 8-inch recycled water line along Public Street 'A' between Campus Avenue and Walker Avenue.

The Eucalyptus Business Park Specific Plan shall make use of recycled water for all approved uses including, but not limited to, the irrigation of parks, street parkway landscaping, and any other Property Owners' Association (POA) maintained common areas. The developer shall prepare and secure approval of an Engineering Report from the City of Ontario and State Department of Drinking Water Agency prior to the use of recycled water.

Final sizing of required infrastructure shall be determined at the time of development during final design based on hydraulic calculations. The required infrastructure is subject to change based upon findings of City approved hydraulic studies, master plan updates, and project final designs. Any existing utilities, including other agencies' mains, that do not meet minimum depths, standard alignment locations, and/or minimum horizontal and vertical separation requirements shall be subject to relocation/ replacement by the developer(s) of the Specific Plan. The developer of the Specific Plan area is required to obtain approvals from IEUA for regional connections outlined in the Specific Plan and additional regional connections as required to support development not fronting a City recycled water main.

All on-site improvements are required to have hydraulic studies to determine infrastructure improvements needed to support each area and shall be the responsibility of the developer. Any changes in land use not limited to units, density, or intensity, that are not previously accounted for in a City approved study following current design criteria shall trigger a revised updated hydraulic study and any new findings of infrastructure improvements needed are required at the responsibility of the developer.



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (04-01-2026), San Bernardino County (2025)

Figure 4-8

0 200 400 800 Feet

Recycled Water Infrastructure Plan

4.2.3 Sanitary Sewer Plan

Sanitary sewer/wastewater collections for the Specific Plan area are served by the City of Ontario/OMUC, which conveys wastewater to the IEUA for transmission and treatment. As shown on Figure 4-9, *Sanitary Sewer Infrastructure Plan*, at the time the Specific Plan was prepared, there is no existing sanitary sewer infrastructure within the Specific Plan area.

Sanitary sewer infrastructure improvements for the Specific Plan area require the planning, design, and construction of the following: a 15-inch sanitary sewer line within Campus Avenue between Eucalyptus Avenue and the northern border of the Specific Plan area; an 18-inch sanitary sewer line within Bon View Avenue between Eucalyptus Avenue and the northern border of the Specific Plan area; and a 21-inch sanitary sewer line within Grove Avenue and Walker Avenue between Eucalyptus Avenue and the northern border of the Specific Plan area. At the discretion of the City, additional sanitary sewer lines may be needed within Eucalyptus Avenue and Public Street 'A' to support development parcels not fronting a master planned sewer main. Improvements may include an 8-inch sanitary sewer line within Eucalyptus Avenue east of Bon View Avenue to connect with the proposed sewer line east of Bon View Avenue; an 8-inch sanitary sewer line within Eucalyptus Avenue east of Grove Avenue to connect with the proposed sanitary sewer line east of Grove Avenue; an 8-inch sanitary sewer line within Public Street 'A' east of Campus Avenue to connect with the proposed sewer line within Campus Avenue; an 8-inch sanitary sewer line within Public Street 'A' east of Bon View Avenue to connect with the proposed sewer line within Bon View Avenue; and an 8-inch sanitary sewer line within Public Street 'A' west of Walker Avenue to connect with the proposed sewer line within Walker Avenue. Any existing sewer mains not yet accepted by the City that are downstream of the Specific Plan area are required at the responsibility of the developer to support the development of the Specific Plan.

In addition to proposed sewer infrastructure, tributary flows are also included in Figure 4-9. The flows arrows show which sewer lines are supporting the sewer flows from each planning area.

Required sanitary sewer infrastructure is subject to change based upon findings of City-approved hydraulic studies, master plan updates, and project final designs; and, sewer main locations are also subject to change based upon the developer-conducted and City-approved Conceptual Design Report.

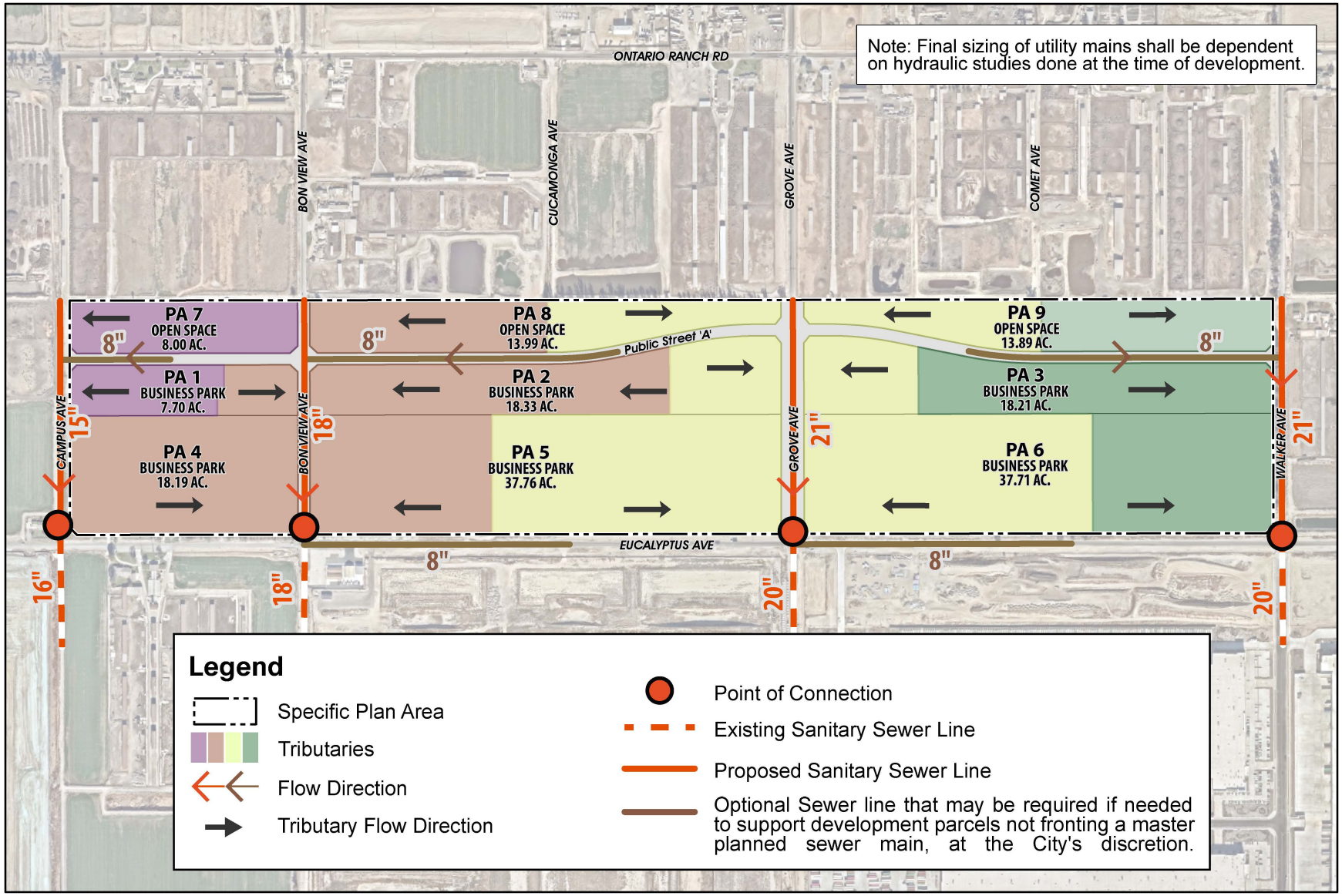
Final sizing of sewer mains shall be determined during final design by hydraulic calculations through a Sewer Study or Sewer Sub-Area Master Plan (SSAMP) per the City's current Sewer Master Plan.

Any existing utilities, including other agencies' mains, that do not meet minimum depths, standard alignment locations, and/or minimum horizontal and vertical separation requirements shall be subject to relocation/ replacement by the developer(s) of the Specific Plan.

All on-site improvements are required to have hydraulic studies to determine infrastructure improvements needed to support each area and shall be the responsibility of the developer. All on-site intract public sewer mains shall be studied via a Sewer Sub-Area Master Plan (SSAMP) per the City's current Sewer Master Plan. Any changes in sewer tributary boundaries, as acceptable at the City's discretion or land use not limited to units, density, or intensity, that are not previously accounted for in a City approved study following current design criteria shall trigger a

revised updated sewer study and any new findings of infrastructure improvements needed are required at the responsibility of the developer.

The off-site public sewer shall be designed to meet all applicable City standards and requirements and designed in such a way so that the proposed on-site private sewer improvements shall be designed to meet all applicable building and plumbing codes. Eucalyptus Business Park Specific Plan's sewer tributary areas shall be determined in conformance with the latest City Sewer Master Plan while accommodating the off-site and on-site sewer standards, codes, and requirements, etc. If Eucalyptus Business Park Specific Plan's sewer tributary areas need to be revised to allow the public or private sewer to meet applicable requirements, and a revised SSAMP supports the revised sewer tributary boundaries, as approved at the City's discretion, then Figure 4-10 shall be revised to reflect Eucalyptus Business Park Specific Plan's new sewer tributary boundaries.



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (04-01-2026), San Bernardino County (2025)

Figure 4-9

0 200 400 800 Feet

Sanitary Sewer Infrastructure Plan

4.2.4 Storm Water Management Plan

As shown on Figure 4-10, *Storm Drain Infrastructure Plan*, existing storm drain infrastructure includes a 24-inch storm drain line within Eucalyptus Avenue east of Campus Avenue; a 42-inch storm drain line within Eucalyptus Avenue west of Bon View Avenue; a 24-inch line within Eucalyptus Avenue east of Bon View Avenue, a 24-inch storm drain line within Eucalyptus Avenue just east and west of Grove Avenue; and a 24-inch storm drain line within Eucalyptus Avenue west of Walker Avenue.

Storm drain infrastructure improvements for the Specific Plan area require the planning, design, and construction of the following: a 60-inch storm drain line within Campus Avenue between Eucalyptus Avenue and the northern boundary of the Specific Plan area; a 96-inch storm drain line within Bon View Avenue between Eucalyptus Avenue and the northern boundary of the Specific Plan area; a 108-inch storm drain line within Grove Avenue and Walker Avenue between Eucalyptus Avenue and the northern boundary of the Specific Plan area; 24-inch storm drain lines within Public Street 'A' between Campus Avenue and Bon View Avenue; and 36-inch storm drain lines within Public Street 'A' between Bon View Avenue and Walker Avenue.

The overall storm drain infrastructure plan to serve the City of Ontario is illustrated on Figure 4-13, *City of Ontario Planned Drainage Facilities*. Required storm drain infrastructure is subject to change based upon findings of City-approved hydraulic studies, master plan updates, and project final designs. If the storm drain improvements are not completed and accepted by the City, the developer of this Specific Plan is subject to the storm drain improvements required.

If at the time of construction, Line I in Euclid Avenue in the City of Chino has not been constructed, the developments tributary to this line (see Figure 4-13) will need to detain and release their runoff at 80% of the pre-development flows.

A. National Pollutant Discharge Elimination System (NPDES) Compliance and Water Quality Management Plan (WQMP)

The grading and drainage areas design for the on-site storm drain system improvements within the Eucalyptus Business Park Specific Plan area will utilize a variety of Low Impact Development (LID) design concepts to detain, filter, and treat surface runoff in a practical manner to comply with the requirements of the San Bernardino County NPDES Storm Water Program's current WQMP and the City's NPDES program requirements for new development projects.

The objective of project-specific WQMPs is to minimize the detrimental effects of urbanization on the beneficial uses of receiving waters, including effects caused by increased water pollutants and changes in hydrology. These effects shall be minimized through the implementation of on-site and off-site LID Site Design Best Management Practices (BMP's) that retain/infilter or biotreat 85th percentile storm event runoff from the Specific Plan area.

In addition, non-structural and structural Source Control BMP's will be implemented and documented in approved Water Quality Management Plan(s) associated with the design of implementing development projects to reduce pollutant generation and transport from the Specific Plan area.

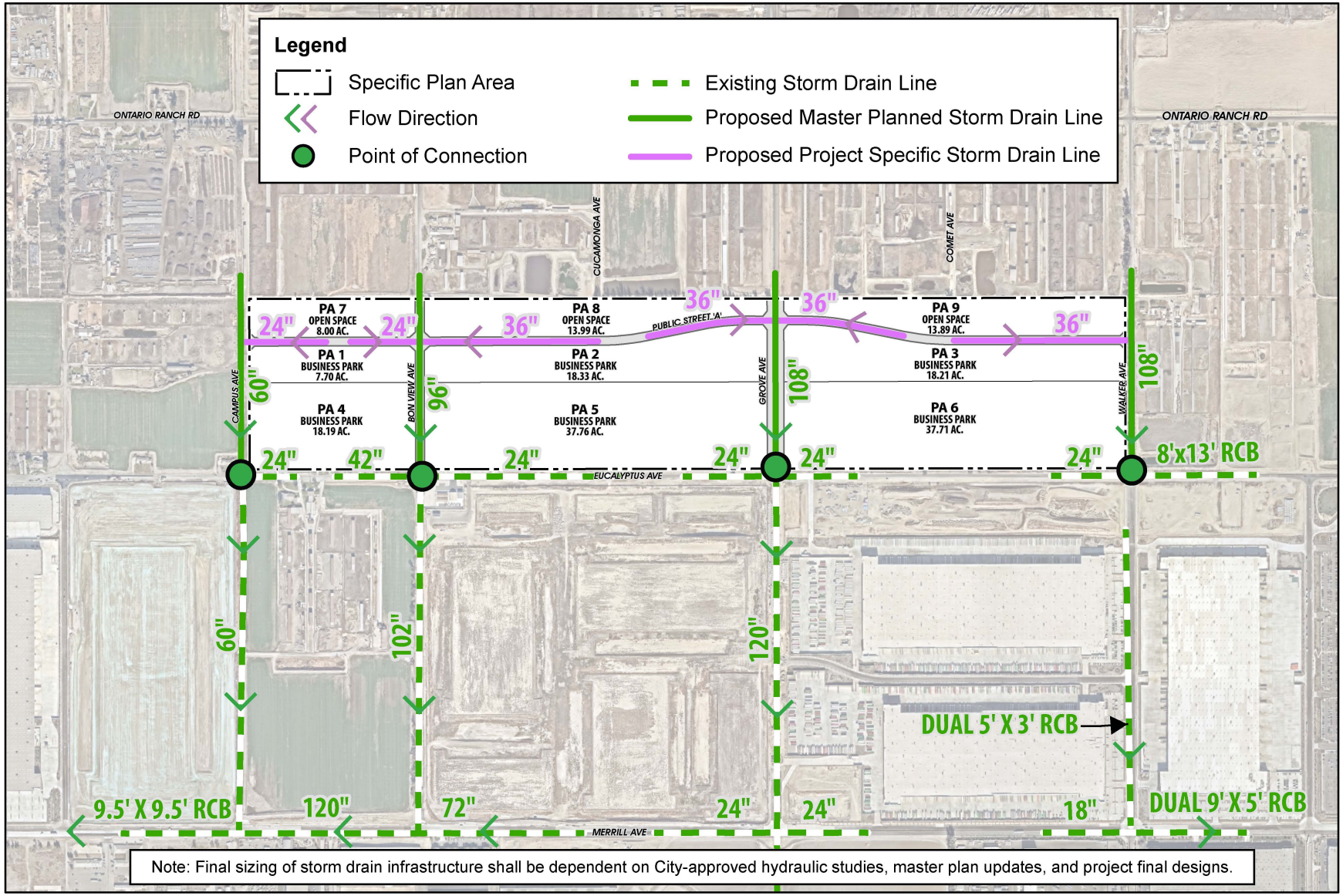
All Priority Land Use (PLU) areas, defined by the State Water Resources Board (SWRCB) as high trash generating areas such as industrial uses within the Specific Plan area shall comply with the statewide Trash Provisions adopted by the SWRCB and trash requirements in the

most current San Bernardino County Area-Wide MS4 permit.

Prior to the issuance of any grading or construction permits for any parcel map or area that disturbs one (1) acre or more of land within the Eucalyptus Business Park Specific Plan area, an Erosion Control & Sedimentation Plan and Storm Water Pollution Prevention Plans (SWPPP) will be prepared to comply with California State Water Resources Control Board's (State Water Board) current "General Permit to Discharge Storm Water Associated with Construction Activity" and current "Area Wide Urban Storm Water Runoff (Regional NPDES) Permit." SWPPPs are required to identify and detail all appropriate Best Management Practices (BMPs) to be implemented or installed during construction.

B. Airport Compatibility

The Specific Plan area is located in the Airport Influence Areas (AIAs) of the Ontario International Airport and the Chino Airport. The Federal Aviation Administration (FAA) identifies stormwater management facilities as one of the greatest attractants to wildlife hazards to airport operations. For this reason, all new above ground stormwater management facilities located within the Eucalyptus Business Park Specific Plan area will be designed to avoid the creation of open water and habitat by being designed to drain completely within a maximum 48-hour period following design storm event (i.e., 24-hour storm) and remain totally dry between storm events.

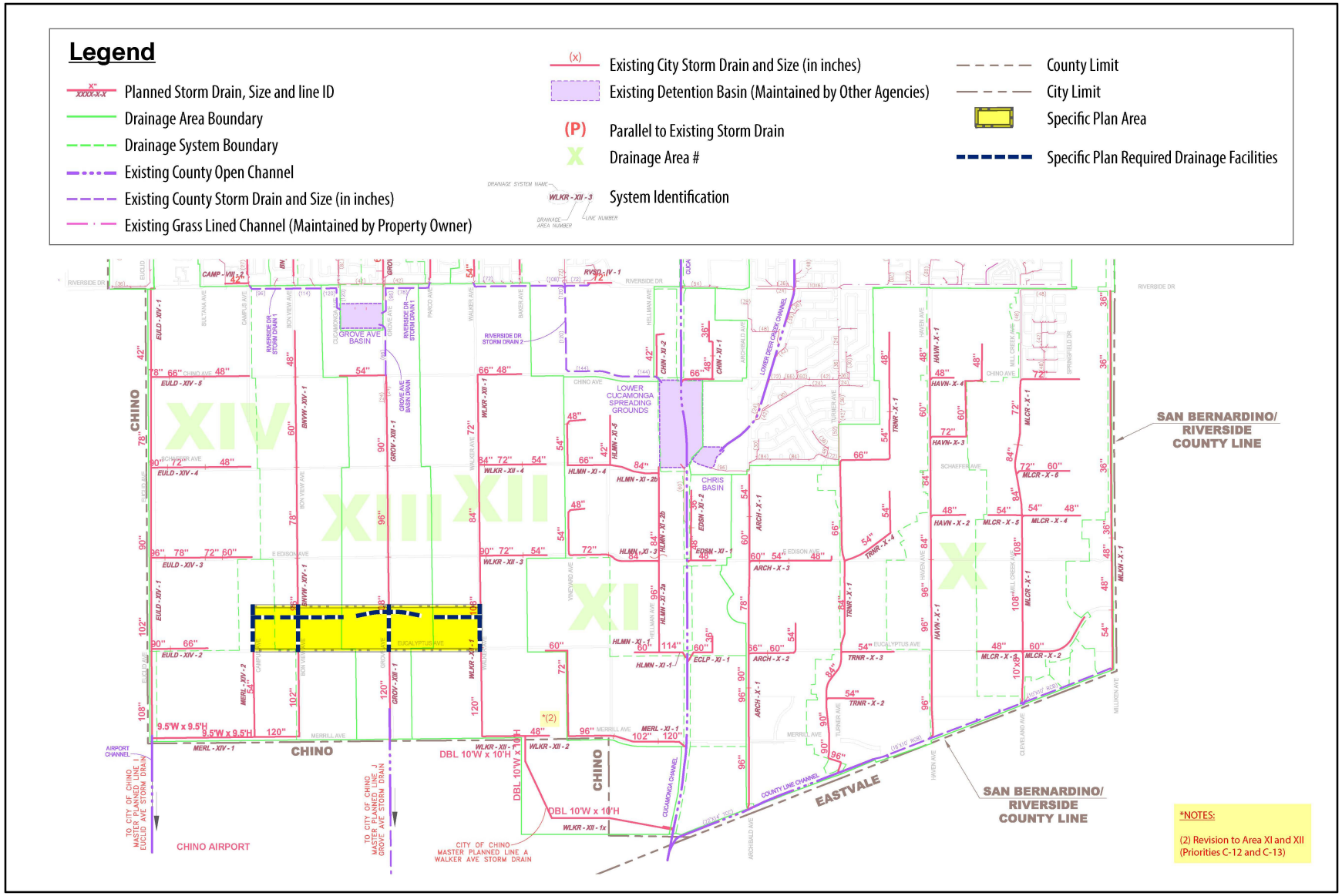


Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (04-01-2026), San Bernardino County (2025)

Figure 4-10

0 275 550 1,100 Feet

Storm Drain Infrastructure Plan



Source(s): Ontario Municipal Utilities Company (OMUC) (03-09-2012)

Figure 4-11

City of Ontario Planned Drainage Facilities

Not to Scale

4.2.5 Dry Utilities Plan

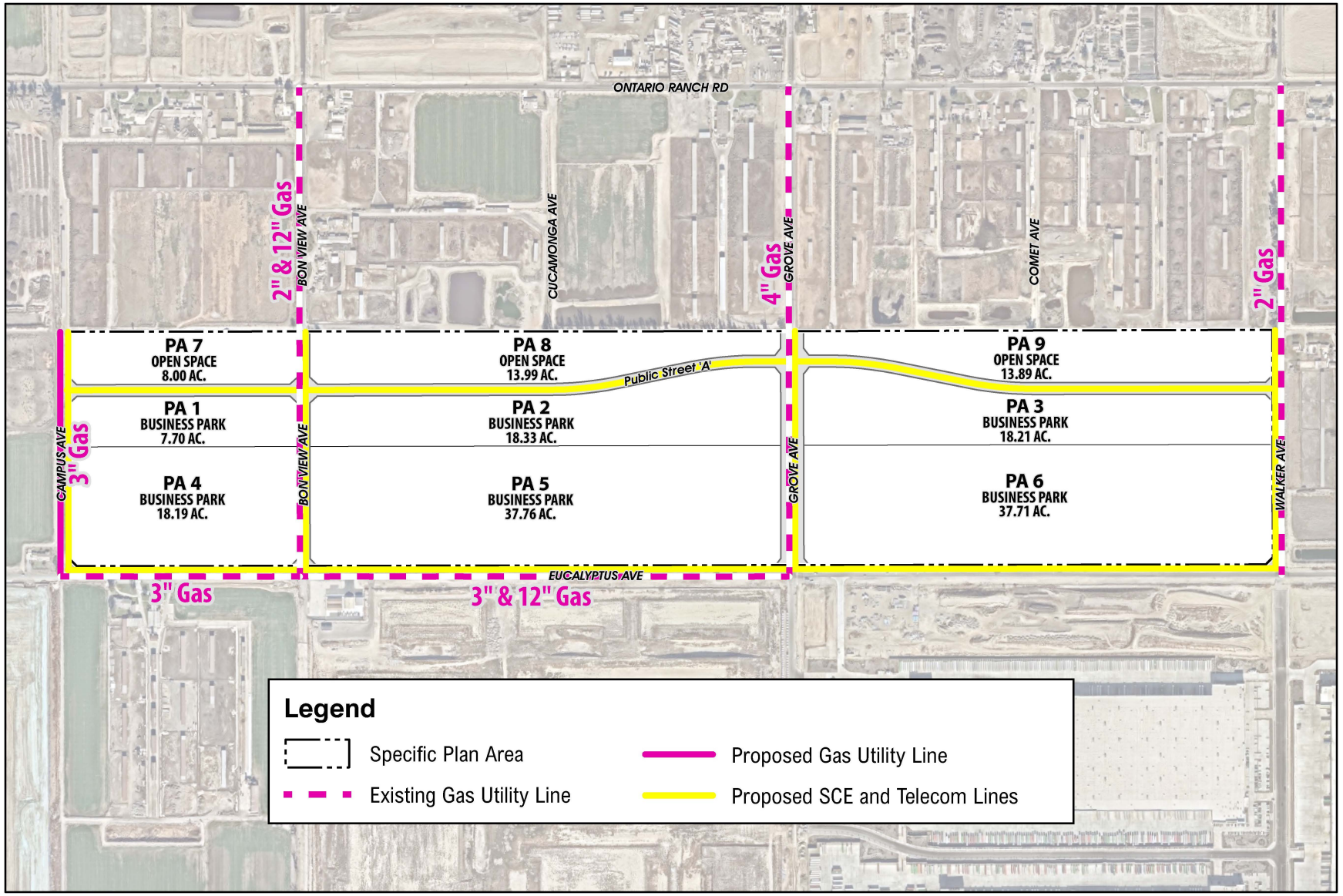
Southern California Gas Company (SoCal Gas) provides gas service, Southern California Edison (SCE) provides the electric service, and OntarioNet Fiber and Frontier Communications provide telecommunication (telecom) services to the Specific Plan area. As shown on Figure 4-12, *Dry Utilities Infrastructure Plan*, and Figure 4-13, *Fiber Optics Plan*, existing dry utilities infrastructure includes a 3-inch gas line within Eucalyptus Avenue between Campus Avenue and Bon View Avenue; a 3-inch and a 12-inch gas line along Eucalyptus Avenue between Bon View Avenue and Grove Avenue; a 2-inch and a 12-inch gas line within Bon View Avenue; a 4-inch gas line within Grove Avenue; and a 2-inch gas line within Walker Avenue.

Dry utilities, including electric and telecom improvements for the Specific Plan area require the planning, design, and construction of the following: new SCE and telecom lines within Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, Eucalyptus Avenue, and Public Street 'A'; new fiber optic lines within Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, Eucalyptus Avenue, and Public Street 'A'. The Specific Plan would also install a new gas line in Campus Avenue between Eucalyptus Avenue and the northern boundary of the Specific Plan area as part of areawide infrastructure improvements; However, the Specific Plan would not utilize natural gas.

All dry utilities internal to the Eucalyptus Business Park Specific Plan area will be installed underground in conjunction with the development of the Specific Plan area in accordance with applicable public utility standards and specifications and to the satisfaction of the Ontario City Engineer. The location of other lateral connections, transformers, switches, pull boxes, and dry utility manholes will be determined at the time buildings are positioned and uses are established in each planning area in conjunction with implementing development.

4.3 Conceptual Grading Plan

As part of site grading activities, the majority of the Specific Plan area would be subject to grading and disturbance. Specifically, grading activities on-site would require approximately 1,000,000 cubic yards (CY) of cut and approximately 1,150,000 CY of fill. Net fill (import) would be 150,000 CY. Within this earthwork operation, the site needs to export approximately 51,000 CY of organic materials.

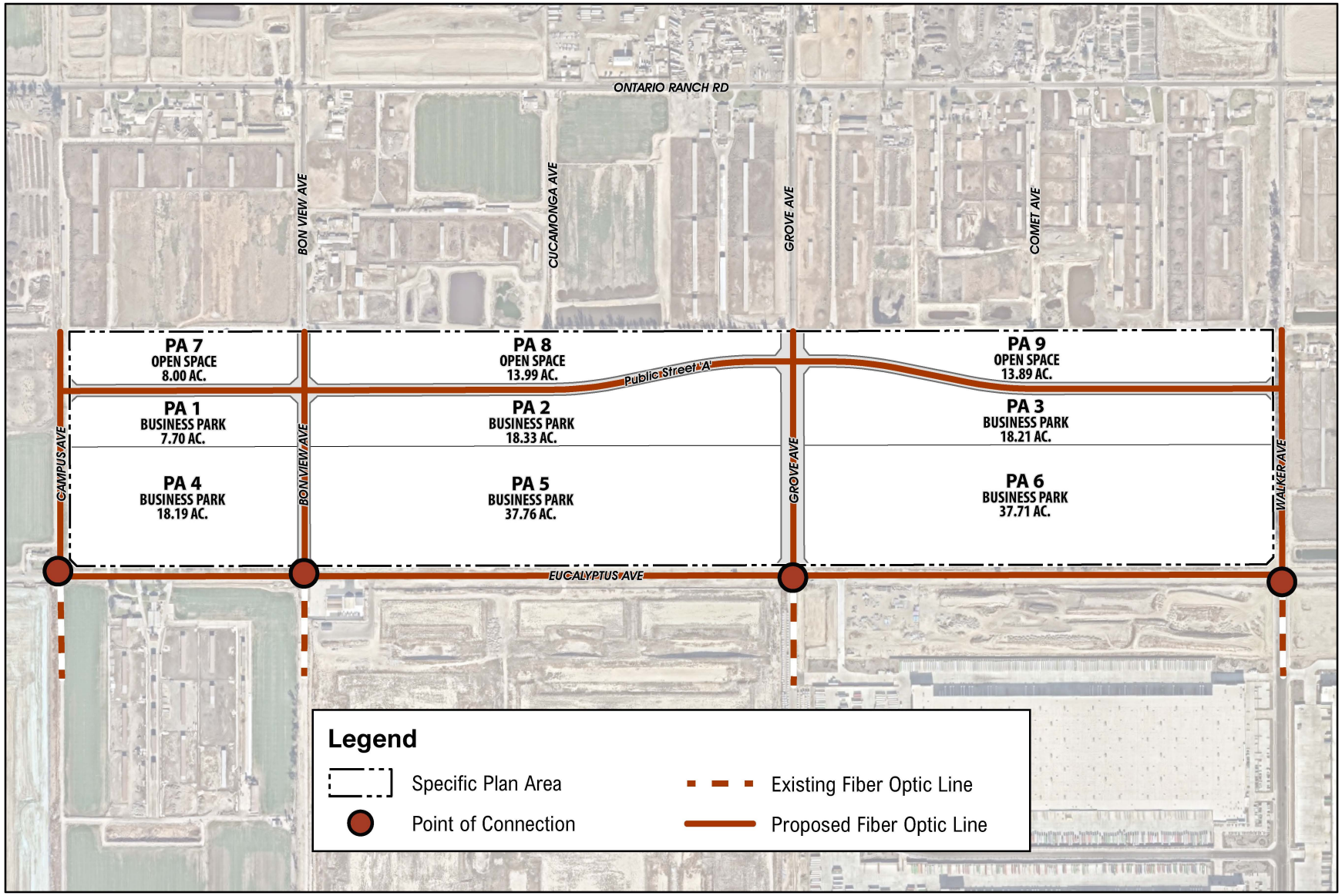


Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (11-20-2025), San Bernardino County (2025)

Figure 4-12

0 200 400 800
Feet

Dry Utilities Infrastructure Plan



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (11-16-2025), San Bernardino County (2025)

Figure 4-13

Fiber Optics Plan

0 200 400 800 Feet

CHAPTER 5

DEVELOPMENT REGULATIONS

5.1 Purpose and Intent

This Chapter formally establishes the use permissions and development standards (zoning) for the Eucalyptus Business Park Specific Plan area. The regulations provided herein work in concert with the architectural and landscape guidelines set forth in Chapter 6, *Design Guidelines*, to achieve the vision of this Specific Plan.

5.2 Definition of Terms

The meaning of words, phrases, titles, land uses, and terms shall be the same as provided in the City of Ontario Development Code (hereafter referred as "Development Code"), unless otherwise specifically defined in this Specific Plan.

5.3 Applicability

The regulations set forth in this Chapter shall apply to all development plans or agreements, tract or parcel maps, site plans, or any other action requiring administrative or discretionary approval within the approximately 189-acre Eucalyptus Business Park Specific Plan area. If the development standards contained herein differ from those contained in the Ontario Development Code, the provisions of this Specific Plan shall take precedence. Any development standard, condition, or situation not specifically addressed herein shall be subject to the applicable requirements of the Ontario Development Code.

5.4 Permitted, Conditionally Permitted, and Administratively Permitted Uses

Land within the Eucalyptus Business Park Specific Plan area and structures/facilities thereon may be developed, divided, and/or used for those activities listed in Table 5-1, *Permitted Land Uses*. Table 5-1 lists the permitted, conditionally-permitted, and administratively permitted land uses for each land use district established by this Specific Plan (Business Park and Open Space – Parkland). A use that is not listed in Table 5-1 is a prohibited use unless otherwise allowed pursuant to the procedures described in Chapter 7, *Implementation Plan*, or through applicable interpretations and determinations established by the Development Code.

The Specific Plan area is located within the Chino Airport (CNO) AIA. The San Bernardino County Comprehensive Land Use Plan for Chino Airport was adopted in 1991 and does not reflect guidance set forth in the 2011 Caltrans Airport Land Use Planning Handbook. As such, in 2022, the City of Ontario adopted the CNO Overlay District which provides maps, criteria, and policy language to guide development within the Chino AIA consistent with the 2011 Caltrans Airport Land Use Planning Handbook. The majority of the Specific Plan area is located within CNO Safety Zone 5 (low risk), with a very small portion of the southeastern corner located within Safety Zone 4 (moderate risk).

Development within the land use overlay district may have building height, land use, and floor area ratio (FAR) limitations and is subject to open land requirements. The more stringent criteria between those indicated in the applicable provisions set forth in this overlay district and this Specific Plan shall govern.

The symbols shown in Table 5-1 have the following meanings:

"P" – the land use is permitted by right, subject to the development standards applicable to that land use district.

"C" – the land use is conditionally permitted, subject to the filing of a Conditional Permit in accordance with the requirements of the Ontario Development Code and must be approved by the City of Ontario Zoning Administrator or Planning Commission before the use can be established within a particular land use district.

"A" – the land use is administratively permitted, subject to the filing of an Administrative Use Permit in accordance with the requirements of the Ontario Development Code.

Table 5-1 Permitted Land Uses

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
Agriculture, Forestry, Fishing, Hunting			
Temporary and interim agriculture uses	P	P	Restricted to existing legally established agriculture and dairy uses.
Manufacturing			
Aerospace	P	--	
Alcoholic beverage manufacturing (breweries, wineries, distilleries, and related tasting room)	C	---	
Apparel	P	---	
Automotive	P	--	
Boutique/artisan small-scale and micro manufacturing facilities	P	---	Includes all types of small-scale businesses that produce tangible goods, such as textiles, hardware and hardware prototyping, woodworking, metal working, 3D printing, consumer product design and prototyping, nonalcoholic beverage, local food production and packaging, soaps, perfumes, and lotions.
Computer and electronic products	P	---	

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
Electrical equipment, appliances, and components	P	---	
Food	P	---	Including bread, tortilla, snack foods, roasted nuts, coffee and tea, spice and extract, and other miscellaneous food manufacturing)
Footwear	P	---	
Furniture and related product manufacturing	P	---	
Leather and allied product	P	---	
Miscellaneous manufacturing	P	---	Includes medical equipment and supplies; jewelry and silverware; sporting and athletic goods; dolls, toys and games; office supplies; signs; and other miscellaneous manufacturing.
Painting, Powder Coating and Polishing Metal and Metal Products for the Trade	C	--	Activities are restricted to within a fully enclosed building.
Pharmaceuticals and medicines	C	---	
Plastic product manufacturing	P	---	
Printing and related support activities	P	---	
Textile product mills	P	---	Activities are restricted to within a fully enclosed building.
Wholesale Trade			
Automotive parts and accessories (excludes automotive repair)	P	---	
Business to business electronic markets	P	---	Includes sale of goods such as household goods, computer parts, clothing,

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
			food, office supplies, and other tangible goods.
Durable and nondurable goods agents and brokers	P	---	Agent and brokers that facilitate wholesale transactions of tangible goods for manufacturers and buyers
Furniture and home furnishings	P	---	
Group purchasing organizations	P	---	
Hardware and plumbing, and heating equipment and supplies	P	---	
Household appliances and electrical and electronic goods	P	---	
Merchant wholesalers, nondurable goods	P	---	Excludes industrial gases, petroleum bulk stations and terminals, and fireworks and explosives.
Miscellaneous durable goods	P	---	Includes musical instruments, prerecorded compact discs and digital video discs, and timber and timber products.
Motor vehicle parts and supplies	P	---	
Professional and commercial equipment and supplies	P	---	Includes wholesale distribution of durable goods designed for business, industrial, or professional use, including medical, photographic, office, and computer equipment.
Sporting and recreational goods and supplies	P	---	Sales of firearms will require an approved CUP.
Toy and hobby goods and supplies	P	---	

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
Jewelry, watches, precious stones, and precious metals	P	---	
Retail Services			
Automated fueling stations ("card lock" facilities)	P	---	
Automobile, light truck and van body, paint, and interior repair and customization	C	---	
Automobile, light truck and van repair and maintenance	C	---	
Batting cages – indoor	C	---	
Cafeterias and buffets[1]	P	---	Outdoor dining areas, both temporary and permanent, which are provided in addition to seating areas approved with the development of a building, may be permitted, subject to the approval of an Administrative Use Permit.
Convenience stores[1]	P	---	Gross floor area shall not exceed 10,000 sq. ft. for a single building.
Fitness and recreational sports centers (limited to health clubs and gyms, fitness and sports training facilities, tennis club, swim clubs and other activities and facilities) • GFA less than 10,000 SF	P	---	
Fitness and recreational sports centers (limited to health clubs and gyms, fitness and sports	C	---	

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
training facilities, tennis club, swim clubs and other activities and facilities) • GFA 10,000 or more SF			
Full-service restaurants[2]	P	---	Outdoor dining areas, both temporary and permanent, which are provided in addition to seating areas approved with the development of a building, may be permitted, subject to the approval of an Administrative Use Permit.
Gasoline stations with convenience stores[1]	C	---	
Home and garden equipment and appliance repair and maintenance	P	---	
Industrial retail sales (limited to the ancillary sales of goods and/or product either manufactured, warehoused, or wholesaled on-site) • ≤ 8,000 SF	P	---	
Industrial retail sales (limited to the ancillary sales of goods and/or product either manufactured, warehoused, or wholesaled on-site) • > 8,000 SF of building GFA	C	---	
Limited-service and fast food restaurants	P	---	Outdoor dining areas, both temporary and permanent, which are provided in addition to seating areas approved with the development of a

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
			building, may be permitted, subject to the approval of an Administrative Use Permit.
Other Personal and Household Goods Repair and Maintenance -- Without Retail Sales (limited to garment alteration and repair, jewelry repair, key duplicating, musical instrument repair and tailor shops)	P	---	
Reupholsters and furniture repair	P	---	
Self-serve and full-service gasoline stations[1]	C	---	
Automotive servicing facilities (limited to retail-oriented services, such as emissions testing, battery replacement and other similar retail activities that involves the limited use of pneumatic tools or equipment that create noise impacts)	P	---	
Simulated racing (limited to go-carts, radio-controlled vehicles, and other similar facilities)	C	---	
Snack and nonalcoholic beverage bars[1]	P	---	Outdoor dining areas, both temporary and permanent, which are provided in addition to seating areas approved with the development of a building, may be permitted, subject to the approval of an Administrative Use Permit.

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
Vending machine operators (retailing of merchandise through vending machines, as an ancillary business activity, within a fully enclosed building)	P	---	
Transportation & Warehousing			
Couriers and messengers	P	---	
Data center	C	---	
General warehousing and storage within a wholly enclosed building	P	---	
Fulfilment Center	P	---	
Outdoor materials and equipment storage in conjunction with an allowed use	C	---	
Package and Parcel Sorting and Delivery	P	---	Sorting facilities that direct packages to their final destination.
Parking lots and parking garages in conjunction with allowed uses	P	---	
Physical records, digital assets, and media archives storage	C	---	
Plug-In Electric Vehicle (PEV) Charging Facilities	P	---	
Postal service	P	---	
Indoor Vehicle Storage	P	---	
Outdoor Vehicle Storage	C	---	
Professional, Scientific, Tech. Services			
Broadcasting (except internet)	P	---	
Business support services	P	---	Includes consulting, administrative tasks, IT

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
			support, and financial management.
Depository credit intermediation	P	---	Limited to commercial banking, savings institutions, and credit unions.
Financial transactions processing and clearinghouse activities	P	---	Establishments that facilitate electronic funds transfers, check clearing, credit card processing, and managing reserves, excluding central bank activities.
Management of companies and enterprises	P	---	
Motion picture and video industries	P		Includes production, distribution, and exhibition of films, television programs, and commercials.
Newspaper, periodical, book, and directory publishers	P	---	
Personal fitness trainer	P	---	
Physicians and dentists, other health practitioners, outpatient centers, laboratory testing services, home healthcare services, and community clinics	P	---	
Religious organizations	C	---	
Scientific research and development services	C	---	
Software publishers	P	---	
Sound (audio) recording facilities	P	---	
Telephone answering services and call centers	C	---	
Construction			
Contractors (limited to businesses whose	P	---	Permitted by right if completely within a building.

Use Legend: Permitted Use = "P" Conditional Use = "C" Administrative Use = "A" Prohibited Use = "---"			
Use	Business Park (PAs 1-6)	Open Space – Parkland (PAs 7-9)	Notes
primary activity is performing specific activities involving in construction, engineering and capital improvement projects, or preparation of sites for construction)			Conditional use permit required if outdoor storage is provided.
Prefabricated construction assembly	P	---	
Government Offices			
Executive, legislative, and other general government support	P	P	
Fire protection (stations and substations)	P	P	
Police protection (stations, substations, and storefront facilities)	P	P	
Publicly operated animal resource center	P	P	
Arts, Entertainment and Recreation			
Open space and park lands (publicly owned facilities)	---	P	
Other Uses			
Electric Power transmission, control and distribution	P	P	Restricted to only publicly owned utility stations.
Telecommunication facilities	C	---	
Temporary and interim buildings, structures, and facilities (fewer than 5 years)	A	A	
Temporary and interim buildings, structures, and facilities (5 to 10 years)	C	C	
Self-storage facilities	P	---	
Note: 1. Uses are considered as commercial uses within the Eucalyptus Business Park Specific Plan area. The total combined square footage of the commercial uses shall not exceed 10,000 SF.			

5.5 Business Park Development Standards

The following development standards establish the development criteria that shall apply within the Business Park land use district of the Eucalyptus Business Park Specific Plan. The Specific Plan area is located within the Chino Airport Safety Zones that may limit building height, land uses, and FAR based on the proposed land use, and requires open land. Refer to the Chino Airport Land Use Compatibility Plan for additional land use restrictions. For standards that are silent in this Specific Plan, the applicable standards contained within the City's Development Code shall apply.

Table 5-2 Development Standards

Site Requirements	
	BP
Minimum lot size	1.0 acre
Maximum floor area ratio *(calculated on a Planning Area by Planning Area basis)*	0.55
Minimum lot width dimensions	100 ft
Minimum lot depth dimensions	100 ft
Maximum building footprint	560,000 SF
Maximum Building Height[1]	60 ft
Maximum Building Height (lots adjoining Public Street 'A')[1]	50 ft
Overall minimum landscape coverage (landscaping shall include plantings (trees, shrubs, groundcovers, vines) and trellises.)	13%[2]
Minimum truck court depth (measured from dock door perpendicularly to property line)	120 ft

Notes:

1. Maximum building height shall also adhere to the Chino Airport height constraints.
2. The Overall Minimum Landscape Coverage shall be determined based on the net total acreage of all parcels in the same phase of development. The minimum landscape coverage requirement shall not apply on a planning area by planning area or parcel by parcel basis.

Table 5-3 Minimum Building and Parking Setback Requirements

	BP
Minimum setbacks from property line	
Eucalyptus Avenue	25 ft
Public Street 'A'	20 ft
Campus Avenue	10 ft
Bon View Avenue	10 ft
Grove Avenue	20 ft
Walker Avenue	20 ft
Minimum side yard interior property line setbacks	
Building	5 ft
Drive aisles, passenger cars and truck parking	5 ft
Screened loading and storage yards (inclusive of passenger cars and truck parking within the screened loading and storage area)	0 ft
Minimum rear yard setback	0 ft

Table 5-4 Minimum Drive Aisle and Parking Space Separation Requirements

	BP
Adjacent to building office elements	10 ft
Adjacent to building wall or screen wall/fence, and not within a screened/enclosed yard	5 ft
Adjacent to building wall or screen wall/fence, and within a screened yard	0 ft

Table 5-5 Parking Space Requirements

Use	Required Space
Wholesale Trade	2.5 spaces per 1,000 SF
Retail Services	4 spaces per 1,000 SF
Full-Service Restaurant	10 spaces per 1,000 SF
Fast Food Restaurants	13.3 spaces per 1,000 SF
Professional, Scientific, Tech. Services	4 spaces per 1,000 SF
General Business Offices	4 spaces per 1,000 SF
Manufacturing[1,2]	1.85 spaces per 1,000 SF gross floor area (GFA)
Warehousing and Distribution[1,2]	Portion of GFA ≤ 20,000 SF: 1 space per 1,000 SF Portion of GFA > 20,000 SF: 0.5 space per 1,000 SF Tractor trailer parking space: 1 space/4 dock-high doors
General Industrial[1,2]	Portion of GFA < 50,000 SF: 1.85 spaces per 1,000 SF Portion of GFA ≥ 50,000 SF and < 100,000 SF: 1 space per 1,000 SF Portion of GFA ≥ 100,000 SF: 0.5 space per 1,000 SF Tractor trailer parking space: 1 space/4 dock-high doors
Business Park[1,2]	3 spaces per 1,000 SF Tractor trailer parking space: 1 space/4 dock-high doors

Notes:

1. Parking for "general business offices" and other associated uses shall be provided when those uses exceed 10% of the building GFA.
2. The Specific Plan permits a blended parking ratio for Business Park buildings to accommodate varying proportions of business park, general industrial, warehouse, distribution, and/or support office functions. The Planning Director may approve modifications to the blended ratio during the Development Plan review process based on operational characteristics, provided parking meets or exceeds the parking requirements in Table 5-5, *Parking Space Requirements*.

5.5.1 Other Development Standards

1) Loading docks and truck parking areas shall be visually screened from Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, and Public Street 'A' by walls and landscaping features.

2) The outdoor storage of materials and equipment shall be permitted ancillary to the land uses allowed pursuant to Table 5-1. Outdoor loading and storage areas and loading doors shall be screened from view from public streets by concrete or masonry walls and landscaping. Any gates shall be lockable. Such walls and landscaping used as screening shall be a minimum eight feet (8') in height and shall be of sufficient height to screen all outdoor materials and equipment, tractors and trailers, and loading doors from view of public streets. A line of sight study shall determine the required height(s) of the screen walls. The storage of outdoor materials shall not exceed the height of the screen walls as measured from the interior side of the walls.

3) Ground- and roof-mounted exterior mechanical equipment, heating and ventilating, air conditioning, tanks, and other mechanical devices shall be of an architecturally compatible design with the primary structure and screened when visible to the public.

4) Exterior lighting fixtures shall be downward directed. Pole-mounted lights shall be shielded with the light source oriented to not directly face public streets and/or adjacent properties.

5) All manufacturing and processing activities shall be conducted within a wholly enclosed building.

6) The following open land and occupancy limit requirements shall apply within the

Chino Airport Safety Zone, as approved by the City of Ontario City Council. Qualifying open land is land free of most structures and other obstacles such as walls, large trees or poles, and overhead wires. The minimum dimensions of the open space area shall be 75 feet by 300 feet. Additional open space requirements shall adhere to the provisions provided within the Ontario Development Code.

7) The Specific Plan area is located in the Airport Influence Area (AIA) established by the Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) and the Chino Airport Safety Zone established by the provisions within the Chino Airport Overlay zoning district. All development in the Eucalyptus Business Park Specific Plan area shall be subject to the mandatory requirements and standards of those applicable ALUCP and the Ontario Development Code, or in the absence of an adopted ALUCP and Development Code, the California Airport Land Use Planning Handbook. Given the close proximity of the Specific Plan area to the Chino Airport, developers within the Specific Plan area shall consult and coordinate with Chino Airport agencies and City staffs during the planning and design stage to ensure development plans accommodate applicable safety restrictions. The entire Specific Plan area is impacted by the Chino Airport; developers within the Specific Plan area shall consult and coordinate with City staff, Chino Airport, and FAA during the planning and design stage to ensure that development plans and right-of-way street improvements do not create any hazards and comply with the California Airport Land Use Planning Handbook published by the Caltrans Division of Aeronautics and the Ontario Development Code.

5.6 Open Space-Parkland Development Standards

The Eucalyptus Business Park Specific Plan is comprised of approximately 35.88 acres of Open Space – Parkland land uses, which is planned as part of for a larger public regional park. The developer and the City of Ontario will work together to ensure the regional park will be constructed concurrently with the build out of the Business Park portion of the Specific Plan. The details of the partnership will be included in the Development Agreements accompanying the approval of the Eucalyptus Business Park Specific Plan.

CHAPTER 6

DESIGN GUIDELINES

6.1 Purpose and Intent

The design guidelines presented in this chapter describe the quality and character of the built environment expected for the Eucalyptus Business Park Specific Plan area. While the design guidelines provide direction, they are meant to provide a certain level of flexibility to allow creative expression during the design of implementing development projects.

The Eucalyptus Business Park Specific Plan area's visual identity will be expressed through attractive building architecture with quality materials, landscape, hardscape, and signage elements. The design guidelines contained herein are primarily focused on the business park planning areas and are presented in a manner that ensures consistent architectural expression from building to building, while allowing flexibility in modern-day building design.

The objectives of these Design Guidelines are as follows:

- To provide the City of Ontario assurance that the Eucalyptus Business Park Specific Plan area will develop in accordance with the quality and character described within this Specific Plan.
- To provide guidance to developers, builders, engineers, architects, urban planners, landscape architects, and other professionals to achieve and maintain the desired design quality.
- To provide an aesthetic benchmark for City staff, the Planning Commission, and the City Council in their review of the design of future development projects in the Specific Plan area.
- To provide guidelines that steer the Eucalyptus Business Park to convey a contemporary aesthetic theme and character while allowing flexibility for practical application and creative expression.
- To provide guidelines for energy and water use efficiency that can be implemented in the site planning, design, and construction of implementing development projects to minimize waste deposited at landfills, decrease fossil fuel consumption, and reduce domestic water consumption.
- To ensure that the Specific Plan implements the intent of The Ontario Plan and the City's Development Code.

The Design Guidelines presented herein apply to all development within the Business Park Planning Areas within the Eucalyptus Business Park Specific Plan area.

6.2 Parkland Guidelines

The City's vision for the Grand Park has been outlined in the Ontario Grand Park Conceptual Master Plan. All future improvements within the Grand Park including monumentation, signage, trails, landscaping, etc. shall be designed to be consistent with the Ontario Grand Park Conceptual Master Plan to ensure a consistent implementation of the City's vision. Improvements within the Grand Park shall be approved as part of the development

plan for the respective planning area of the EBPSP.

6.3 Business Park Design Theme

Planning Areas 1-6 are envisioned as a contemporary business park containing buildings that are grouped and arranged in campus-like settings. The business park areas will provide businesses with easy access to regional transportation networks, proximity to workers, and proximity to major ports and airports.

The theme features a contemporary design aesthetic, drawing on the ranch heritage of the area, which provides architectural styling with attractive detailing, visually-interesting accents, and timeless features. Developments within the business park area will provide architecturally compatible sign design, directed lighting, colorful and drought-tolerant landscaping, and energy efficient design features. Functional elements like loading areas will be oriented inward with attractive building façades facing outward toward the public streets. Generous landscaped zones along these frontages will enhance both the visual appeal and functionality of the circulation system.

6.4 Business Park Architecture Guidelines

This section sets addresses the architectural design of buildings in Planning Areas 1-6.

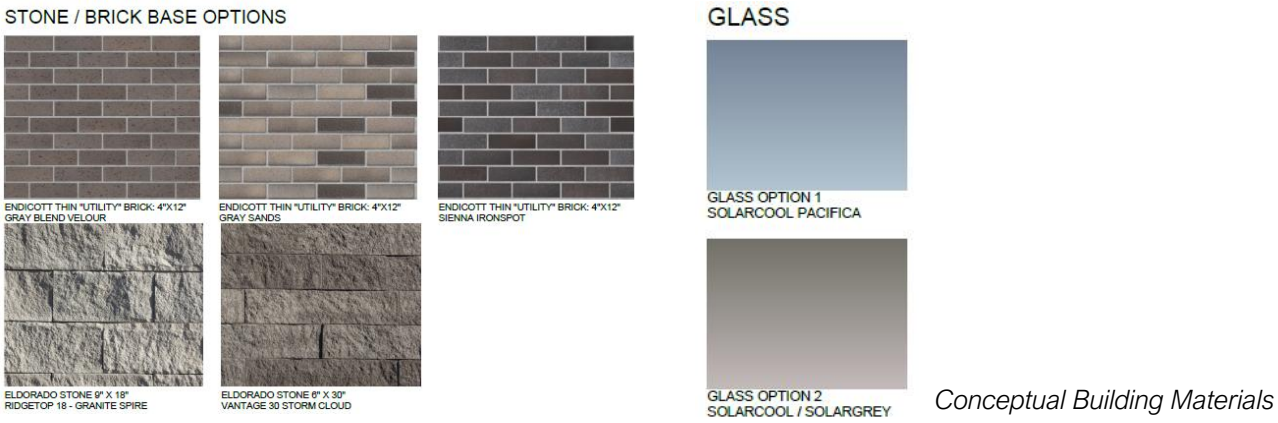
6.4.1 Architectural Theme

The architectural style of buildings in the business park areas emphasizes building massing over structural articulation. Buildings are characterized by simple and distinct cubic masses with interlocking volumes of wall planes, colors, and materials to create visual appeal. Additionally, architectural designs may mix colors, materials, and textures to articulate façades and create visual appeal.

Design elements are selected to ensure compatibility in character, massing, detailing, and exterior materials, reinforcing the



Conceptual Building Architecture



Conceptual Building Materials

aesthetic of the intended contemporary design. While individual creativity and identity of individual buildings are encouraged, all buildings and planning areas are intended to maintain design integrity and compatibility to reinforce a cohesive image and campus-like setting throughout the Specific Plan area

6.4.2 Building Form

Building form is a fundamental aspect of architectural design, defined by elements such as shape, mass (size), scale, proportion, and articulation. Building façades visible from public roads require careful attention but even building façades not visible from public roads

or publicly accessible areas are encouraged to follow the building form guidelines listed below.

The following guidelines apply to all business park buildings to promote a visually cohesive, attractive, and welcoming environment:

1) Simple geometric shapes shall be used as the overall building form. Rectangular forms are preferred, as they provide visual balance and interest. Avoid overly complex or arbitrary building shapes.

2) Long horizontal wall surfaces facing public streets shall incorporate regular or periodic changes in exterior materials, color, decorative accents, or architectural details to add visual interest.

3) Varying the size and shape of building masses between neighboring buildings visible from public streets is encouraged.

4) Buildings abutting and facing Public Street 'A' are encouraged to have varied setback distances to provide a visually interesting and attractive street frontage.

5) Make primary pedestrian entrances to buildings (with the exception of service doors and emergency exit doors) clearly and easily identifiable through changes in massing, color, and/or building materials. Entries intended for visitors and the general public should be recessed or covered by architectural projections, roofs, or arcades to provide shade and a welcoming effect.

6) Architectural and trim detailing on building façades shall be clean, simplistic, and not overly complicated.

7) Materials applied to exterior wall elevations shall turn the corner of the building to a logical termination point in relation to architectural features or massing.

8) Provide enhanced building corner and entrance design to create visual anchors that help define the building's identity.

6.4.3 Building Materials, Colors, and Textures

Building materials and colors play a pivotal role in developing a clean, contemporary visual environment. The following guidelines apply to all business park buildings within the Eucalyptus Business Park Specific Plan area, with slight variations encouraged to provide visual interest.

1) Primary exterior building materials shall include concrete and similar materials. The primary materials should be accented by secondary materials including but not limited to natural or fabricated stone, fire resistant or synthetic wood siding (horizontal or vertical), metals, or similar materials.
2) Trim details may include metal finished in a uniform color, plaster, or concrete elements finished consistently with the building treatment. Use of overly extraneous themed detailing, like oversized or excessive foam cornice caps, foam moulding and window detailing is discouraged.
3) Material transitions should occur at intersecting planes, preferably at inside corners where wall planes change, or at points where architectural elements meet.
4) Primary exterior building colors should be light earth and gray tones. Darker and/or more vibrant accent colors may be used strategically in focal point areas, such as around building entrances and outdoor gathering spaces.
5) The use of bright primary colors, overly bold color applications, and arbitrary color patterns that clash with the established business park color palette are discouraged, except in signage and logos.
6) Colors of exposed downspouts (only permitted if not in public view), service doors, and mechanical screens shall be the same color as the adjacent building wall.
7) If downspouts are needed in areas of public view, they shall be designed as internal downspouts.
8) Provide contrasting materials at corners and vehicle entrances to visually enhance the focal points of the buildings.

6.4.4 Windows and Doors

Patterns of window and door openings shall correspond with the overall design of the building and shall be consistent in form, pattern, and color. The following windows and doors guidelines apply to business park buildings.

1) Where feasible, doors and windows on individual building façades should be arranged in a symmetrical and repetitive pattern to promote visual continuity.





Conceptual Windows and Doors

2) Window styles and trims shall be consistent in form and color within each planning area. All window trims on a given building should share a uniform finish.

3) Unfinished or untreated metal frames and gold-colored frames for windows and doors are not permitted. Clear silver anodized frames are acceptable.

4) Glass should be clear or lightly tinted with subtle reflectivity. Highly reflective or silver-tinted glass is not allowed.

5) All windows/glass and doors shall be inset to rear of wall/panel to add interest and provide shadow lines.

6.4.5 Rooftop Equipment Screening

Equipment and apparatuses placed on the roofs of business park buildings are expected to be screened from public view.

1) All rooftop mechanical, electrical, and communication equipment shall be fully screened from view from adjacent public streets. Solar photovoltaic (PV) panels and associated technologies may be visible from public review if full screening of the PV system is not feasible.

2) Screening elements shall be architecturally integrated with the building design in terms of form, materials, and color. Building parapets is the preferred method of screening but where parapets are not feasible, mechanical screens may be used



Conceptual Building Corner Elevation Rendering

but must appear as a natural extension of the building's architecture. Screening elements shall be of a uniform height, color, and texture on a building sufficient to conceal all rooftop equipment from view from adjacent public streets.

3) Rooftop equipment should be placed away from roof edges to minimize visibility and reduce the height of required screening.

4) All conduits, piping, and utility lines associated with rooftop equipment shall be concealed from public view from adjacent public streets.

5) Building roofs shall be designed to support the installation of solar photovoltaic (PV) panels and associated technologies.

6.5 Business Park Site Feature Guidelines

6.5.1 Parking and Loading Areas

Areas serving commercial vehicles such as loading dock areas and truck courts are essential for the efficient operation of business park facilities, providing access for loading, unloading, and freight movement. However, due to their scale and activity levels, these areas can present conflicts with other functions if not properly design and screened. Below are design expectations for the effective screening and use of loading docks and truck courts.

1) Business park buildings fronting Public Street 'A' shall not include loading docks on any façades facing that street.

2) Commercial vehicle loading doors, service docks, and outdoor equipment areas shall be oriented or screened to minimize visibility from public roads through the use of solid walls and dense landscaping. Screening for this purpose shall be a minimum of 8 feet. A line of sight study will determine max height required.

3) Loading and unloading activities by commercial vehicles and trucks are prohibited from occurring on or being visible from public streets.

4) Sufficient queuing space shall be provided in front of security gates to prevent commercial vehicles and trucks from stacking or idling on public streets while waiting to enter.

5) Driveway entrances for trucks and service vehicles shall be separated from passenger vehicle traffic, pedestrian pathways, and bicycle routes where possible.

6) Conduit should be installed within truck courts in logical, accessible locations to accommodate the future addition of electric truck charging stations, anticipating advances in zero-emission vehicle technology during the lifespan of the business park.

7) Passenger car parking lots within business park sites shall provide landscaping that consist of shade trees and parking finger islands.

8) Trees and parking fingers are not required in truck courts, unless required to meet the landscape coverage requirements.

6.5.2 Outdoor Employee Amenity Areas

The business park is expected to offer a wide variety of job opportunities. For the comfort of employees, outdoor employee amenities are encouraged throughout the business park area.

1) Outdoor break areas for employees may be conveniently located and accessible to each business park building and





Conceptual Employee Amenity Areas

positioned away from or screened from loading zones, trash enclosures, or other utilitarian functions. Break areas may serve one building or be shared among multiple buildings.

2) In outdoor break areas, shade structures such as canopies, trellises, or umbrellas are encouraged to be provided to shade and protect users from direct sun and light rain. Outdoor break areas are encouraged to provide weather-resistant seating and tables, including a mix of options (e.g., individual benches, larger tables, etc.) to accommodate different group sizes and preferences.

3) Use of outdoor break areas shall be encouraged by including features such as early morning and evening decorative lighting, outdoor power outlets, decorative paving, and decorative features.

4) Bicycle racks shall be provided at each building or in a common area that serves multiple buildings. Outdoor bike racks shall be secure, well-anchored, and placed in well-lit areas with passive surveillance, such as security cameras, to enhance safety.

6.5.3 Outdoor Equipment Placement

Ground-mounted and wall-mounted utilitarian equipment is expected to be needed to support business park building operations. The following guidelines are aimed at proper placement.

1) Ground-mounted equipment, including but not limited to mechanical and electrical systems, emergency generators, boilers, storage tanks, risers, and conduits should be placed out of public review or be screened from public view, particularly from adjacent public streets and other publicly accessible areas.

2) Electrical equipment rooms should be located within the building envelope. External projections, such as pop-outs or shed-like structures, are discouraged.

3) Wall-mounted equipment should not be installed in visually prominent locations on building façades that face public roads or areas with high visibility. Such equipment should either be screened from view or integrated into the building's architectural design to minimize visual impact.

6.5.4 Trash Enclosures

Thoughtfully designed trash enclosures are essential components of a well-functioning and visually cohesive business park. These facilities serve a critical operational role while also contributing to the overall aesthetic and environmental quality of the development. The following guidelines are intended to ensure that trash and recycling enclosures are secure,

functional, and architecturally integrated into the site design.

1) All outdoor refuse containers shall be screened within a permanent, lockable and durable enclosure and should be oriented so they are not visible from public roads/views. The enclosure's design shall reflect the architectural style of adjacent buildings and use similar, high-quality materials.

2) Refuse collection areas shall be located behind or to the side of buildings, away from the building's main entrance and public view.

3) Design and placement of trash enclosures shall meet Integrated Waste Department requirements, including the requirements for Sizing of Storage, Location of Collection Area, Accessibility for Collection Vehicles, and Collection of Sorted/Diverted Waste Types.

4) Trash enclosures shall include green waste/organics and recycling collection bins.



Conceptual Trash Enclosure

6.5.5 Walls and Fences

Freestanding walls and fences play an important role in defining property boundaries, providing security, and screening service areas within a business park. To maintain a cohesive and high-quality visual environment, these elements must be thoughtfully designed to complement the architectural character of adjacent buildings and the overall site design. The following guidelines address the placement, height, materials, and appearance of freestanding walls and fences to ensure they are both functional and visually integrated.

1) Walls and fences shall be designed to complement the architectural style, colors, and materials of adjacent buildings. A consistent design theme for fencing and walls shall be maintained throughout the business park area to ensure a cohesive appearance across parcels and tenant spaces.

2) Walls and fences visible from public roads or pedestrian areas should include enhanced design treatments, such as pilasters, decorative caps, or decorative patterns, to reduce visual monotony.

3) High-quality, durable materials shall be used such as decorative block or concrete with textured or finished surfaces. Chain link fencing cannot be used where visible from the public view.

4) Walls and fences shall be designed for long-term durability and ease of maintenance. Finishes should be resistant to graffiti and weathering.

5) Where walls or fences are located at major public road intersections or project entries, special design attention should be given to include gateway features or architectural detailing.

6) Walls and fences used for security purposes should balance safety with aesthetics. Walls and fences in public view should be built with attractive, durable materials.

6.6 Energy Efficiency Guidelines

This Eucalyptus Business Park Specific Plan promotes sustainable development practices that align with California's long-term environmental goals and energy efficiency standards. These guidelines are intended to encourage the thoughtful integration of energy-efficient design, construction, and operational strategies throughout the business park. By reducing energy consumption, lowering greenhouse gas emissions, and supporting the use of renewable technologies, these standards not only minimize environmental impacts but also contribute to long-term cost savings and improved building performance for tenants and property owners. The following guidelines apply to all new construction, major renovations, and site improvements within the Specific Plan area.

1) All new construction and major renovations shall meet or exceed the requirements specified in the California Green Building Standards Code (CALGreen Code) and Title 24 energy efficiency requirements.

2) High-performance insulation, cool roofing materials, energy-efficient windows, and air-tight construction is encouraged to exceed CALGreen Code standards to minimize thermal loss and reduce HVAC demand.

3) LED lighting or equivalent shall be used for all interior and exterior applications.

4) Use of ENERGY STAR® certified appliances and daylight sensors, motion detectors, and programmable timers on lighting fixtures are encouraged to minimize unnecessary energy use.

5) Skylights are encouraged on at least 1% of building rooftops above storage spaces to reduce the need for artificial light.

6) Installation of smart thermostats and automated energy management systems are encouraged to improve heating, cooling, and ventilation efficiency.

7) Building roofs shall be designed to accommodate solar photovoltaic (PV) systems. Associated battery storage systems are encouraged as feasible to support energy resilience and reduce peak load.

8) Electric Vehicle (EV) charging stations and infrastructure for expansion is encouraged to exceed CALGreen Code standards.

9) Building tenants shall use zero-emission equipment for building operations involving goods movement, such as forklifts and yard hostlers.

10) Implementing projects shall follow the City of Ontario Climate Action Plan (CCAP) Screening Table Measures to achieve a minimum of 100 points per the Screening Table.

6.7 Lighting Guidelines

Outdoor lighting is an essential architectural component that provides aesthetic appeal, enhances safe pedestrian and vehicular circulation, and adds to security. Lighting within the public rights-of-way shall adhere to applicable City of Ontario requirements. All other lighting on private property within the Specific area shall adhere to the following guidelines.

1) Minimize glare and "spill over" light onto public streets and adjacent properties by

using downward-directed lights and/or cutoff devises on outdoor lighting fixtures, including spotlights, floodlights, electrical reflectors, and other means of illumination for signs, structures, parking, loading, unloading, and similar areas. Where desired, illuminate trees and other landscape features by concealed up light fixtures. Limit light spillover or trespass to one-quarter foot-candle or less, measured from within five feet of any adjacent property line.

2) Select all lighting fixtures from the same or complementary family of fixtures with respect to design, materials, fixture color, and light color. Use of LED lighting is encouraged.

3) Lights should be unbreakable plastic, recessed, or otherwise designed to reduce the problems associated with damage and replacement of fixtures.

4) Neon and similar types of lighting are prohibited.

5) Locate all electrical meter pedestals and light switch/control equipment in areas with minimum public visibility or screen them with appropriate plant materials.

6) Along sidewalks and walkways, the use of low mounted fixtures (ground or bollard height), which reinforce the pedestrian scaled, are encouraged.

7) Use exterior lights to accent building entrances, plazas, activity areas, and special features.

8) Provide lighting to illuminate parking lots and their pedestrian links that provide more than five parking spaces for use by the general public.

9) Provide lighting to illuminate aisles and passageways within a building complex.

10) High-Pressure Sodium (HPS) light fixtures are prohibited for site lighting.

11) Lighting is prohibited that could be mistaken for airport lighting or that would create glare in the eyes of pilots of aircraft using the nearby Chino Airport or Ontario International Airport.

6.8 Signage Guidelines

Signage will identify building occupants in the business park area and ensure the efficient circulation of vehicle traffic by identifying vehicular entry points and directing vehicles to their on-site destinations. Also, signage will enhance the pedestrian experience through wayfinding component such as directories, directional signage, and destination identifiers. A Sign Program shall be approved by the City for the Specific Plan area prior to any sign being installed within the Specific Plan area.

Clear, concise, and easy-to-understand signage that is also visually appealing is vitally important for positive worker and visitor experiences in the Specific Plan area. General design requirements for signage are as follows:

1) Freestanding signs associated with buildings should be compatible with and complementary to the building's exterior materials, colors, and finishes.

2) The dimensions and shape of free-standing signs and sign panels or elements mounted on building façades or marquees shall be scaled proportionately to the architecture.

3) All signs shall be contained within the parcel to which it is applicable and shall be so oriented as to preclude hazardous obstructions to person and/or vision of pedestrians and/or vehicle operators.

4) Building occupant identification signage shall be in keeping with the character



Conceptual Building Signages

established for the Specific Plan area with variations allowed to accommodate individual user identities/corporate branding standards.

5) All signs are expected to be of the highest quality to pass eyelevel examination and scrutiny, and shall comply with the following fabrication specifications:

    a. Signs should be constructed to eliminate burrs, dents, cutting edges and sharp corners;

    b. Surfaces which are intended to be flat should be without dents, bulges, oil canning, excessive, gaps, or other physical deformities;

    c. All fasteners shall be concealed;

    d. Access panels shall be tight-fitting, light-proof and flush with adjacent surfaces;

    e. Manufacturers' procedures that are recommended regarding expansion/contraction, fastening and restraining of acrylic plastic shall be followed; and

    f. Painted, polished and plated surfaces shall be unblemished in the finished work.

6) Prohibited sign components include the following:

    a. Letters with exposed fastening and unfinished edges (unless architecturally consistent);

    b. Paper, cardboard, Styrofoam or untreated cloth;

    c. Visible moving parts or simulated moving parts by means of fluttering, rotation, or reflecting devices; and

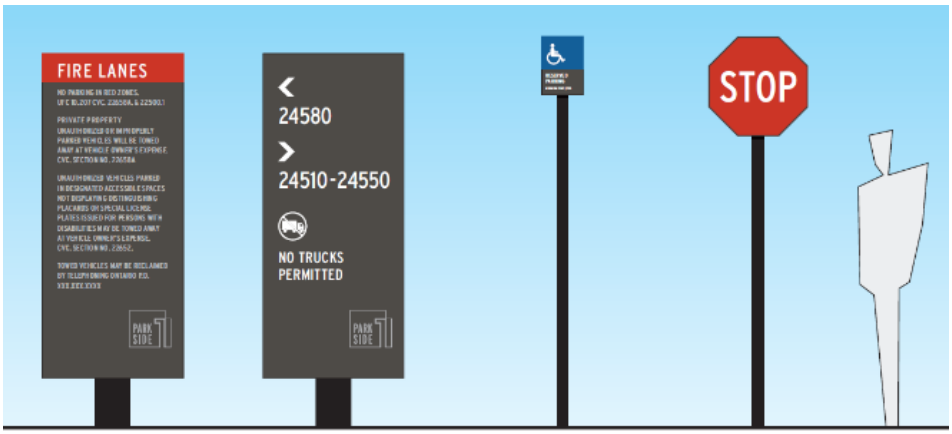
    d. Flashing and strobing.

7) All conductors, transformers, cabinets, housing, and other equipment for the illumination of signs shall be concealed and/or incorporated into the building architecture.

8) Signs shall be constructed so as to not have exposed wiring, raceways, ballasts, conduit, transformers, or the like.

9) Direction signs may be located at any vehicular or pedestrian decision point.

10) Vehicular direction signs shall clearly direct to destination anchors within the Specific Plan area, on-site parking areas, and truck routes.



Conceptual Regulatory Signage

11) Vehicular direction signs shall be consistent in size, shape, and design throughout the Specific Plan area.

12) Typography on vehicular direction signs should be legible and have enough contrast to be read from an appropriate windshield viewing distance.

13) Typography on vehicular direction signs should be legible and have enough contrast to be read from an appropriate windshield viewing distance.

14) All direction signs and general information signs (e.g., restrooms, telephones, fire extinguishers, elevators, escalators, stairs) throughout the Specific Plan area shall incorporate the appropriate identity symbol as established by the Society of Environmental Graphic Design (SEGD) and comply with all State, local and federal regulations.

15) All traffic control signs, whether on public or private property, shall conform to the California Manual on Uniform Traffic Control Devices (MUTCD).

16) All signage shall comply with the City of Ontario Development Code's Sign Regulations.

6.9 Landscape Guidelines

Landscape design guidelines provided herein establish landscape principles and standards that shall apply to all planning areas within the Eucalyptus Business Park Specific Plan area. The intent is to ensure that plant materials, entries and monuments, streetscapes, and other amenities are compatible with the overall themes of the business park area and the parkland area.

The landscape design guidelines provided herein are not intended to establish a set of rigid landscaping requirements. These landscape guidelines are intended to be flexible and are subject to modification over time. However, it is critical to the Specific Plan's long-term design integrity that any deviations from these guidelines are in keeping with the spirit of the core elements of the overall theme described herein to ensure a cohesive and unified landscape concept across the Eucalyptus Business Park Specific Plan area.

As shown on Figure 6-1, *Conceptual Landscape Plan*, landscaping will occur primarily at street corners, along roadways, and at building entrances, and in passenger car parking lots.

Primary and secondary entry treatments provide a welcoming setting for the employees and visitors to the Specific Plan area. Primary

entry treatments featuring signs and landscaping will occur at the corners of Eucalyptus Avenue and Campus Avenue and Eucalyptus Avenue and Grove Avenue. Secondary entry treatments will feature accent trees, shrubs, and groundcovers occur at the corners of entrances to the Specific Plan area.

Building corners and entrances facing public streets shall feature enhanced landscaping that complements the overall design theme of the Specific Plan area. These landscaped elements will be curated to create a visually appealing environment. Placement of trees, shrubs, and ground cover will serve to soften building facades and provide natural screening where appropriate, ensuring that structures are integrated harmoniously into their surroundings rather than dominating the streetscape.

Streetscape landscaping includes a combination of evergreen and deciduous trees, shrubs, and groundcovers to provide a visually pleasing experience for pedestrians, bicyclists, and motorists.

6.9.1 Plant Palette

The plant palette for the Eucalyptus Business Park Specific Plan area includes evergreen and deciduous trees, shrubs and ground covers, and grasses that are commonly used throughout Southern California. Many of the plant materials are water-efficient species native to Southern California or naturalized to the Southern California climate.

Table 6-1, *Plant Palette*, provides a list of plant materials approved for use in the Specific Plan area. The plants listed in Table 6-1 establish a base palette for the Specific Plan area's landscape design. Other similar plant materials may be substituted for species listed in Table 6-1, provided the alternative plants are drought resistant and complement the Specific Plan area's overall design theme.

Table 6-1 Plant Palette

Botanical Name	Common Name	Application	Water Use
Trees			
Cedrus deodara	Deodar Cedar	Evergreen Specimen	M
Cercidium x 'desert museum	Desert Museum Palo Verde	Accent Tree	L
Cercis c. 'forest pansy'	Eastern Redbud	Street Tree/Water Quality	M
Chitalpa T. 'morning cloud'	Chitalpa	Street Tree	L
Geijera parviflora	Australian Willow	Canopy Tree/Background	L
Koelreuteria bipinnata	Chinese Flame Tree	Street Tree	L
Lagerstroemia f 'natchez'	Crape Myrtle	Accent Tree/Water Quality	M
Lophostemon confertus	Brisbane Box	Background Tree	M
Olea europea 'swan hill'	Swan Hill Fruitless Olive	Accent Tree	L
Pinus eldarica	Afghan Pine	Street Tree/Background	M
Pinus halepensis	Aleppo Pine	Evergreen Screen	M
Pistachia chinensis	Chinese Pistache	Street Tree	M
Platanus a. 'bloodgood'	Lodone Plane Tree	Street Tree/Background	M
Platanus racemosa	California Sycamore	Water Quality/Canopy Tree	M
Podocarpus gracilior	Fern Pine	Street Tree/Canopy Tree	M
Quercus agrifolia	Coast Live Oak	Street Tree/Accent Tree	L
Quercus suber	Cork Oak	Street Tree	L
Quercus ilex	Holly Oak	Street Tree/Canopy Tree	L
Shrubs, Grasses, and Groundcovers			
Acacia redolens	Acacia	Groundcover	L
Agave americana	Century Plant	Accent	L
Agave attenuata 'blue glow'	Blue Glow Agave	Accent	L
Aloe arborescens	Torch Aloe	Accent/Background	L
Aloe blue elf	Blue Elf Aloe	Accent	L
Aloe petricola	Stone Aloe	Accent	L
Aloe striata	Coral Aloe	Accent	L
Arbutus unedo 'compacta'	Dwarf Strawberry Tree	Background	L
Baccharis x 'centennial'	Centennial Coyote Brush	Water Quality	L
Bouteloua g. 'blond ambition'	Blue Grama Grass	Mid-ground	L
Bulbine frutescens	Bulbine	Flowering Accent	L
Calandrinia spectabilis	Rock Purslane	Flowering Accent	L
Callistemon 'little john'	Dwarf Callistemon	Mid-ground	L
Carissa m. 'green carpet'	Dwarf Natal Plum	Groundcover	M
Carex divulsa	Berkeley Sedge	Groundcover/Foreground	L
Cotyledon orbiculata	Pig's Ear	Foreground/Accent	L
Dianella 'little rev'	Little Rev Flax Lily	Foreground	L
Dianella t. 'variegata'	Variegated Flax Lily	Foregound/Mid-ground	M
Echeveria a. 'lipstick'	Echeveria	Accent	L
Festuca mairei	Atlas Fescue	Foreground/Mid-ground	L
Hepearlor parviflora	Red Yucca	Succulent Accent	L
Hesperalie 'brakelights'	Brakelights Yucca	Mid-ground/Accent	L
Juncus patens	California Gray Rush	Water Quality	L
Lantana 'new gold'	New Gold Lantana	Groundcover/Foreground	L
Leymus c. 'canyon prince'	Canyon Prince Wild Rye	Mid-ground/Water Quality	L

Botanical Name	Common Name	Application	Water Use
Muhlenbergia c. 'regal mist'	Pink Muhly	Mid-ground/Water Quality	L
Myoporum parifolium	Ncn	Groundcover	M
Olea 'montra'	Little Ollie	Mid-ground	L
Rhaphiolepis indica 'clara'	Indian Hawthorn	Mid-ground/Background	M
Rosmarinus o. 'prostratus'	Prostrate Rosemary	Groundcover	L
Salvia greggii	Autumn Sage	Mid-ground	L
Salvia L. 'santa barbra'	Santa Barbra Mexican Sage	Mid-ground/Water Quality	L
Senecio Serpens	Blue Chalk Sticks	Succulent Groundcover	L
Turf 'marathon iie'	Sodded Turf	Groundcover	H
Westringia 'wynyabbie gem'	Coast Rosemary	Background	L

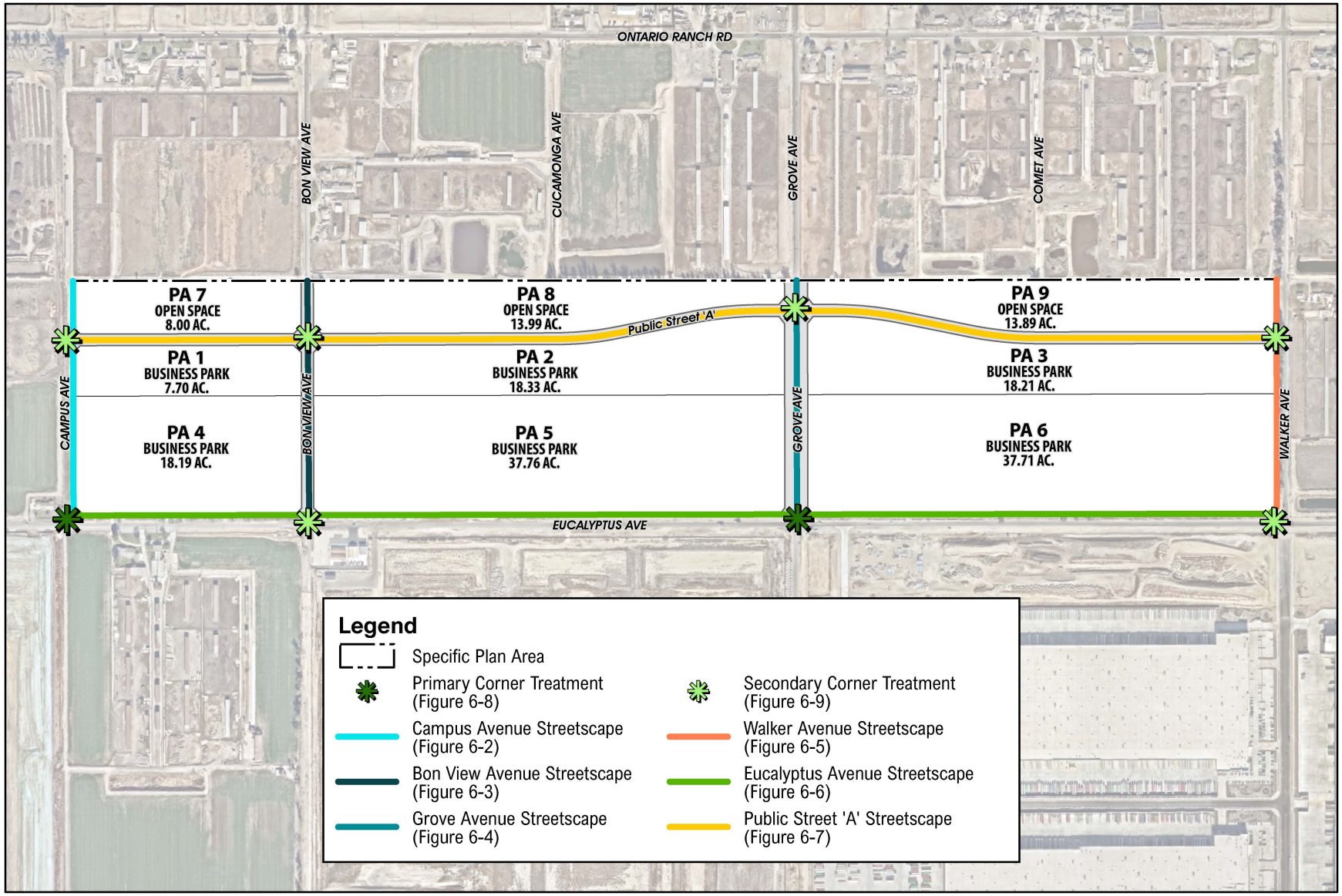








Conceptual Landscape Materials



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (11-20-2025), San Bernardino County (2025)

Figure 6-1

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Feet

Conceptual Landscape Plan

6.9.2 Irrigation

The following general irrigation concepts shall be considered in the design and installation of irrigation systems within the Eucalyptus Business Park Specific Plan area.

1) All landscaped areas should be equipped with a permanent, automatic, underground irrigation system. Drip systems are encouraged in all areas needing irrigation. Irrigation systems must conform to all City of Ontario requirements.

2) Irrigation systems should be designed to apply water slowly, allowing plants to be deep soaked and to reduce run-off.

3) Connect the irrigation system to the recycled water conveyance system.

4) "Pop-up" type sprinkler heads may be used adjacent to all walks, drives, curbs (car overhangs), parking areas and public right-of-way but must be designed to prevent all run-off and overspray.

5) The design of irrigation systems, particularly the location of controller boxes, valves, and other above-ground equipment (e.g., backflow prevention devices), shall be incorporated into the overall landscaping design. Where aboveground equipment is provided, it shall be screened or otherwise removed from public view.

6) The irrigation system shall be programmed to operate between 6:00pm and 6:00am.

6.10 Streetscape Guidelines

Streetscape landscaping is integral to creating a sense of place within the Specific Plan area. Furthermore, streetscapes serve as a way to screen undesirable views from public views. Within the Specific Plan area, streetscapes are planted with a combination of evergreen and deciduous trees, low shrubs, and groundcovers to create a pleasing experience for pedestrians, bicyclists, and motorists.

The conceptual streetscape landscape treatments within the Specific Plan area are presented in the following sections.

6.10.1 Campus Avenue

The segment of Campus Avenue abutting the Eucalyptus Business Park Specific Plan area features landscaping within parkways on both sides of the street. Parkways include a curb-adjacent park strip planted with deciduous trees, low flowering groundcovers, a 5-foot-wide sidewalk, and an 8-foot-wide multi-purpose trail. Evergreen and deciduous trees are planted beyond the right-of-way on both sides of the street to provide pedestrians using the sidewalk with additional opportunities for shade and to screen undesirable views. The typical Campus Avenue Streetscape is illustrated on Figure 6-2, *Campus Avenue Streetscape*.

6.10.2 Bon View Avenue

The typical section of Bon View Avenue features landscaping within parkways on both sides of the street. Parkways include a curb-adjacent park strip planted with evergreen trees and low flowering groundcovers, as well as a 5-foot-wide sidewalk. Evergreen trees are planted beyond the right-of-way on both sides of the street to provide pedestrians using the sidewalk with additional opportunities for shade and to screen undesirable views. The typical Walker Avenue Streetscape is illustrated on Figure 6-3, *Bon View Avenue Streetscape*.

6.10.3 Grove Avenue

The segment of Grove Avenue within the Eucalyptus Business Park Specific Plan area features two landscaped components: a 28-foot-wide landscaped raised median and

parkways on both sides of the street. The landscaped raised median is planted with thematic deciduous and evergreen trees at to reinforce the theme established through previous development south of the Eucalyptus Specific Plan area. Parkways include a curb-adjacent park strip planted with deciduous trees and low flowering groundcovers, with a 5-foot-wide sidewalk along the east and west side of the street and an 8-foot multi-purpose trail along the east providing passive recreational opportunities. Deciduous trees are planted beyond the right-of-way on both sides of the street to provide pedestrians using the sidewalk with additional opportunities for shade and to buffer development. The typical Grove Avenue Streetscape is illustrated on Figure 6-4, Grove Avenue Streetscape.

6.10.4 Walker Avenue

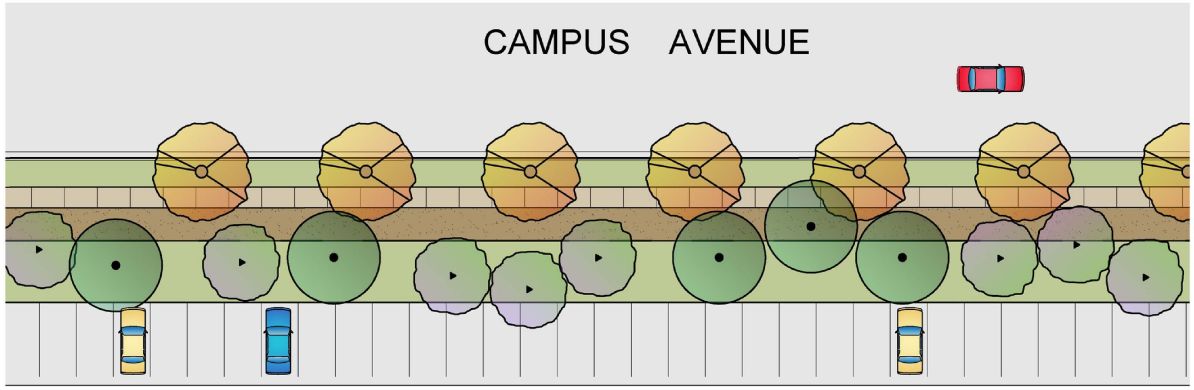
The segment of Walker Avenue abutting the Eucalyptus Business Park Specific Plan area features landscaping within parkways on the west side of the street. The Parkway includes a curb-adjacent park strip planted with deciduous trees, low flowering groundcovers, and a 5-foot-wide sidewalk. Evergreen and deciduous trees are planted beyond the right-of-way to provide pedestrians using the sidewalk with additional opportunities for shade and to screen undesirable views. An 8-foot-wide multi-purpose trail is also provided along the eastern side of Walker Avenue to offer passive recreational opportunities. The typical Walker Avenue Streetscape is illustrated on Figure 6-5, *Walker Avenue Streetscape*.

6.10.5 Eucalyptus Avenue

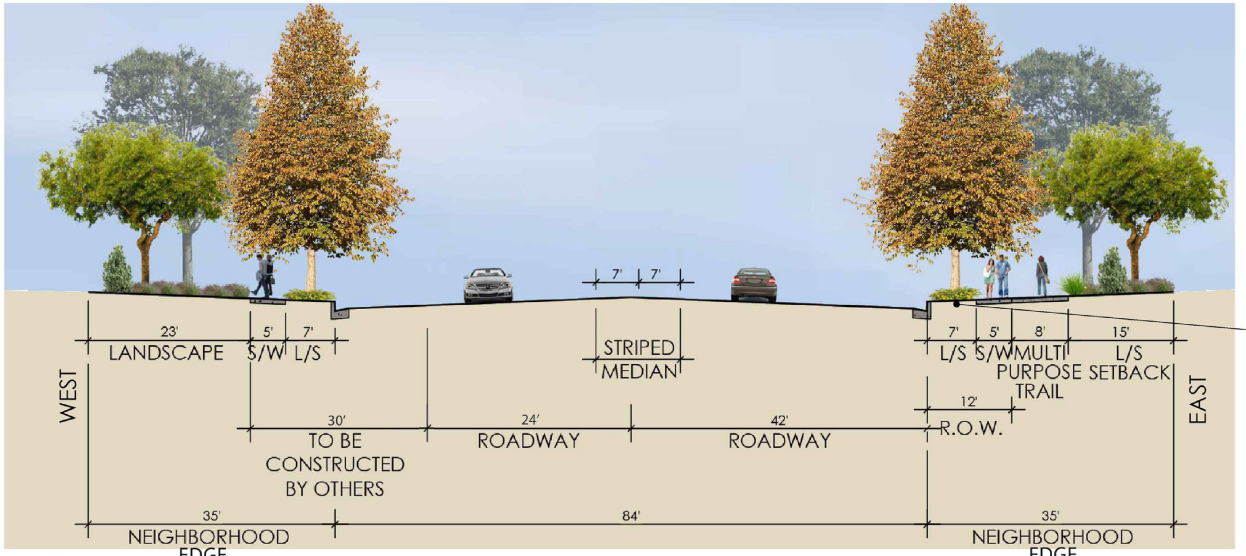
The segment of Eucalyptus Avenue abutting the Eucalyptus Business Park Specific Plan area features landscaping within parkways along the north side of the street. Parkways include a curb-adjacent park strip planted with deciduous trees, low flowering groundcovers, and a 5-foot-wide sidewalk. Evergreen and deciduous trees are planted beyond the right-of-way on both sides of the street to provide pedestrians using the sidewalk with additional opportunities for shade and to screen undesirable views. An 8-foot-wide multi-purpose trail is also provided along the northern side of Eucalyptus Avenue to offer passive recreational opportunities. The typical Eucalyptus Avenue Streetscape is illustrated on Figure 6-6, *Eucalyptus Avenue Streetscape*.

6.10.6 Public Street 'A'

The typical section of Public Street 'A' features landscaping within parkways on both sides of the street. Parkways include a curb-adjacent park strip planted with evergreen trees and low flowering groundcovers, and a 5-foot-wide sidewalk. Evergreen and deciduous trees are planted beyond the right-of-way on both sides of the street to provide pedestrians using the sidewalk with additional opportunities for shade and to screen undesirable views. The typical Public Street 'A' Streetscape is illustrated on Figure 6-7, *Public Street 'A' Streetscape*.



Plan View



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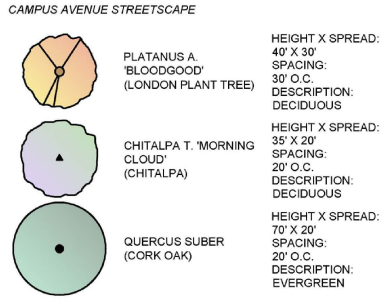
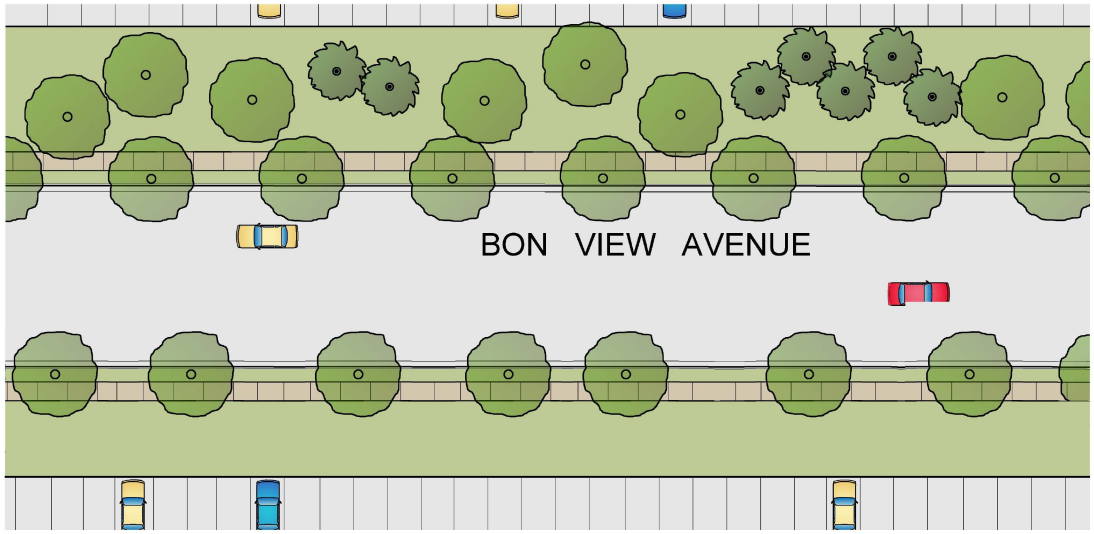


Source(s): Ridge Landscape Architects (12-17-2025)

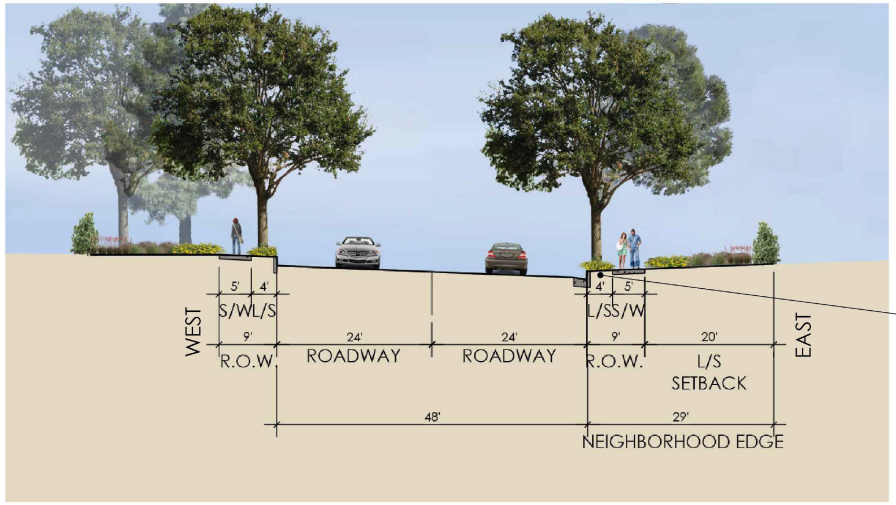
Figure 6-2

Campus Avenue Streetscape

Not to Scale



Plan View



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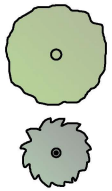


QUERCUS ILEX
(HOLLY OAK)

HEIGHT X SPREAD:
40' X 30'
SPACING:
40' O.C.
DESCRIPTION:
EVERGREEN

PINUS ELDARICA
(AFGHAN PINE)
- OR -
PODOCARPUS
GRACILIOR
(FERN PINE)

HEIGHT X SPREAD:
40' X 30'
SPACING:
30' O.C.
DESCRIPTION:
EVERGREEN

PARKWAY PLANTING
SHALL NOT EXCEED
18" IN HEIGHT, TYP.

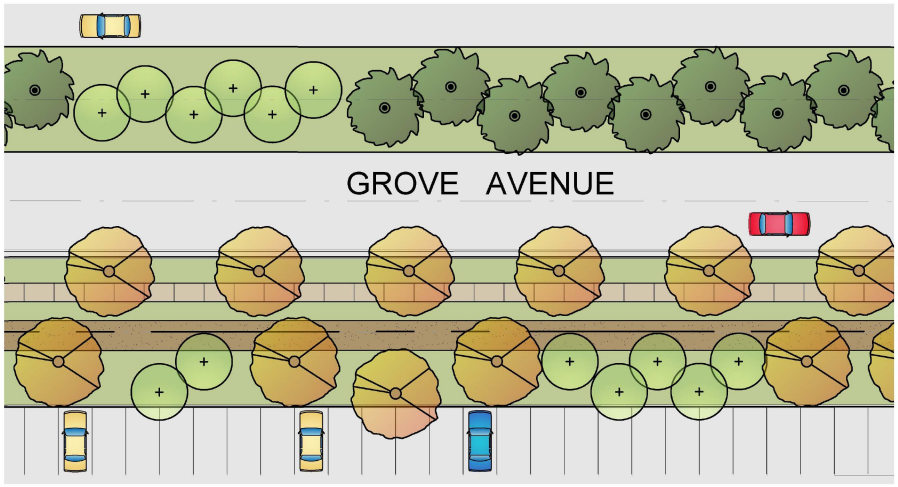
NOTE: EASEMENT WIDTH REQUIREMENT IS SUBJECT TO CHANGE BASED ON FINDINGS OF CITY-APPROVED HYDRAULIC STUDIES, MASTER PLAN UPDATES, AND PROJECT FINAL DESIGN.

Source(s): Ridge Landscape Architects (12-17-2025)

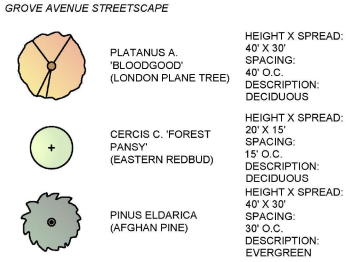
Figure 6-3

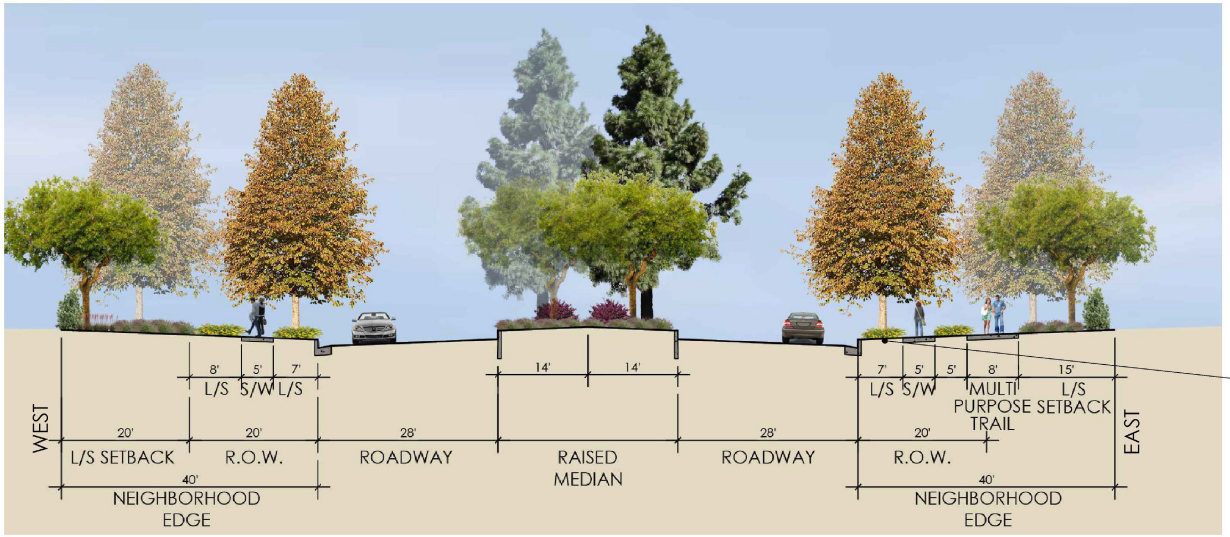
Bon View Avenue Streetscape

Not to Scale



Plan View





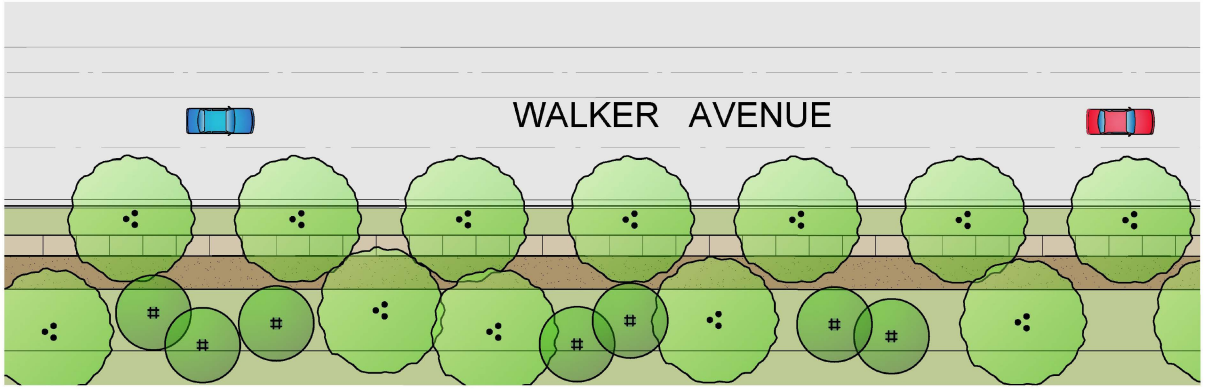
Section

Source(s): Ridge Landscape Architects (12-17-2025)

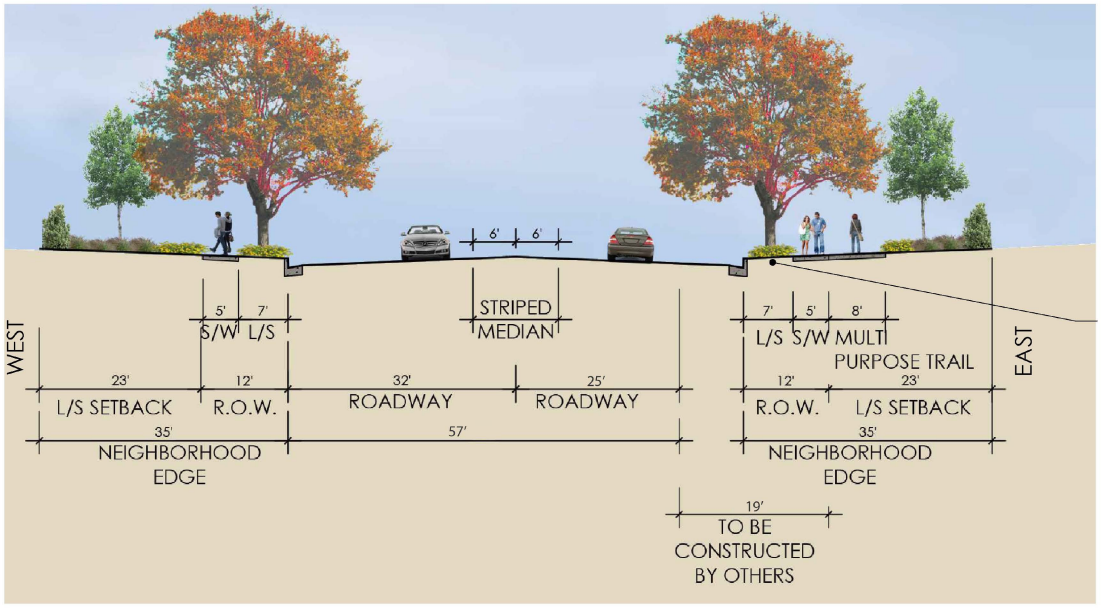
Figure 6-4

Grove Avenue Streetscape

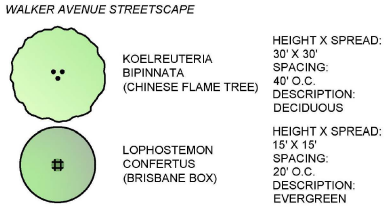
Not to Scale



Plan View



Section

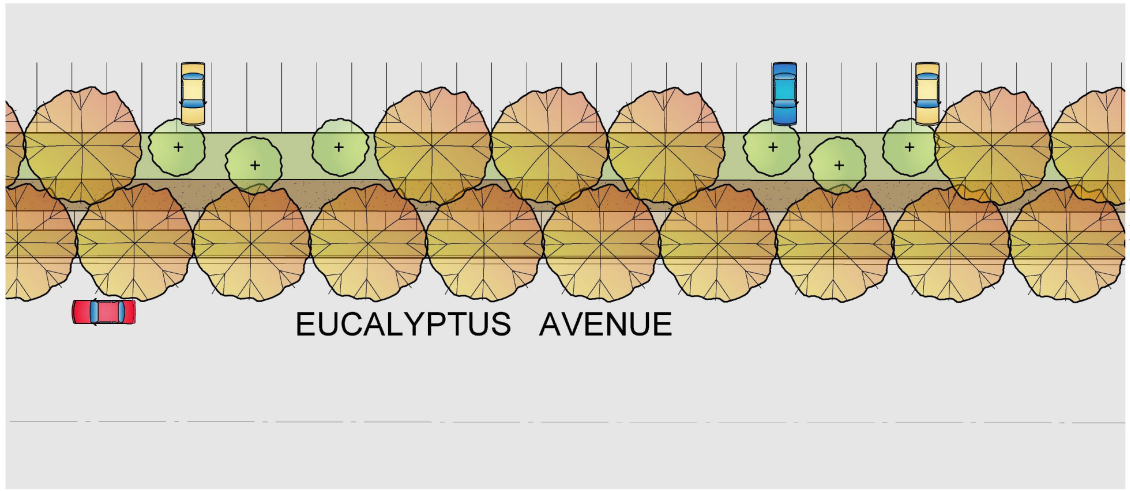


Source(s): Ridge Landscape Architects (12-17-2025)

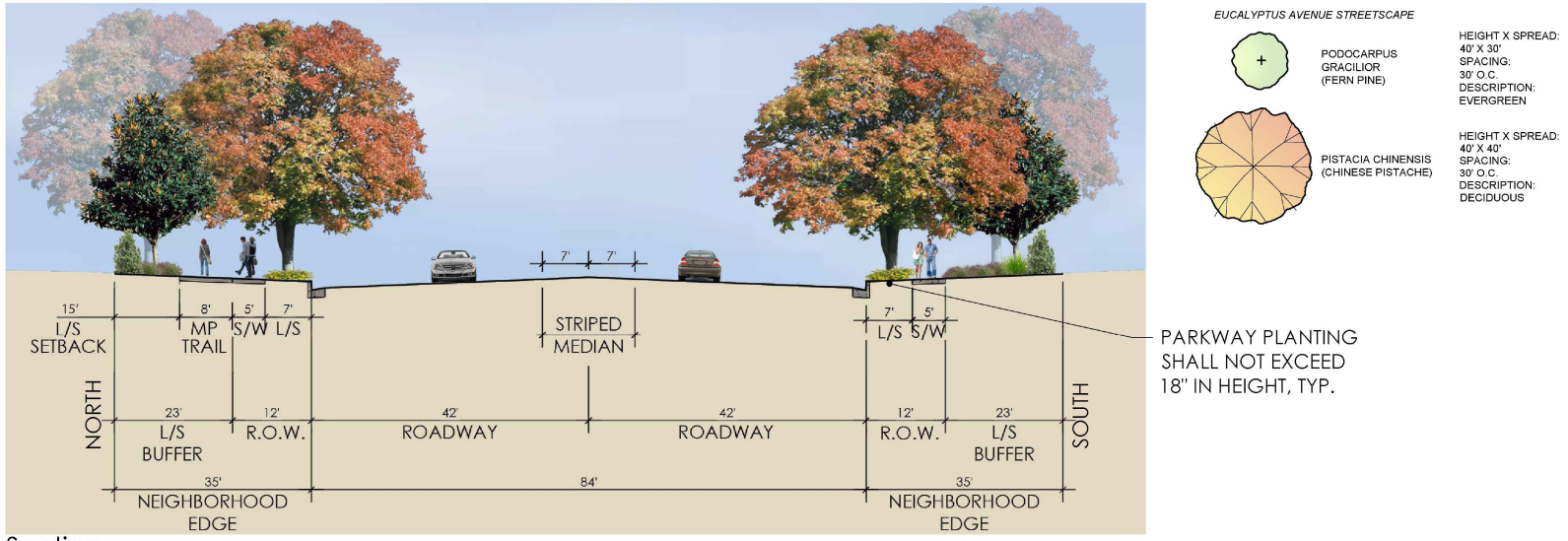
Figure 6-5

Walker Avenue Streetscape

Not to Scale



Plan View



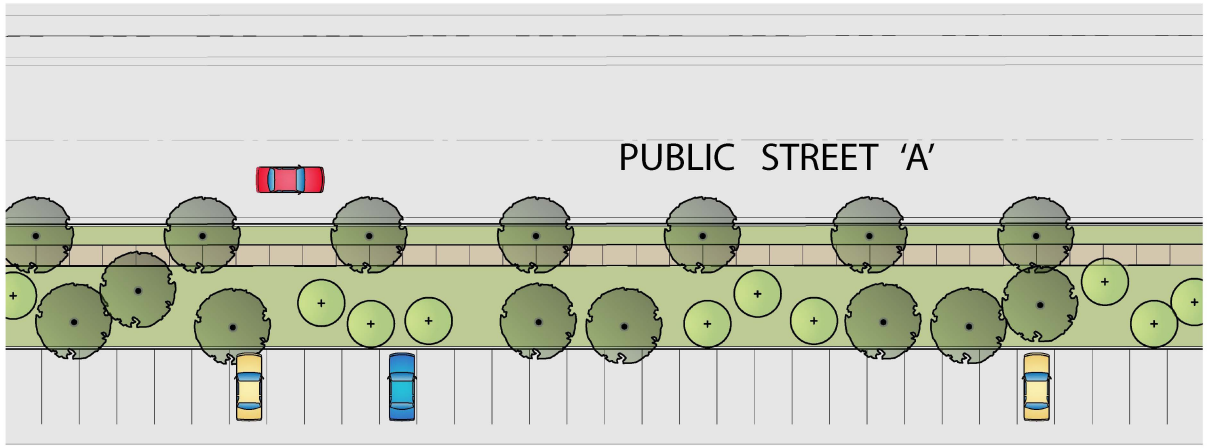
Section

Source(s): Ridge Landscape Architects (12-18-2025)

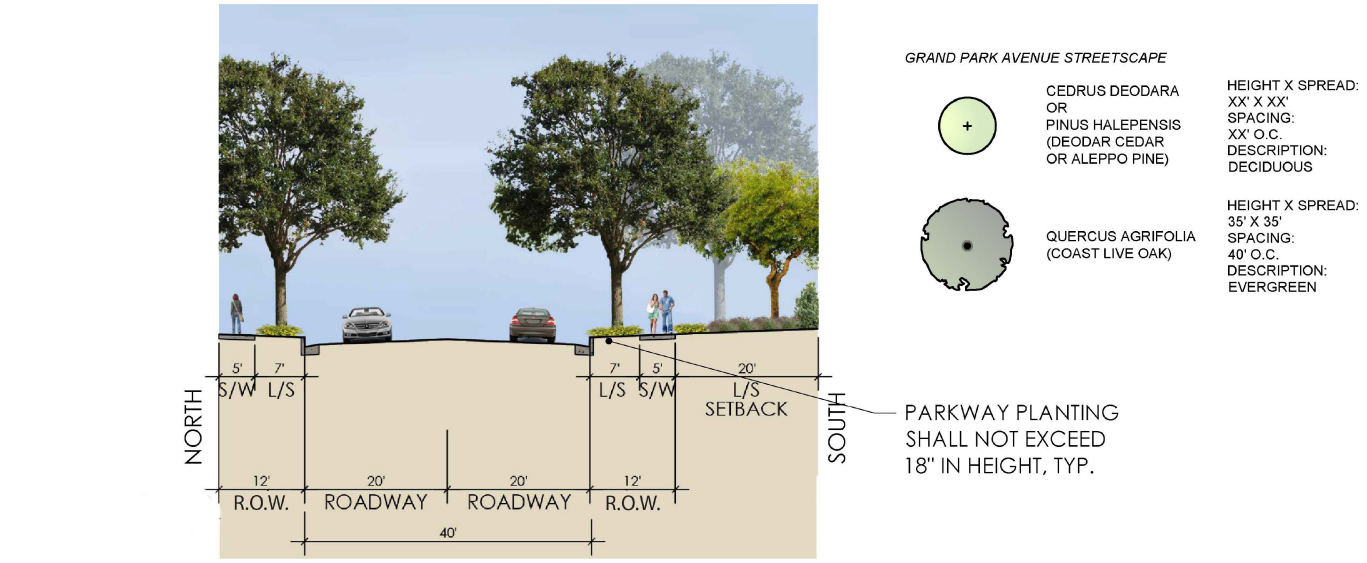
Figure 6-6

Eucalyptus Avenue Streetscape

Not to Scale



Plan View



Section

Source(s): Ridge Landscape Architects (06-04-2025)

Figure 6-7

Public Street 'A' Streetscape

Not to Scale

6.11 Entries and Monuments Guidelines

Entry and corner monument treatments are designed to provide distinct visuals to emphasize the Eucalyptus Business Park Specific Plan area's aesthetic. Hardscape and landscape features at entry and corner monument locations shall provide adequate "line-of-sight" for motorists and shall comply with applicable City design standards and specifications. Monumentation shall not be located within the public street right-of-way.

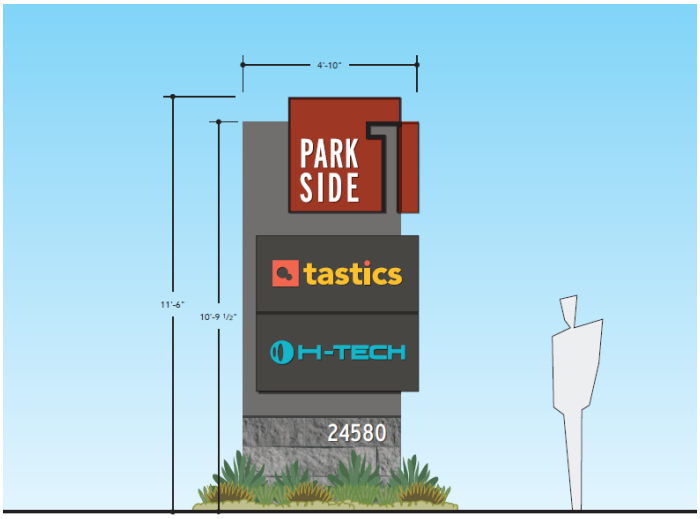
Implemented entry and corner treatments should be flexible to respond to physical contexts and the needs and desires of specific tenants and may differ slightly from the concepts presented herein; however, all entry and corner treatments within the Specific Plan area shall be consistent in theme.

6.11.1 Primary Corner Treatments

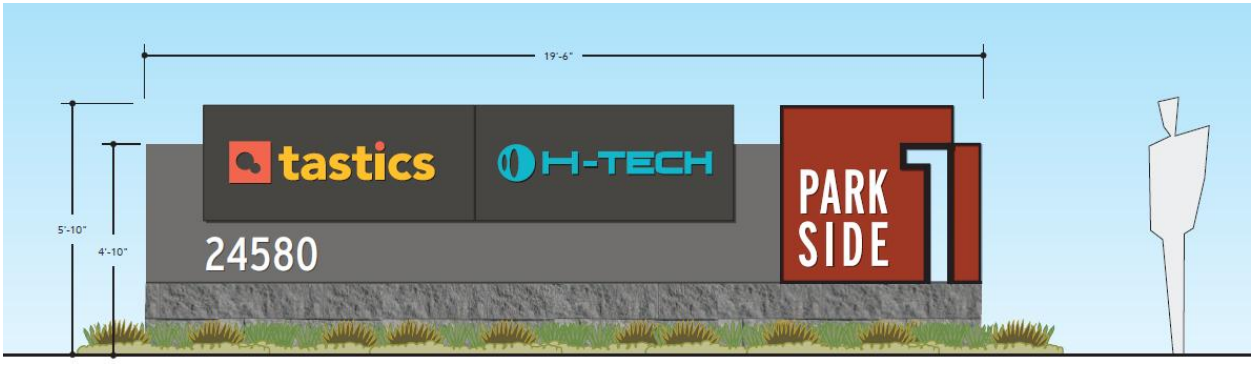
Primary corner monuments are located at the northeast corner of Eucalyptus Avenue and Campus Avenue and at the northeast and northwest corners of Eucalyptus Avenue and Grove Avenue. The primary corner treatments features orchard tree groves and the primary monument signage. Figure 6-8, *Conceptual Primary Corner Treatment*, conceptually illustrates the primary corner treatments.

6.11.2 Secondary Corner Treatments

Secondary corner monuments are located at the entrances into the Specific Plan area from the northern edge of Campus Avenue, Bon View Avenue, Grove Avenue, and Walker Avenue; from the southern edge of Bon View Avenue and Grove Avenue. The secondary corner treatments features orchard tree groves, shrubs, and groundcovers. Figure 6-9,

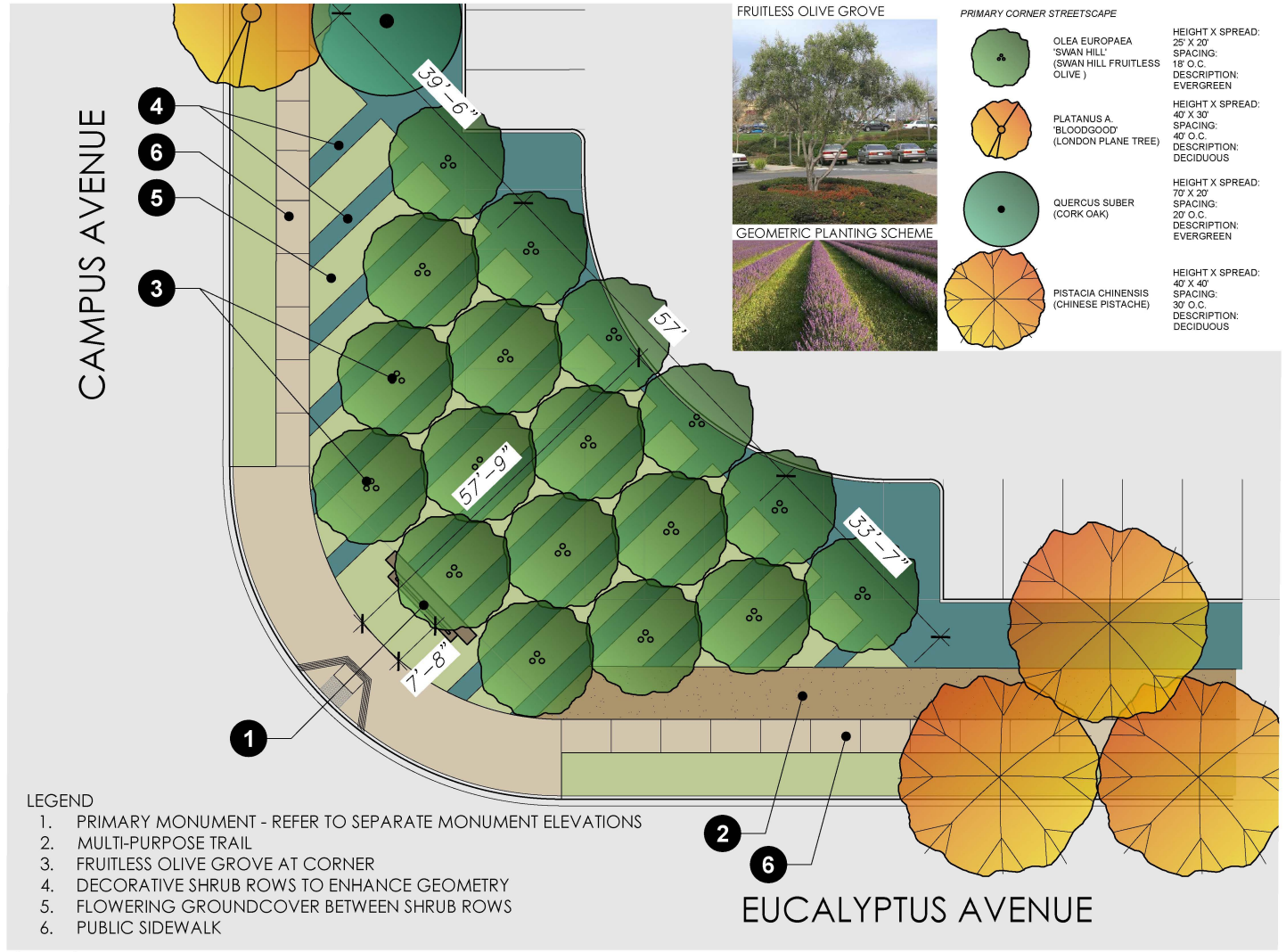


Conceptual Tenant Monumentation



Conceptual Secondary Corner Treatment, conceptually illustrates the secondary corner treatments.

The final locations and design details of the water quality basins will be determined when buildings are designed and oriented during the implementation of the Eucalyptus Business Park Specific Plan area.



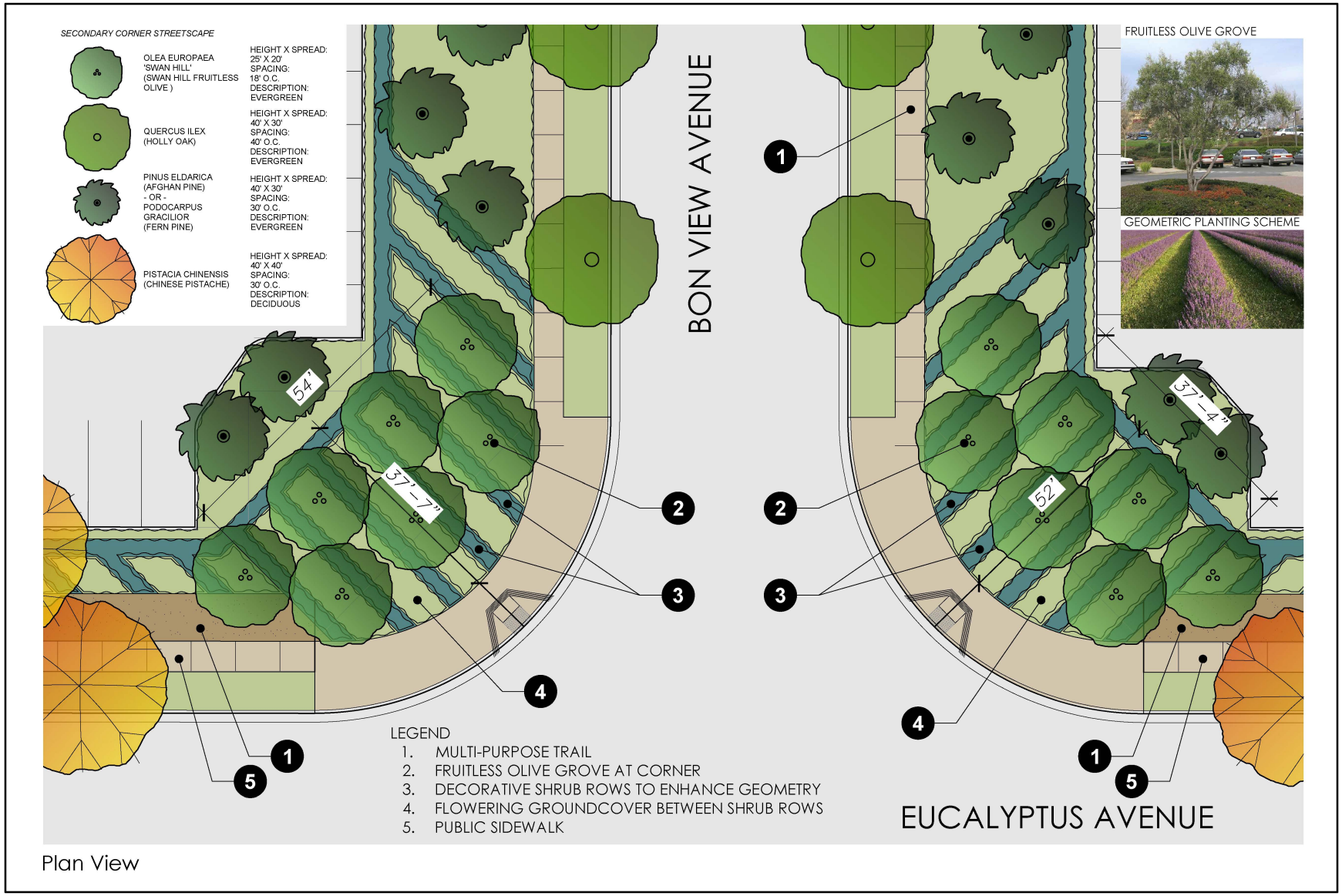
Plan View

Source(s): Ridge Landscape Architects (12-17-2025)

Figure 6-8

Conceptual Primary Corner Treatment

Not to Scale



Plan View

Source(s): Ridge Landscape Architects (12-17-2025)

Figure 6-9

Conceptual Secondary Corner Treatment

Not to Scale

6.12 Landscape Interface

Within the Specific Plan area, landscape treatments have been designed to address the interface between the Business Park and the Open Space – Parkland land use. The interface exhibits presented in this section are not intended to represent a literal design, but rather serve as guidelines, which may be subject to modification over time.

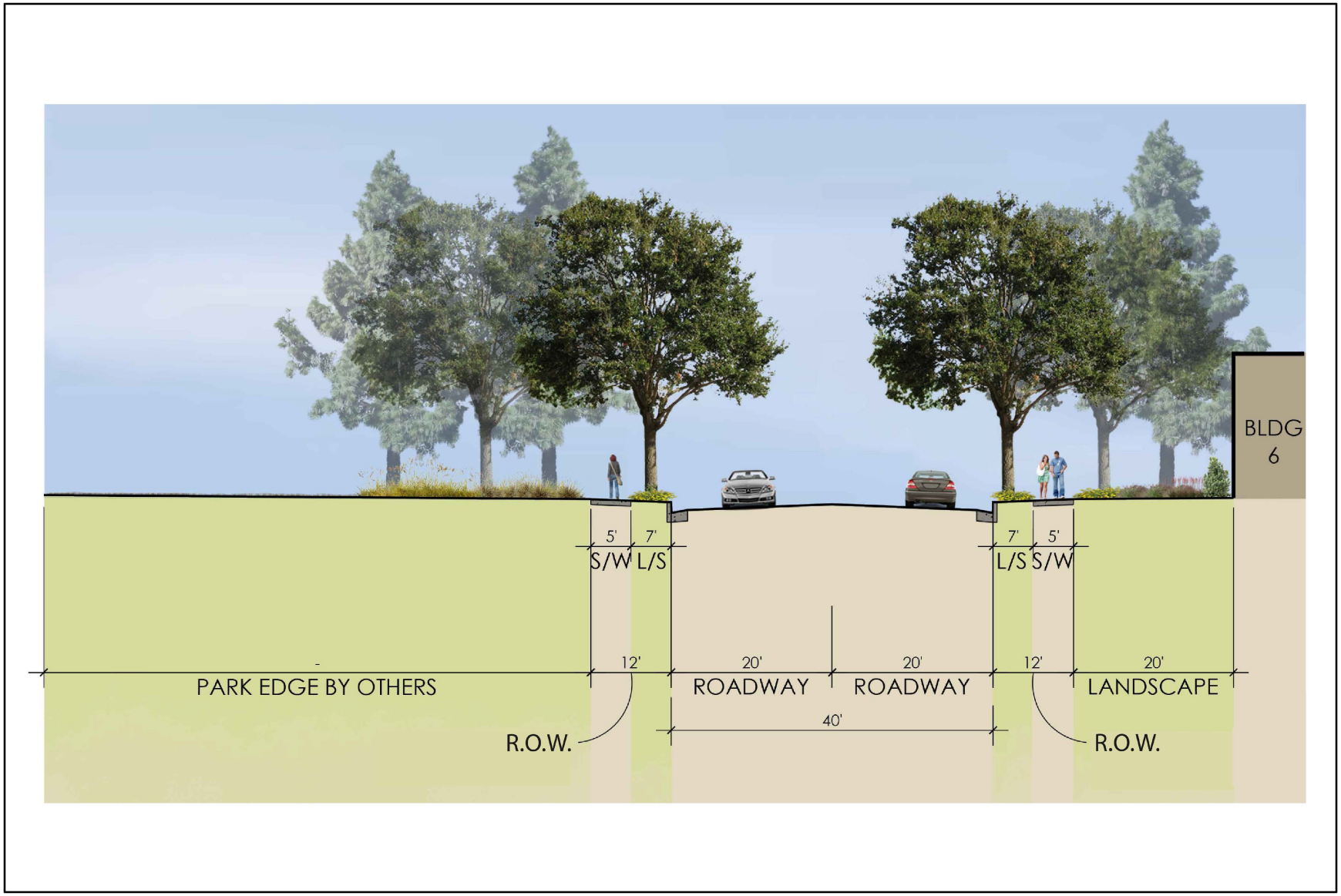
As shown in Figure 6-10, *Conceptual Landscape Interface – Business Park to Open Space – Parkland*, the 60-foot-wide ROW Public Street 'A' splits up the two land use districts. Within the Business Park planning areas, landscape buffers, parking, and drive-aisles can provide further separation between the Business Park buildings and the edge of the public park areas.

6.13 Water Quality Basin Guidelines

Water quality basins may be provided within the Specific Plan area to treat stormwater before the flows ultimately drain into the storm drain facilities. The water quality basins may include contoured basin edges for a natural look, and landscaping around the perimeter of the basin to screen public views of the basin. Swales may be no greater than 40% of the landscape area width to allow for ornamental landscaping, although landscaping may have limitations where necessary to deter the attraction of birds to the basins, which can be a hazard to aircraft using the nearby Chino Airport and Ontario International Airport. Other wildlife deterrents that may be considered include floating covers, bird balls, netting, and basins designed to be linear and narrow with steep sides and rip-rap lining.

6.14 Stormwater Infiltration Areas Guidelines

Stormwater infiltration areas within landscape areas shall be designed to be no greater than 40% of the landscape area width to allow for ornamental landscape. Stormwater infiltration devices located in landscape areas shall be reviewed and plans approved by the City of Ontario's Landscape Planning Division. Any stormwater devices in parkway and landscape areas shall not displace required tree locations.



Source(s): Ridge Landscape Architects (12-17-2025)

Figure 6-10

Conceptual Landscape Interface - Business Park to Open Space Parkland

Not to Scale

CHAPTER 7

IMPLEMENTATION PLAN

7.1 Severability

This Specific Plan document enables the City of Ontario to facilitate the processing and approval of development plans and implementing permits to build out the Eucalyptus Business Park Specific Plan area. If any regulation, condition, program, or portion of this Specific Plan is held invalid or unenforceable, such portions shall be deemed separate, distinct, and independent provisions, and the invalidity of such portions or provisions shall not affect the validity and enforceability of the remaining provisions contained herein.

7.2 Applicability

Approval of the Eucalyptus Business Park Specific Plan indicates acceptance by the City of Ontario City Council of a general framework for the development of the Specific Plan area's property. Part of that framework establishes specific development standards that constitute the zoning regulations of the Specific Plan (refer to Chapter 5, *Development Regulations*). The provisions contained herein are intended to regulate development within the Specific Plan area.

Development within the Eucalyptus Business Park Specific Plan area shall be implemented through the City's approval of a tentative map, a final parcel map, and the Development Plan Review process as established in the City's Development Code. The implementation process described herein provides the mechanisms for review and approval of development projects within the Specific Plan area.

7.3 Interpretation

Unless otherwise provided, any ambiguity concerning the content or application of the Specific Plan shall be resolved by the City's Planning Director, or their designee, in a manner consistent with the goals, policies, purpose, and intent established in this Specific Plan.

7.4 Development Review Process

7.4.1 Subdivision Map

Approval of tentative maps within the Eucalyptus Business Park Specific Plan area may occur concurrently with or subsequently to the adoption of the Specific Plan. The tentative map and final subdivision maps shall be reviewed and approved pursuant to the applicable provisions of the City's Subdivision Ordinance and consistent with the applicable provisions established within the Land Use, Infrastructure, Design Guidelines, and Development Regulations chapters of this Specific Plan.

7.4.2 Development Plan Review

All development within the Eucalyptus Business Park Specific Plan area shall be subject to the Development Plan Review Process established in the City of Ontario Development Code, or as approved the by Planning Director or their designee). Adoption of this Specific Plan by the City includes the design guidelines contained in Chapter 6,

which shall be the design criteria by which development projects within the Specific Plan area shall be reviewed during Development Plan Review. Additionally, proposed uses within the Specific Plan area shall not exceed the total number of daily vehicle trips studied within the EIR prepared to address the Eucalyptus Business Park Specific Plan.

For topics on which these design guidelines are silent, the applicable design guidelines contained within the City's Development Code shall apply. The design guidelines are intended to offer flexibility while establishing fundamental evaluation criteria to guide the City's review of development projects during the design review process.

7.4.3 Development Agreements

Pursuant to California Government Code Sections 65864 et seq., City approval of individual statutory Development Agreements with each property owner may be included as part of the Specific Plan approval process and must be secured prior to approval of the first Final Map. The Development Agreement shall include, but not be limited to, methods of financing, acquisition, and construction of infrastructure. The Eucalyptus Business Park Specific Plan Development Agreement shall be fully executed prior to the issuance of the first building permits for development or first public works permit, whichever takes place first, within the Specific Plan.

7.4.4 Conditional Use Permits

Uses identified as conditionally permitted within Chapter 5, *Development Regulations*, of this Specific Plan shall be subject to review and approval by the City pursuant to the procedures set forth in Division 4.02.015, Conditional Use Permits, of the City's Development Code.

7.4.5 Variances

Variances and Administrative Exceptions to the development regulations contained in Chapter 5, *Development Regulations*, of this Specific Plan with respect to the site area, setback dimensions, building heights, distances between buildings, landscape percentage and off-street parking and loading shall be reviewed pursuant to "Variances and Administrative Exceptions" of Section 4.02.020 of the City's Development Code.

7.5 Substantial Conformance

The Substantial Conformance Determination is a mechanism that allows for the approval of ministerial minor modifications for development under the Specific Plan, which is considered and approved ministerially by the Planning Director or their designee. The City recognizes that modifications to the text and exhibits of this Specific Plan document may be needed over time. Upon direction by the City of Ontario Planning Department, certain modifications to text, exhibits, and/or development standards and design guidelines may not require a formal Specific Plan Amendment (i.e., through public hearing) and can occur ministerially. The following minor modifications to this document do not require a formal Specific Plan Amendment and are subject to ministerial review and approval by the Planning Director or their designee. The Planning Director shall have the discretion to approve or defer any request for modification to the Planning Commission or City Council, either for ministerial direction and guidance, or for a determination that the required change requires a formal amendment as discussed below in Section 7.6. Ministerial Substantial Conformance decisions are not subject to CEQA compliance because CEQA applies to discretionary actions and not to ministerial actions.

A Substantial Conformance shall constitute the following and will require approval from the Planning Director or their designee:

- Expansions or reductions of the net acreage covered by a given Planning Area.
- Transfer of development square footage of 15% or less within the same land use designation, provided that the shift in square footage does not exceed the maximum allowable square footage of 2,939,000 s.f. or exceed the maximum FAR of 0.55 provided in Chapter 5 of this Specific Plan.
- The ultimate alignment of driveways and drive aisles within any Planning Area as part of the development of implementing project(s).
- Construction of buildings, landscaping, and/or parking areas for building sites may cross over into adjacent Planning Areas within the same land use designation, Buildings constructed across Planning Area boundaries shall not, by themselves, trigger the requirement for a Substantial Conformance. Modification of design criteria such as architectural details, landscape treatments, fencing, lighting, and signage.
- Changes to the Phasing Plan, provided infrastructure is available to serve the phase as determined by the City Engineer.
- Implementation of alternative landscape materials, wall materials, entry monument design, primary/secondary corner treatments, and streetscape design that are generally consistent with the conceptual design guidelines contained within this Specific Plan.
- Modifications to the Business Park Architectural Design Guidelines, such as variation of architectural style and variations in materials and colors.
- The Conceptual Site Plan exhibit (Figure 3-3) is illustrative only; modifications to the building orientation and layout as part of the Development Plan review process where the revisions remain consistent with the intent and development standards of the Specific Plan. Final infrastructure facility sizing and precise location of dry utilities, water, sewer, and storm drainage improvements as approved by the City Engineer, OMUC, or San Bernardino Flood Control District.
- Roadway ROW design, when the changes are warranted and approved by the City Engineer.
- Revisions to exhibits that do not substantially change the intent of the Specific Plan.
- Modification, deletions, and additions to the list of permitted and conditionally permitted uses.
- Specific modifications of a similar nature to those listed above which are deemed minor by the Planning Director, which are in keeping with the intent of this Specific Plan and which are in conformance with the Policy Plan component of The Ontario Plan.

7.6 Formal Amendments to the Specific Plan

All modifications to this Specific Plan document that do not meet the criteria of a Substantial Conformance (as defined in the previous subsection) shall be deemed to require a formal Specific Plan Amendment.

Formal Specific Plan Amendments shall be subject to the review and approval of the City Council. The Planning Commission should first hear and consider all applications for formal Specific Plan Amendments and provide a recommendation to the City Council. As required by the California Government Code, all government agencies significantly affected by the proposed Amendment shall be notified

of the proposed action prior to the approval. Because a Specific Plan Amendment is a discretionary action, such amendments shall be appropriately reviewed in accordance with the CEQA Statute and Guidelines, with the City of Ontario serving as the CEQA Lead Agency.

Any formal Specific Plan Amendment initiated by an applicant requires preliminary review by the Planning Director, filing of an official application and required materials supporting the Amendment, submittal of a fee.

In considering approval or disapproval of formal Specific Plan Amendments, the Planning Commission and City Council shall find that the request is:

- Consistent with the Policy Plan component of The Ontario Plan (General Plan) in effect at the time of consideration.
- Compatible with surrounding land uses with respect to use, development standards, density, or issues of health, public safety, and general welfare.
- Consistent with the overall design character and general structure set forth in Chapter 6, *Design Guidelines*, of this Specific Plan.

7.7 Appeals

Appeals of any determination of the Planning Director, Zoning Administrator, or the Planning Commission, may be made by the applicant or any other aggrieved party by filing an application on forms provided by the City of Ontario and accompanied by the appropriate filing fee, where applicable, within ten (10) days following the final date of action for which an appeal is made.

7.8 Compliance with Mitigation Monitoring and Reporting Program

Certification of an EIR shall be required prior to the approval of the Specific Plan. Development within the Eucalyptus Business Park Specific Plan shall comply with all approved mitigation measures as described in the MMRP included as part of the EIR.

7.9 Project Financing

The financing of construction, operation, and maintenance of public improvements, facilities, and public services shall include funding through a combination of financing mechanisms. Prior to the recordation of final maps, a final determination shall be made by City staff and confirmed by the Planning Director and City Engineer regarding the responsibility for construction and maintenance of public facilities, whether publicly or privately maintained.

Implementation of the Eucalyptus Business Park Specific Plan may involve financing options including, but not limited to, the following sections:

7.9.1 Facilities and Services

Construction of public improvements and facilities and the provision of public services may be financed through private capital investment, a Community Facilities District (CFD), Development Impact Fees (DIF), or other special district, pursuant to the Mello-Roos Community District Act of 1982.

7.9.2 Operation and Maintenance

Options for operation and maintenance of public and private improvements and facilities include, but are not limited to, the following:

- City Public Works Department or other public agencies
- Individual private property owners

- Private Property Owners Association
- CFD or other special district (will be at the City's sole distraction)

7.10 Phasing Plan

As shown on Figure 7-1, *Conceptual Phasing Plan*, the development of the Eucalyptus Business Park Specific Plan area is expected to occur in six phases in response to market demands and according to a logical and orderly extension of roadways, public utilities, and infrastructure.

Phase A includes Planning Areas 3 and 6; Phase B includes Planning Areas 2 and 5; Phase C includes Planning Areas 1 and 4; Phase D includes Planning Area 9; Phase E includes Planning Area 8; and Phase F includes Planning Area 7. The developer and the City of Ontario will work together to ensure that the Open Space – Parkland Planning Areas are constructed concurrently with the build-out of the Business Park portions of the Specific Plan area in a phased manner. The details of this partnership will be included in the Development Agreement(s) accompanying the approval of the Specific Plan.

Phasing of the Specific Plan shall be permitted; however, required public improvements will be dictated by the City of Ontario's Land Development Section and the approved Development Agreement(s). The Phasing Plan is conceptual and subject to revision as the project development evolves. The Specific Plan shall allow development in any phase at any time if adequate infrastructure to support same is included. For example, construction of the publicly operated animal resource center or other building or improvement may occur prior to the completion of an earlier phase.

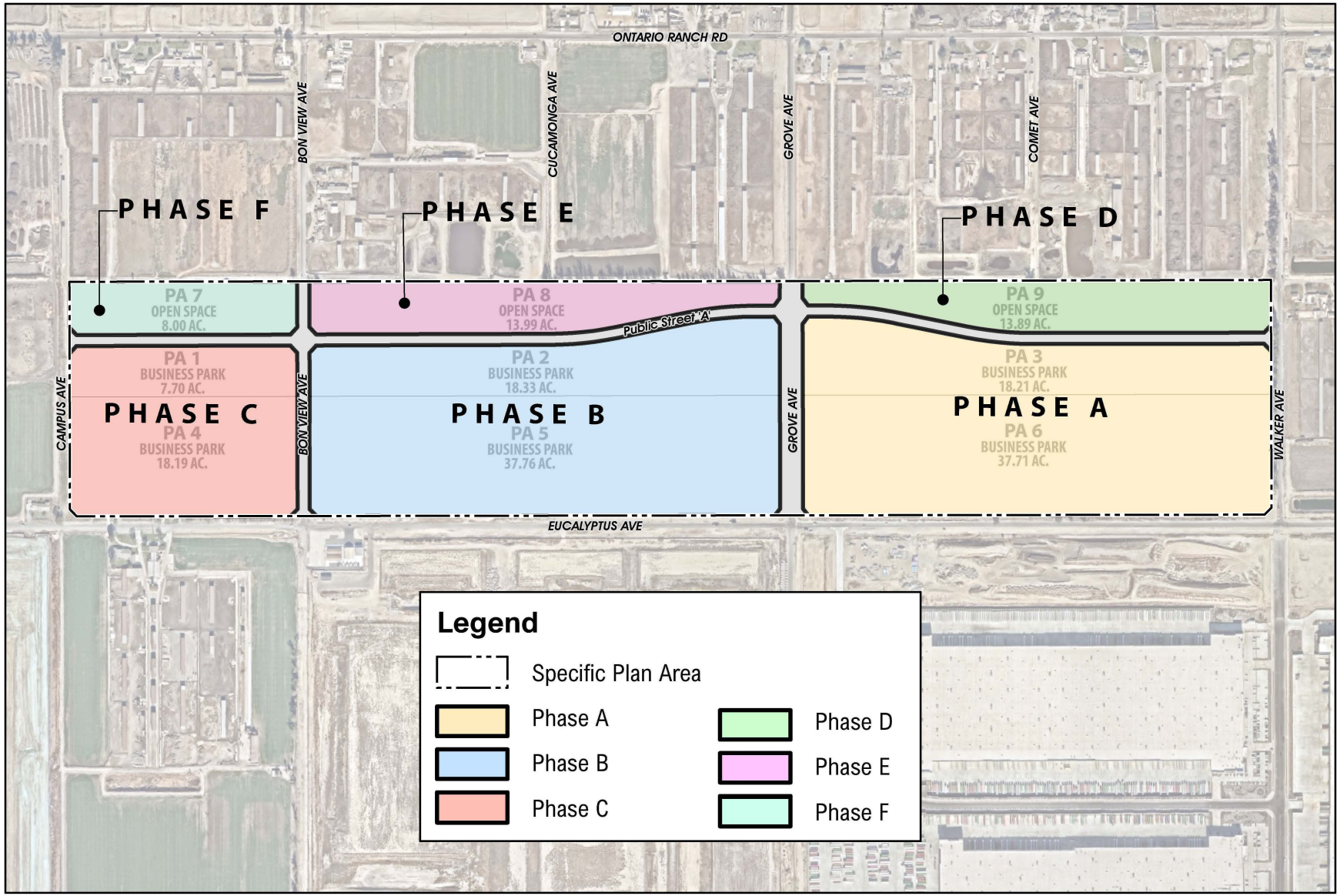
7.11 Maintenance Plan

The public and private improvements constructed within the Eucalyptus Business Park Specific Plan area shall be maintained through a combination of public and private entities as described in Table 7-1, *Maintenance Responsibilities*. Table 7-1 provides a list of maintenance entity options that may fund and/or maintain facilities within the Specific Plan area, however, the ultimate maintenance entity for each facility will be determined by the Eucalyptus Business Park Specific Plan's Development Agreement(s). A Property Owners Association (POA) may be established for the maintenance of common area landscape improvements and private roadways within portions of the Eucalyptus Business Park Specific Plan area. For areas in public ownership (such as public roadway ROWs and the Open Space-Parkland Planning Areas), City of Ontario Public Works, other public agencies, or municipal maintenance districts may fund the maintenance of these areas.

Table 7-1 Maintenance Responsibilities

Facility	City and/or CFD	Property Owners Association	Property Owner or Occupant	Public Utility
Public rights-of-way (ROW) (Campus Avenue, Bon View Avenue, Grove Avenue, Walker Avenue, Eucalyptus Avenue, New Public Street)				
• Curb-to-curb improvements	X			
• Parkways within public right-of-way (ROW)	X			
• Neighborhood Edges, Master Plan Trails and Medians	X	X		
• Landscape buffer located outside public ROW - private		X	X	
Interior private streets located outside of the public ROW (including parkways, landscaping, non-Master Plan Trails, and sidewalks)		X		
Off-street parking areas - private		X	X	
Traffic signals	X			
Traffic control signs – in the public ROW	X			
Traffic control signs – not in the public ROW		X	X	
Street lights – in the public ROW	X			
Street lights – not in the public ROW		X	X	
Public water, sewer, and storm drain improvements within public ROW	X			
On-site landscaping and irrigation - private		X	X	
Common open space – private		X		
Walls and fences - private		X	X	
Corner and Entry Monuments - private		X	X	
Tenant Signage – private		X	X	
Off-street lighting – private		X	X	
Storm Water Drainage/Water Quality Facilities – within the curb-to-curb area of a public street	X			
Permanent Storm Water Drainage/Water Quality Facilities (swales, basins, biotreatment		X	X	

Facility	City and/or CFD	Property Owners Association	Property Owner or Occupant	Public Utility
filters, etc.) – behind the curb line of the public street				
Dry Utilities (electricity, natural gas, communications systems)				X
Fiber Optic communication system in the public ROW (OntarioNet fiber lines)	X			X
Open Space – Parkland	X			
Publicly Operated Animal Resource Center	X			



Source(s): Esri, Nearmap Imagery (January 2025), Michael Baker (11-20-2025), San Bernardino County (2025)

Figure 7-1

Phasing Plan

APPENDIX A

POLICY PLAN CONSISTENCY ANALYSIS

California Government Code (Title 7, Division 1, Chapter 3, Article 8, §§ 65450 through 65457) allows local governments to adopt and administer specific plans as tools to implement their general plan; however, specific plans must demonstrate consistency with the goals and policies set forth in the local general plan. This appendix provides a summary discussion to demonstrate that this Eucalyptus Business Park Specific Plan is consistent with, and results in the implementation of, applicable primary goals and policies of the Policy Plan (General Plan) component of The Ontario Plan.

The Ontario Plan Policy	Specific Plan Consistency
Land Use Element	
LU-1: A community that has jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.	
LU-1.1: Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, foster the development of transit, and support the expansion of the active and multimodal transportation networks throughout the City.	**Consistent.** The Eucalyptus Business Park Specific Plan area is located in the Ontario Ranch area of the City, which is an area planned for future growth. The City's Master Plans for water, sewer, and storm drainage identify planned infrastructure facilities to support growth in this area. The developer(s) of the Eucalyptus Business Park Specific Plan area will be required to participate in the installation of the Master Plan infrastructure. Additionally, streets within the Specific Plan area are designed to be safe and accessible to accommodate different modes of non-vehicular transportation.
LU-1.2: Sustainable Community Strategy. We integrate state, regional, and local Sustainable Community /Smart Growth principles into the development and entitlement process.	**Consistent.** The Eucalyptus Specific Plan features numerous sustainable features. The Specific Plan encourages non-motorized circulation by employees and visitors via its provision of an integrated network of sidewalks, bikeways, and trails. In accordance with the Policy Plan Exhibit M-02, Multipurpose Trails & Bikeway, Class II bike lanes are provided along both sides of Campus Avenue and Walker Avenue. Additionally, the Eucalyptus Business Park Specific Plan area includes an 8-foot multi-purpose trail along Eucalyptus Avenue, Grove Avenue and Walker Avenue. All development in the Specific Plan area are required to conform to the California Green Building Standards Code (CalGreen Code) and the Specific Plan includes

The Ontario Plan Policy	Specific Plan Consistency
Land Use Element	
	Energy Efficiency guidelines. In addition, the EBPSP includes a rooftop solar energy system which would generate enough electricity to meet 45% of annual electricity demand. The plant palette for the Specific Plan area consists of water-efficient species native to southern California or naturalized to the arid southern California climate, and the use of turf will be minimized. As such, the Eucalyptus Specific Plan is consistent with this policy.
LU-1.3: Adequate Capacity. We require adequate infrastructure and services for all development.	**Consistent.** The developer(s) of the Eucalyptus Business Park Specific Plan area are required to install adequate roadway and utility infrastructure improvements to meet the demands of the Specific Plan while maintaining adequate service levels for existing, surrounding development. Refer to the Environmental Impact Report (EIR) prepared for the Eucalyptus Business Park Specific Plan for a detailed analysis of the adequacy of the Specific Plan's infrastructure improvements.
LU-1.4: Multimodal Mobility. We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on active transportation, transit, electric vehicles, and multimodal transportation opportunities	**Consistent.** The Eucalyptus Business Park Specific Plan area offers numerous opportunities for non-vehicular circulation, including multi-purpose trails, bikeways, and sidewalks. Class II bike lanes would largely be provided along both sides of Campus Avenue, between Riverside Drive and Holt Avenue, Eucalyptus Avenue, and Walker Avenue, between Euclid Avenue and Hamner Avenue. Additionally, the Eucalyptus Business Park Specific Plan area includes an 8-foot multi-purpose trail along Eucalyptus Avenue, Grove Avenue, Campus Avenue, and Walker Avenue to encourage connectivity and circulation by employees, visitors, and the passersby that is not completely dependent on a motorized vehicle. Additionally, bike storage facilities are required to be installed in each building to further promote alternative transportation.
LU-1.5: Jobs-Housing Balance. We coordinate land use, infrastructure, and transportation planning and analysis with regional, county, and other local agencies to further regional and subregional goals for jobs-housing balance.	**Consistent.** The developer(s) of the Eucalyptus Business Park will construct roadway and utility improvements in accordance with the City's infrastructure master plans. Furthermore, the Specific Plan area will generate employment opportunities for residents of the City and surrounding jurisdictions, and reduce the need for residents in the region to commute to other regions for employment opportunities. Accordingly, implementation of the Eucalyptus Business Park Specific Plan will improve

The Ontario Plan Policy	Specific Plan Consistency
Land Use Element	
	the jobs-housing balance within the City and the Inland Empire region.
LU-1.6: Complete Community. We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers, and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario.	**Consistent.** The Eucalyptus Business Park Specific Plan land use plan provides Business Park land uses that will accommodate a variety of employment uses arranged in a sensible and efficient manner that allow ease of access and complement the surrounding community. The parkland area will provide recreational amenities for residents of and visitors to the City of Ontario. The business park area of the Eucalyptus Business Park Specific Plan area is envisioned to attract local, national, and international businesses, and will assist in diversifying the mix of employment opportunities available in the City. The retail component within the business park area will serve both the businesses within the Eucalyptus Business Park Specific Plan area and the broader community.
LU-1.7: Revenues and Costs. We require future amendments to our Land Use Plan to be accompanied by analyses of fiscal impacts.	**Consistent.** A fiscal impact analysis will be prepared in support of the Specific Plan. Refer to the Eucalyptus Business Park Specific Plan EIR for a detailed analysis of potential fiscal effects associated with the implementation of the Specific Plan.
LU-2: Compatibility between a wide range of uses and resultant urban patterns and forms.	
LU-2.1: Land Use Decisions. We minimize adverse impacts on adjacent properties when considering land use and zoning requests.	**Consistent.** The Eucalyptus Business Park Specific Plan EIR evaluated the potential physical environmental impacts of the implementation of the Specific Plan on the surrounding community in accordance with the California Environmental Quality Act (CEQA). Refer to the Eucalyptus Business Park Specific Plan EIR for a detailed analysis of impacts to adjacent properties associated with the implementation of the Specific Plan.
LU-2.2: Buffers. We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur. Additional mitigation is required when new uses could negatively impact environmental justice areas.	**Consistent.** The Eucalyptus Business Park Specific Plan provides conceptual streetscapes for Eucalyptus Avenue, Campus Avenue, Walker Avenue, and Public Street 'A'; primary and secondary corner treatments at Specific Plan entry points; and landscaped screening walls between truck courts and parking areas and adjacent public rights-of-way. Implementation of these features provides a visual buffer between planned on-site Business Park land uses and existing and planned off-site land uses. Additionally, the Specific Plan includes Open Space–Parkland along the northern boundary to separate the business park uses from the residential uses planned

The Ontario Plan Policy	Specific Plan Consistency
Land Use Element	
	to the north. As such, the Eucalyptus Business Park is consistent with this policy.
LU-2.3: Hazardous Uses. We regulate the development of industrial and similar uses that use, store, produce, or transport toxic substances, air emissions, other pollutants, or hazardous materials.	**Consistent.** Building occupants within the Eucalyptus Business Park Specific Plan area are obligated to comply with all local and State requirements for using, storing, producing, or transporting toxic substances, air emissions, other pollutants, or hazardous materials.
LU-2.5: Regulation of Uses. We regulate the location, concentration, and operation of uses that have impacts on surrounding land uses.	**Consistent.** The Eucalyptus Business Park Specific Plan EIR evaluated the potential physical environmental impacts of the implementation of the Specific Plan on the surrounding community in accordance with CEQA. Refer to the Eucalyptus Business Park Specific Plan EIR for a detailed analysis of impacts to adjacent properties associated with the implementation of the Specific Plan.
LU-2.6: Infrastructure Compatibility. We require infrastructure to be aesthetically pleasing and in context with the community character.	**Consistent.** Water, sewer, storm drain, and dry utility improvements will be located underground and out of view, with the exception of storm water inlets and channels that are required to be exposed at the surface. Roadway infrastructure improvements are designed to be landscaped with a combination of evergreen and deciduous trees – including flowering varieties – shrubs and groundcovers in an aesthetically-pleasing manner to establish the Specific Plan's design theme.
LU-2.8: Transitional Areas. We require development in transitional areas to protect the quality of life of current residents.	**Consistent.** The Eucalyptus Business Park Specific Plan area is primarily surrounded by agricultural uses, dairy operations, and existing and planned industrial warehouse uses. Nonetheless, the Specific Plan stipulates landscaping and building setbacks along all of the Specific Plan's perimeter streets that separate the Specific Plan area from adjacent properties. Trucks traveling to and from the Specific Plan area are required to utilize the City's approved truck routes, thereby minimizing exposure of nearby residents to truck-related impacts. Development within the Specific Plan area must adhere to the Design Guidelines in Chapter 6 of this Specific Plan, which will provide for a high-quality, attractive, and contemporary environment.
LU-2.9: Methane Gas Sites. We require sensitive land uses and new uses on former dairy farms or other methane-producing sites be designed to minimize health risks.	**Consistent.** If determined to be necessary, the Eucalyptus Business Park Specific Plan area will be required to implement the mitigation measures identified in the Eucalyptus Business Park Specific Plan EIR addressing soil remediation and building

The Ontario Plan Policy	Specific Plan Consistency
Land Use Element	
	venting requirements related to methane gas hazards. As such, this Specific Plan is consistent with this policy.
LU-4: Development that provides short-term value only when the opportunity to achieve our Vision can be preserved.	
LU-4.2: Interim Development. We allow development in urban, mixed use, and transit-oriented Place Types that is not immediately reflective of our ultimate Vision for the Place Type, provided it can be modified or replaced when circumstances are right to support development aligned with the Place Type Vision. We will not allow development that impedes, precludes, or compromises our ability to achieve our Vision.	**Consistent.** The central theme of the Ontario Vision is "A sustained, community-wide prosperity which continuously adds value and yields benefits." The open space-parkland area will introduce and sustain recreational amenities in the long term for use by City residents and visitors. The phased development of the business park land uses in the Eucalyptus Business Park Specific Plan area will attract new businesses, provide employment opportunities for residents, contribute the City's tax base, and construct circulation and utility infrastructure improvements that are critical to allow for the growth of the region. As such, the Specific Plan area will help the City achieve its Vision by continuously adding value, yielding benefits, and contributing to the prosperity of the City and the Inland Empire region.
LU-4.3: Infrastructure Timing. We require that the necessary infrastructure and services be in place prior to or concurrently with development.	**Consistent.** Chapter 7, *Implementation Plan*, of the Eucalyptus Business Park Specific Plan includes a development phasing plan that requires infrastructure needed to support the buildout of the Specific Plan to be adequately phased concurrently with development.
LU-5: Integrated airport systems and facilities that minimize negative impacts to the community and maximize economic benefits.	
LU-5.5: Airport Compatibility Planning for ONT. We create and maintain the Airport Land Use Compatibility Plan for ONT.	**Consistent.** The land uses provided by the Eucalyptus Business Park Specific Plan are consistent with the Airport Land Use Compatibility Plan (ALUCP) requirements for the Ontario International Airport. Furthermore, future development on the Specific Plan property would be required to comply with the development standards and design guidelines established in this Specific Plan, as well as the applicable requirements of the City of Ontario Development Code, which would preclude any potential inconsistencies with the Ontario International Airport ALUCP.
LU-5.7: ALUCP Consistency with Land Use Regulations. We comply with state law that requires general plans, specific plans, and all new development to be consistent with the	**Consistent.** The land uses provided by the Eucalyptus Business Park Specific Plan are consistent with the Airport Land Use Compatibility Plan (ALUCP) requirements for the Ontario International Airport and the provisions provided in the Chino Airport Overlay

The Ontario Plan Policy	Specific Plan Consistency
Land Use Element	
policies and criteria set forth within an Airport Land Use Compatibility Plan for any public-use airport.	District. All proposed development will be reviewed by the City of Ontario staff in the Development Plan review process.
LU-5.8: Chino Airport. We will support the creation and implementation of the Airport Land Use Compatibility Plan for Chino Airport.	**Consistent.** The land uses provided by the Eucalyptus Business Park Specific Plan are consistent with the provisions provided in the Chino Airport Overlay District. Proposed development within the Specific Plan area will be reviewed by the City of Ontario Staff in the Site Plan review process.

Ontario Plan Policy	Specific Plan Consistency
Housing Element	
H-1: Stable neighborhoods of quality housing, ample community services and public facilities, well-maintained infrastructure, and public safety that foster a positive sense of identity.	
H-1.4: Historical Preservation. We support the preservation and enhancement of residential structures, properties, street designs, lot configurations, and other reminders of Ontario's past that are considered to be local historical or cultural resources.	**Consistent.** Refer to the Eucalyptus Business Park Specific Plan EIR for a detailed analysis of potential impacts to historical and cultural resources that would occur as a result of the implementation of the Specific Plan. If determined to be necessary, development projects within the Specific Plan area will be required to implement mitigation measures to reduce impacts to historical and cultural resources to the maximum extent feasible.

Ontario Plan Policy	Specific Plan Consistency
Parks and Recreation Element	
PR-1: A system of safe and accessible parks that meets the needs of the community.	
PR-1.9: Phased Development. We require parks be built in new communities before a significant proportion of residents move in.	**Consistent.** The Eucalyptus Business Park Specific Plan does not include the creation of new residential units, but includes 35.88 acres of the City's Grand Park. Chapter 7, *Implementation Plan*, of the Eucalyptus Business Park Specific Plan includes a development phasing plan that discusses the buildout of the Specific Plan which includes the both the Business Park and the Open Space – Parkland land uses.
PR-1.15: Trail Connectivity. We strengthen and improve equestrian, bike, and multipurpose trail connections within the City and work to improve trail connections into adjacent jurisdictions.	**Consistent.** The Eucalyptus Business Park Specific Plan includes multi-purpose trails along Eucalyptus Avenue, Campus Avenue, Grove Avenue, and Walker Avenue to encourage connectivity and circulation by employees, visitors, and the passerby by means not completely dependent on a motorized vehicle. The multi-purpose trail system provided by the Specific Plan area implements the multipurpose trail system

Ontario Plan Policy	Specific Plan Consistency
Parks and Recreation Element	
	shown in Exhibit M-3, Multipurpose Trails & Bikeway Corridor Plan, of The Policy Plan.

Ontario Plan Policy	Specific Plan Consistency
Environmental Resources Element	
ER-1: A reliable and cost-effective system that permits the City to manage its diverse water resources and needs.	
ER-1.3: Conservation and Sustainable Water Supply. We work with regional water providers and users to conserve water and ensure sustainable local water supplies as more frequent droughts reduce long term local and regional water availability	**Consistent.** The Eucalyptus Business Park Specific Plan incorporates a drought-tolerant plant palette and water-efficient irrigation system design to minimize the water demands of planned development. In addition, implementing development projects will be required to comply with the water-efficiency mandates of the California Green Building Standards Code, including the provision of water-efficient fixtures.
ER-1.4: Supply-Demand Balance. We require that available water supply and demands be balanced.	**Consistent.** The Eucalyptus Business Park Specific Plan EIR evaluates the potential impacts of the Specific Plan's implementation related to water supply based on the results of a project-specific water supply assessment. If deemed necessary by the EIR, development within the Specific Plan is required to implement mitigation measures to reduce significant impacts to the water supply to the maximum extent feasible.
ER-1.5: Water Resource Management. Environmental justice areas are prioritized as we coordinate with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater.	**Consistent.** As discussed in the Eucalyptus Business Park Specific Plan EIR, implementation of the Specific Plan will not result in new, substantial sources of urban runoff, and also will not violate applicable stormwater quality requirements. Also, the Eucalyptus Business Park Specific Plan area includes permeable surfaces (e.g., open space-parkland, landscaped areas, water quality/infiltration basins) that would allow surface water to percolate and contribute to recharge of the aquifer.
ER-1.6: Urban Run-off Quantity. We encourage the use of low impact development strategies, including green infrastructure, to intercept run-off, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.	**Consistent.** As discussed in the Eucalyptus Business Park Specific Plan EIR, implementation of the Specific Plan will not result in new, substantial sources of urban runoff, and also will not violate applicable stormwater quality requirements. Also, the Eucalyptus Business Park Specific Plan area includes permeable surfaces (e.g., open space-parkland, landscaped areas, water quality/infiltration basins) that would allow surface water to percolate and contribute to recharge of the aquifer.

Ontario Plan Policy	Specific Plan Consistency
Environmental Resources Element	
ER-1.7: Urban Run-off Quality. We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.	**Consistent.** As discussed in the Eucalyptus Business Park Specific Plan EIR, implementation of the Specific Plan will not result in new, substantial sources of urban runoff, and also will not violate applicable stormwater quality requirements. Also, the Eucalyptus Business Park Specific Plan area includes permeable surfaces (e.g., open space-parkland landscaped areas, water quality/infiltration basins) that would allow surface water to percolate and contribute to recharge of the aquifer.
ER-1.8: Wastewater Management. We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.	**Consistent.** All sewer conveyance infrastructure needed to serve the Eucalyptus Business Park Specific Plan area will be installed in accordance with City design standards. Accordingly, implementation of the Specific Plan will not violate any applicable waste discharge requirements as detailed in the Eucalyptus Business Park Specific Plan EIR.
ER-3: Cost-effective and reliable energy system sustained through a combination of low impact buildings, site and neighborhood energy conservation, and diverse sources of energy generation that collectively helps to minimize the region's carbon footprint.	
ER-3.3: Building and Site Design. We require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar, and natural ventilation.	**Consistent.** The Eucalyptus Business Park Specific Plan's design guidelines encourage all new construction to utilize design features, fixtures, appliances, and heating and cooling controls to conserve energy and water. In addition, all development is required to comply with the California Green Building Standards Code (CalGreen Code).
ER-3.6: Generation- Renewable Sources. We promote the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development.	**Consistent.** The Eucalyptus Business Park Specific Plan proposes a rooftop solar energy system which generates enough electricity to meet 45% of annual electricity demand.
ER-4: Improved indoor and outdoor air quality and reduced locally generated pollutant emissions.	
ER-4.1: Land Use. We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.	**Consistent.** The Eucalyptus Business Park Specific Plan area provides employment land uses in close proximity to major transportation corridors (Interstate 10, Interstate 15, State Route 60, State Route 83, State Route 71 and State Route 91) and near Bus Rapid Transit (BRT) Corridors along Ontario Ranch Road and Euclid Avenue. Therefore, the Specific Plan area provides local employment opportunities for residents and serves to improve the regional jobs-housing balance. Additionally, the Specific Plan area provides an integrated system of sidewalks, bikeways, and multi-purpose trails on internal and perimeter roadways to encourage non-vehicular modes of transportation. The Eucalyptus Business Park

Ontario Plan Policy	Specific Plan Consistency
Environmental Resources Element	
	Specific Plan area has the potential to reduce vehicle miles traveled, which would reduce tailpipe emissions – a major source of greenhouse gases (GHGs).
ER-4.3: Greenhouse Gases (GHG) Emissions Reductions. We will reduce GHG emissions in accordance with regional, state, and federal regulations.	**Consistent.** As described in the Eucalyptus Business Park Specific Plan EIR, the Specific Plan would be consistent with applicable regional, State, and federal regulations related to the reduction of GHG emissions and would not obstruct implementation of any GHG reduction plans/programs.
ER-4.8: Tree Planting. We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality. We expand the tree canopy in environmental justice areas to enhance air quality and reduce the "heat island" effect.	**Consistent.** The Specific Plan area is not within an environmental justice area, however, as part of the development of the Eucalyptus Business Park Specific Plan area, a substantial number of trees will be planted within the Specific Plan area, and in particular along roadway street frontages, near building entrances, and in passenger car parking lots. In addition, trees will be planted in the open space-parkland planning areas.
ER-5: Protected high value habitat and farming and mineral resource extraction activities that are compatible with adjacent development.	
ER-5.1: Habitat Conservation Areas. We support the protection of biological resources through the establishment, restoration, and conservation of high-quality habitat areas.	**Consistent.** The Eucalyptus Business Plan Specific Plan area was historically used for agricultural uses, dairy farming, and a trucking operation. The Specific Plan EIR evaluates impacts to biological resources (including sensitive/protected habitats and species) as a result of the implementation of the Specific Plan and establishes mitigation measures required to reduce significant impacts to the maximum extent feasible.
ER-5.2: Entitlement and Permitting Process. We comply with state and federal regulations regarding protected species.	**Consistent.** The Eucalyptus Business Plan Specific Plan area was historically used for agricultural uses, dairy farming, and a trucking operation. The Specific Plan EIR evaluates impacts to biological resources (including sensitive/protected habitats and species) as a result of the implementation of the Specific Plan and establishes mitigation measures required to reduce significant impacts to the maximum extent feasible.
ER-5.3: Right to Farm. We support the right of existing farms to continue their operations within the Ontario Ranch.	**Consistent.** Implementation of the Eucalyptus Business Park Specific Plan would not preclude the continued operation of existing farms within the New Model Colony/Ontario Ranch for ten years, as shown in Table 5-1, *Permitted Uses*, of this Specific Plan. Furthermore, the Eucalyptus Business Park Specific Plan EIR evaluates impacts to surrounding land uses that could potentially occur as a result of the

Ontario Plan Policy	Specific Plan Consistency
Environmental Resources Element	
	implementation of the Eucalyptus Business Park Specific Plan and establishes mitigation measures required to reduce significant impacts to the maximum extent feasible.
ER-5.4: Transition of Farms. We protect both existing farms and sensitive uses around them as agricultural areas transition to urban uses.	**Consistent.** Implementation of the Eucalyptus Business Park Specific Plan would not preclude the continued operation of existing farms within the New Model Colony/Ontario Ranch for ten years, as shown in Table 5-1, *Permitted Uses*, of this Specific Plan. Furthermore, the Eucalyptus Business Park Specific Plan EIR evaluates impacts to surrounding land uses that could potentially occur as a result of the implementation of the Eucalyptus Business Park Specific Plan and establishes mitigation measures required to reduce significant impacts to the maximum extent feasible.

Ontario Plan Policy	Specific Plan Consistency
Community Economics Element	
CE-1: A complete community that provides for all incomes and stages of life.	
CE-1.1: Jobs-Housing Balance. We pursue improvement to the Inland Empire's balance between jobs and housing by promoting job growth that reduces the regional economy's reliance on out-commuting.	**Consistent.** The Eucalyptus Business Park Specific Plan would provide over 137.90 acres of new employment-generating land uses in close driving distance to existing and planned residential land uses. The new job opportunities provided within the Specific Plan area will assist the City's efforts to promote job growth and improve the balance between jobs and housing within the City limits.
CE-1.12: 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.	**Consistent.** BRT Corridors are located along Ontario Ranch Road and Euclid Avenue in close proximity to the Specific Plan. The Specific Plan would construct a bus turnout near the intersection of Grove Avenue and Eucalyptus Avenue in anticipation of future Omnitrans service. Additionally, the Specific Plan area provides Class II Bikeways along Walker Avenue and Campus Avenue. Additionally, sidewalks are provided along all streets within the Specific Plan area.
CE-2: A City of distinctive neighborhoods, districts, corridors, and centers where people choose to be.	
CE-2.1: Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community.	**Consistent.** The Eucalyptus Business Park Specific Plan provides for the development of the Specific Plan property as a high-quality and contemporary business park. This Specific Plan's Design Guidelines establish criteria for architecture, lighting, signage, and landscape design to promote the development of an

Ontario Plan Policy	Specific Plan Consistency
Community Economics Element	
	attractive business park with timeless design features, for as an inviting place to work and conduct business. The adjacency of the park and integral retail development further enhances the attractiveness of the Specific Plan.
CE-2.2: Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional, and sustainable places that will compete well with their competition within the region.	**Consistent.** The Eucalyptus Business Park Specific Plan requires implementing development projects within the Specific Plan area to be reviewed and approved pursuant to the provisions of the City's Subdivision Ordinance and Development Plan Review process which provides for review by the City's Planning Department which may require the development to demonstrate how each project will create appropriately unique, functional and sustainable places. Furthermore, development projects in the Specific Plan area are required to be designed in accordance with the architectural and landscape design guidelines established in Chapter 6, *Design Guidelines*, of this Specific Plan, which will result in a unique, aesthetically attractive, and contemporary business park that will be highly competitive with similar developments in the region.
CE-2.4: Protection of Investment. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.	**Consistent.** Development projects in the Eucalyptus Business Park Specific Plan are required to be designed in accordance with the architectural and landscape design guidelines in Chapter 6, *Design Guidelines*, of this Specific Plan, which will result in a unique, aesthetically attractive, and contemporary business park that reflects high-quality architectural design.
CE-2.5: Private Maintenance. We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.	**Consistent.** This Specific Plan defines the entities responsible for the maintenance of publicly and privately-owned improvements within the Specific Plan area, including roadways and utility infrastructure. Compliance with the maintenance responsibility matrix established in Chapter 7, *Implementation Plan*, will ensure that all improvements within the Specific Plan area are properly and consistently maintained.
CE-2.6: Public Maintenance. We require the establishment and operation of maintenance districts or other vehicles to fund the long-term operation and maintenance of the public realm whether on private land, in rights-of-way, or on publicly-owned property.	**Consistent.** This Specific Plan defines the entities responsible for the maintenance of publicly and privately-owned improvements within the Specific Plan area, including roadways and utility infrastructure. Compliance with the maintenance responsibility matrix established in Chapter 7, *Implementation Plan*, will ensure that all improvements

Ontario Plan Policy	Specific Plan Consistency
Community Economics Element	
	within the Specific Plan area are properly and consistently maintained.
CE-3: Decision-making deliberations that incorporate the full short-term and long-term economic and fiscal implications of proposed City Council actions.	
CE-3.2: General Plan Amendments. We require those proposing General Plan amendments to disclose reasonably foreseeable impacts through a fiscal analysis.	Consistent. A fiscal impact analysis will be prepared in support of the Eucalyptus Business Park Specific Plan. Refer to the Eucalyptus Business Park Specific Plan EIR for a detailed analysis of potential reasonably foreseeable fiscal effects associated with implementation of this Specific Plan.

Ontario Plan Policy	Specific Plan Consistency
Mobility Element	
M-1*: A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario.*	
Policy M1-1: Roadway Design and Maintenance. We require our roadways to: • Comply with federal, state, and local design and safety standards; • Meet the needs of multiple transportation modes and users; • Handle the capacity envisioned in the City of Ontario Master Plan of Streets and Highways; • Be maintained in accordance with best practices; • Be compatible with the streetscape and surrounding land uses; and Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand management strategies.	Consistent. The Eucalyptus Business Park Specific Plan includes roadway improvements consistent with the City of Ontario Master Plan of Streets and Highways, as described in Chapter 4, *Infrastructure Plan*. Perimeter and internal streets will be constructed to City standards and are designed to accommodate vehicles, pedestrians, and bicyclists through the inclusion of sidewalks, Class II bike lanes, and multi-purpose trails. Roadway designs include parkways and landscaping to support circulation and enhance compatibility with adjacent land uses. Maintenance responsibilities are outlined in Chapter 7, *Implementation Plan*.
Policy M1-2: Mitigation of Impacts. We require development to mitigate its traffic impacts.	Consistent. The Eucalyptus Business Park Specific Plan is supported by a project-specific traffic impact analysis that identifies necessary mitigation measures to address traffic impacts. The implementation of these measures will be the responsibility of the developer(s) and will be carried out in accordance with City of Ontario standards and requirements.
Policy M1-4: Complete Streets.	Consistent. The Eucalyptus Business Park Specific Plan establishes a multimodal circulation network that

Ontario Plan Policy	Specific Plan Consistency
Mobility Element	
We work to provide a complete, balanced, context-aware, 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. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.	includes sidewalks, Class II bike lanes, and multi-purpose trails along major roadways such as Campus Avenue, Eucalyptus Avenue, and Walker Avenue, as described in Chapter 4, *Infrastructure Plan*. The plan is designed to accommodate pedestrians, bicyclists, and vehicles through coordinated roadway and non-vehicular improvements. Design Guidelines in Chapter 6 address pedestrian connectivity and require consistent treatment of sidewalks, parkways, and landscape buffers to support safe and functional circulation throughout the Specific Plan area.
Policy M1-5: Level of Service. Maintain a peak hour Level of Service (LOS) E or better at all intersections. Maintain Level of Service D or better on arterial streets in the City. Develop and maintain a list of locations where LOS E or LOS F are considered acceptable and would be exempt from this level of service policy. Considerations for LOS exemption include being restricted by environmental constraints, lacking available right-of-way, deterring an increase in VMT, or degrading other modes of travel (such as bicycle or pedestrian infrastructure).	**Consistent.** The Eucalyptus Business Park Specific Plan is supported by a project-specific traffic impact analysis that identifies necessary mitigation measures to address traffic impacts, as referenced in Chapter 4, *Infrastructure Plan*. The Specific Plan includes planned improvements to perimeter and internal roadways in accordance with the City of Ontario Master Plan of Streets and Highways. Intersection improvements and roadway design will be subject to further analysis and review by the City to ensure compliance with applicable standards.
Policy M1-6: Reduced Vehicle Miles Traveled. We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.	**Consistent.** The Eucalyptus Business Park Specific Plan allows for business park and support commercial land uses with internal circulation systems, including sidewalks, bike lanes, and multi-purpose trails, to encourage non-vehicular travel. Also, the open space-parkland planning areas will provide recreational amenities and the retail component within the business park planning area will provide support services within walking and biking distance of the business park uses.
M-2: *A system of trails and corridors that facilitate and encourage active modes of transportation.*	
Policy M2-1: Active Transportation. We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian facilities that are safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points.	**Consistent.** The Eucalyptus Business Park Specific Plan includes the construction of Class II bike lanes along Campus Avenue, Eucalyptus Avenue, and Walker Avenue, as well as multi-purpose trails along Campus Avenue, Eucalyptus Avenue, Grove Avenue, and Walker Avenue, as detailed in Chapter 4, *Infrastructure Plan*. These facilities are integrated with a network of sidewalks throughout the Specific Plan

Ontario Plan Policy	Specific Plan Consistency
Mobility Element	
	area to support safe and accessible travel for pedestrians and bicyclists. The circulation improvements are designed to enhance connectivity within the Business Park and to adjacent areas, consistent with the City's active transportation goals.
Policy 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. When truck routes and bicycle facilities share a right-of-way, we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.	**Consistent.** The Eucalyptus Business Park Specific Plan includes Class II bikeways and multi-purpose trails throughout the circulation network to support bicycle travel. At final buildout, all development in the Specific Plan area will be required to comply with City of Ontario bicycle facility standards, including provisions for bike lanes, trails, and secure bicycle parking and storage.
Policy 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.	**Consistent.** The Eucalyptus Business Park Specific Plan includes sidewalks and multi-purpose trails along all major perimeter roadways, including Eucalyptus Avenue, Grove Avenue, Walker Avenue, and Campus Avenue, to ensure safe and convenient pedestrian access throughout the plan area. Internal private drive aisles and public streets will provide additional pedestrian connections between planned business park uses and open space areas. All pedestrian facilities will be constructed in accordance with City standards and designed to promote visibility and safety.
M-2.4 Network Opportunities. We use public rights-of-way and easements such as, utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network. In urban, mixed- use, and transit-oriented Place Types, we encourage the use of underutilized public and private spaces to expand our public realm and improve pedestrian and bicycle connectivity. (Link to Community Design Element Urban, Mixed Use, and Transit-oriented Place Types Section)	**Consistent.** The Eucalyptus Business Park Specific Plan utilizes public rights-of-way to establish a connected bicycle and pedestrian network, including sidewalks and multi-purpose trails within the ROWs of Eucalyptus Avenue, Grove Avenue, Walker Avenue, Campus Avenue, and other major corridors. The plan incorporates parkways, landscape buffers, and trail corridors to expand the public realm and improve non-vehicular connectivity throughout the Specific Plan area in alignment with City goals.
Goal M-4: An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.	
Policy M4-1: Truck Routes.	**Consistent.** Truck access to and from the Eucalyptus Business Park Specific Plan area will utilize Grove

Ontario Plan Policy	Specific Plan Consistency
Mobility Element	
We designate and maintain a network of City truck routes that provide for the safe and efficient transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses, as shown on Exhibit M-04, Truck Routes. We will minimize conflicts on truck routes through the design and implementation of buffers between travel lanes and pedestrian and bicycle facilities on designated truck routes.	Avenue, Walker Avenue, Bon View Avenue, and Campus Avenue, with connections to designated truck routes at Eucalyptus Avenue. The circulation plan includes design elements such as landscape buffers and trail corridors along key frontages to help minimize potential conflicts between truck traffic and non-motorized users, consistent with City policies for safe and efficient goods movement.
Policy M4-4: Environmental Considerations. We support both local and regional efforts to reduce/eliminate the negative environmental impacts of goods movement through the planning and implementation of truck routing and the development of a plan to evaluate the future needs of clean fueling/recharging and electrified truck parking.	**Consistent.** The Eucalyptus Business Park Specific Plan supports regional goods movement through planned improvements to major roadway within Eucalyptus Avenue, which are identified as truck routes in Chapter 4, *Infrastructure Plan*. The Specific Plan incorporates circulation and site planning strategies that accommodate truck access and loading while minimizing conflicts with non-vehicular travel. These improvements provide a framework that can support future environmental initiatives related to sustainable goods movement.

Ontario Plan Policy	Specific Plan Consistency
Community Design Benefit	
CD-1: A dynamic, progressive city containing distinct neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses.	
Policy CD1-3: Existing Neighborhoods. We require the existing character of viable residential and non-residential neighborhoods be preserved, protected and enhanced.	**Consistent.** The Eucalyptus Business Park Specific Plan is designed to preserve and protect the character of surrounding neighborhoods by incorporating a thoughtful land use plan, site design, and buffer treatments. Landscape setbacks and open space parkland are located along perimeter roadways to provide a visual and physical buffer between Business Park uses and adjacent properties. Building orientation, screening walls, and enhanced landscaping will be used to minimize visual and operational impacts on neighboring land uses. Design guidelines in Chapter 6 and development standards in Chapter 5 ensure that lighting is directed away from adjacent areas and that loading and service areas are screened from public view, thereby reducing potential edge effects and maintaining compatibility with the surrounding community.

Ontario Plan Policy	Specific Plan Consistency
Community Design Benefit	
Policy CD1-4: Transportation Corridors. We will enhance our major transportation corridors within the City through landscape, hardscape, signage and lighting. The extent of enhancement should be appropriate to the use, type, and context of each corridor.	**Consistent.** The Eucalyptus Business Park Specific Plan enhances major transportation corridors through a cohesive streetscape design that includes landscaping, parkways, and multi-purpose trails along Eucalyptus Avenue, Grove Avenue, Walker Avenue, and Campus Avenue. These improvements include a combination of canopy trees, shrubs, and groundcover to frame the corridor edges and provide visual continuity. The plan also provides Class II bike lanes and an internal pedestrian network to promote safe, multimodal travel. Entry monuments, consistent signage, and corner treatments are integrated into the streetscape to reinforce the design character of the Business Park and create a welcoming environment for employees and visitors. Design Guidelines in Chapter 6 further establish architectural and landscape elements appropriate to the context of each corridor.
Policy CD1-5: View Corridors. We require all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountains, which are part of the City's visual identity and a key to geographic orientation. Such views should be free of visual clutter, including billboards and may be enhanced by framing with trees.	**Consistent.** The Eucalyptus Business Park Specific Plan does not include any design features that would obstruct views along major north-south corridors such as Campus Avenue, Grove Avenue, Bon View Avenue, and Walker Avenue. As outlined in Chapter 6, *Design Guidelines*, and Chapter 4, *Infrastructure Plan*, landscaping—including street trees and parkways—will be installed along these corridors as part of roadway improvements. These enhancements will be implemented concurrently with development to create a cohesive streetscape while maintaining an open visual character consistent with City policies.
CD-2: A high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct.	
Policy 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	**Consistent.** Future development within the Eucalyptus Business Park will be guided by the Specific Plan's Design Guidelines (Chapter 6), which promote high-quality architectural design through appropriate building massing, scale, and articulation. The guidelines require a unified architectural theme and consistent application of materials, colors, and detailing across all visible building elevations. While the Specific Plan does not prescribe specific materials, it emphasizes the use of durable and visually appealing finishes appropriate to a modern business park setting. These standards ensure that new development contributes positively to the City's visual character.

Ontario Plan Policy	Specific Plan Consistency
Community Design Benefit	
Exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style.	
Policy CD2-5: Streetscapes. We design new and, when necessary, retrofit existing streets to improve walkability, bicycling and transit integration, strengthen connectivity, and enhance community identity through improvements to the public right of way such as sidewalks, street trees, parkways, curbs, street lighting and street furniture.	**Consistent.** As part of implementation of the Eucalyptus Business Park Specific Plan, improvements will be made to existing public streets including Eucalyptus Avenue, Grove Avenue, Walker Avenue, Bon View Avenue, and Campus Avenue, as outlined in Chapter 4, *Infrastructure Plan*. Planned improvements include the addition of sidewalks, Class II bike lanes, and multi-purpose trails to support safe and efficient travel for pedestrians, bicyclists, and vehicles. Landscaped parkways with trees and other plantings will be provided along all major roadways to enhance the visual character of the street network and reinforce the Specific Plan's design framework as described in Chapter 6, *Design Guidelines*. These enhancements are intended to improve connectivity and promote a cohesive streetscape identity throughout the plan area.
Policy 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.	**Consistent.** The Eucalyptus Business Park Specific Plan supports sustainable development principles through its location near regional transportation corridors and within close driving distance of existing residential neighborhoods. The land use plan promotes a mix of employment-generating uses intended to serve both the local and regional workforce, aligning with smart growth objectives. As described in Chapter 6, *Design Guidelines*, the landscaping strategy emphasizes the use of drought-tolerant plant species appropriate for the Inland Southern California climate, with an emphasis on low water use and long-term maintenance efficiency. These measures, combined with coordinated site planning and infrastructure improvements, contribute to reduced resource demand and enhanced environmental performance across the Specific Plan area.
Policy 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	**Consistent.** The Eucalyptus Business Park Specific Plan serves as the framework for implementing development projects in the Specific Plan area, and includes design specifications for sidewalks, building entrances, and lighting.

Ontario Plan Policy	Specific Plan Consistency
Community Design Benefit	
visibility and accessibility, and use of lighting.	
Policy 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.	**Consistent.** The landscape concept for the Eucalyptus Business Park incorporates the use of attractive, durable landscaping materials, and an irrigation system designed to keep plant materials in good health while conserving water. Landscaping will be provided throughout the Eucalyptus Business Park, including along roadways, within passenger car parking lots, at monuments/entries, within common open space areas, and adjacent to buildings.
Policy CD2-10: Parking Areas. We require all development, including single-family residential, to minimize the visual impact of surface, structured, and garage parking areas visible from the public realm in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include: 1. Surface parking: Shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field. 2. Structured parking: facade articulation, screening, appropriate lighting, and landscaping. 3. Garage parking: providing access to single-family residential garages through alley access, recessing garages from the frontage to emphasize front doors or active living spaces.	**Consistent.** The Eucalyptus Business Park Specific Plan does not include any residential uses. Surface parking lots, truck courts, and loading areas will be designed in accordance with the City's Development Code and the Specific Plan's Design Guidelines (Chapter 6), which require the incorporation of landscaping, screening, and clearly defined pedestrian pathways and drive aisles. Additionally, each building's surface parking area will be designed to treat urban runoff through the respective site's storm drain design.
Policy 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.	**Consistent.** The Eucalyptus Business Park includes guidelines for building entry treatments, primary and secondary corner treatments, and tenant monument treatments to identify the development and distinguish individual planning areas, in conformance with the intent of Policy CD2-11. The entry treatments, corner treatments, and tenant monuments which are illustrated in Chapter 6, *Design Guidelines*, incorporate landscaping and enhanced signage to provide attractive and distinctive visual statements.
Policy CD2-12: Site and Building Signage.	**Consistent.** The Design Guidelines for the Eucalyptus Business Park (refer to Chapter 6 of this Specific Plan)

Ontario Plan Policy	Specific Plan Consistency
Community Design Benefit	
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.	include signage guidelines to ensure that future development will construct clear, concise, easy-to-read signs that reflect and complement the Specific Plan's design theme, provide for safe and efficient circulation of vehicle traffic, and facilitate pedestrian travel. Signs will be of high-quality and the use of distracting sign elements, such as flashing lights or moving parts, is prohibited. Additionally, a sign program will be provided along with the Specific Plan to further provide design standard for signs within the Specific Plan area.
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.	
Policy CD3.2: Comfortable, Human-Scale Public Realm. We require that public spaces, including streets, parks, and plazas on both public and private property be designed to maximize safety, comfort and aesthetics and connect to the citywide pedestrian, vehicular, and bicycle networks.	Consistent. The Eucalyptus Business Park Specific Plan promotes a comfortable, human-scale public realm through the coordinated design of its streetscapes, sidewalks, and multi-purpose trails, as described in Chapter 4, *Infrastructure Plan,* and Chapter 6, *Design Guidelines*. Sidewalks and trails are integrated throughout the plan area to enhance pedestrian and bicycle connectivity, while landscaped parkways and consistent setbacks create a visually appealing and walkable environment. These improvements are designed to provide safe, accessible, and aesthetically cohesive connections to the citywide transportation network. Additionally, the Open Space – Parkland planning areas will provide both passive and active open space use for visitors, employees, and surrounding residents of the Specific Plan area.
Policy CD3.3: Complete and Connected Network We require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated to provide connections internally and externally to adjacent neighborhoods and properties (existing and planned) through a system of local roads and trails that promote walking and biking to nearby destinations (including existing and planned parks, commercial areas, and transit stops) and are designed to maximize safety, comfort, and aesthetics.	Consistent. The Eucalyptus Business Park Specific Plan provides a coordinated and interconnected circulation network for vehicles, bicycles, and pedestrians, as illustrated in Chapter 4, *Infrastructure Plan*, and Chapter 6, *Design Guidelines*. Public roadways and private drive aisles will include sidewalks, Class II bike lanes, and multi-purpose trails to ensure internal mobility and connectivity to surrounding areas. Improvements along major corridors such as Eucalyptus Avenue, Grove Avenue, Campus Avenue, and Walker Avenue support access to regional transit and commercial destinations. All future development will be required to comply with City standards for sight visibility, safety, and

Ontario Plan Policy	Specific Plan Consistency
Community Design Benefit	
	landscape placement to ensure a comfortable and secure travel experience for all users.
Policy CD 3.4: Context-Aware and Appropriate Design We require appropriate building and site design that complements existing development, respects the intent and identity of the Place Type, and provides appropriate transitions and connections between adjacent uses to ensure compatibility of scale, maintain an appropriate level of privacy for each use, and minimize potential conflicts.	**Consistent.** The Eucalyptus Business Park Specific Plan establishes building and site design standards that ensure compatibility with surrounding development and land uses, as detailed in Chapters 5, *Development Regulations* and 6, *Design Guidelines*. The plan incorporates landscaped setbacks, internal circulation buffers, and screening treatments along perimeter roadways to create appropriate transitions between the Business Park and adjacent uses. Building height, massing, and orientation are designed to respect the scale of surrounding development and minimize potential land use conflicts, supporting a context-sensitive and visually cohesive environment.
Policy CD 3.5: Active Frontages. We create lively pedestrian streetscapes by requiring primary building, business, and residential entrances, outdoor dining, and storefronts be located on ground floors adjacent to sidewalks or public spaces and designed to maximize safety, comfort, aesthetics, and the intended functionality (as defined by the Place Type).	**Consistent.** While the Eucalyptus Business Park Specific Plan is focused on employment, business park, and open space uses rather than retail or residential development, it incorporates design elements that support active and engaging frontages along key pedestrian corridors. As described in Chapter 6, *Design Guidelines*, primary building entrances are oriented toward public streets or internal circulation routes, with pedestrian connections provided from sidewalks and trails. Landscaping, lighting, and pathway design contribute to a safe and comfortable pedestrian experience, reinforcing the plan's intent to create a cohesive and visually appealing business park environment.
Policy CD 3.6: Managed Infrastructure. We collaborate with developers and property owners to facilitate development that realizes the envisioned character and functionality of the Place Type through the use of green and shared infrastructure within each Place Type.	**Consistent.** The Eucalyptus Business Park Specific Plan supports coordinated infrastructure planning to achieve the intended character and functionality of a modern business park. As outlined in Chapter 4, *Infrastructure Plan*, the project includes shared infrastructure improvements such as integrated roadway systems, stormwater facilities, and utility corridors designed to serve multiple parcels efficiently. The Specific Plan also promotes sustainable practices through the use of drought-tolerant landscaping and multi-purpose trails within public rights-of-way, contributing to a cohesive, functional, and environmentally responsible development pattern.
Goal CD-5: A sustained level of maintenance and improvement of properties, buildings and infrastructure that protects the property values and encourages additional public and private investments.	

Ontario Plan Policy	Specific Plan Consistency
Community Design Benefit	
Policy 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.	**Consistent.** The Eucalyptus Business Park Specific Plan defines the responsible parties for maintaining both public and private improvements, including roadways, utilities, landscaping, and pedestrian infrastructure, as outlined in Chapter 7, *Implementation Plan*. A maintenance responsibility matrix is included to ensure long-term upkeep of all improvements, including trails and easements, in accordance with City standards. This framework ensures that all development within the Specific Plan area will be properly and consistently maintained.
Policy CD5-2: Maintenance of Infrastructure. We require the continual maintenance of infrastructure.	**Consistent.** The Eucalyptus Business Park Specific Plan defines the responsible parties for maintaining both public and private improvements, including roadways, utilities, landscaping, and pedestrian infrastructure, as outlined in Chapter 7, *Implementation Plan*. A maintenance responsibility matrix is included to ensure long-term upkeep of all improvements, including trails and easements, in accordance with City standards. This framework ensures that all development within the Specific Plan area will be properly and consistently maintained.

PLANNING DEPARTMENT ACTIVITY REPORT

Month of March 2026

303 East B Street, Ontario, California 91764 Phone: 909.395.2036 / www.ontarioca.gov

TO: Chairman and Members of the Planning Commission

FROM: Henry Noh, Planning Director

DATE: April 28, 2026

Attached, you will find the Planning Department Monthly Activity Reports for the month of March 2026. The reports describe all new applications received by the Planning Department and actions taken on applications during those months. 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 at: https://www.ontarioca.gov/government/community-development/planning/planning-applications-resources/monthly-activity-reports

Monthly Activity Report: Actions

Month of March 2026

303 East B Street, Ontario, California 91764 Phone: 909.395.2036

DEVELOPMENT ADVISORY BOARD MEETING
March 2, 2026

Meeting Cancelled

ZONING ADMINISTRATOR MEETING
March 2, 2026

ENVIRONMENTAL ASSESSMENT AND CONDITIONAL USE PERMIT REVIEW FOR FILE NO. PCUP25-001: A public hearing to consider a Conditional Use Permit to establish a pharmaceutical manufacturing facility for vitamin supplements on 0.65 acres of land, located at 1710 East Grevillea Court, within the IG (General Industrial) zoning district. (APN: 0113-631-13); **submitted by Great White Label, LLC.**
Action: The Zoning Administrator adopted a Decision to approve the Conditional Use Permit, File No. PCUP25-001, subject to conditions.

CITY COUNCIL/HOUSING AUTHORITY MEETING
March 3, 2026

THE 2025 GENERAL PLAN ANNUAL PROGRESS REPORT AND 2025 HOUSING ELEMENT ANNUAL PROGRESS REPORT, FILE NO PADV26-001. City initiated.
Action: The City Council considered and adopted a Resolution authorizing Staff to transmit the 2025 General Plan Annual Progress Report, including the 2025 Housing Element Annual Progress Report, to the California Department of Housing and Community Development and the Governor's Office of Land Use and Climate Innovation.

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT CODE AMENDMENT FOR FILE NO. PDCA26-001: A public hearing to consider a Development Code Amendment revising and clarifying certain provisions of Chapter 5.0 (Zoning and Land Use) of the City of Ontario Development Code. **City Initiated. On February 17, 2026, the City Council introduced and waived further reading of an Ordinance approving the Development Code Amendment.**
Action: The City Council considered and adopted an Ordinance approving the Development Code Amendment, File No. PDCA26-001.

Monthly Activity Report: Actions

Month of March 2026

303 East B Street, Ontario, California 91764 Phone: 909.395.2036

HISTORIC PRESERVATION SUBCOMMITTEE MEETING
March 11, 2026

ENVIRONMENTAL ASSESSMENT AND CERTIFICATE OF APPROPRIATENESS REVIEW FOR FILE NO. PHP25-023: A hearing to consider a Certificate of Appropriateness to facilitate the construction of a 567 square foot, single-story addition to an existing 26-foot 9-inch tall, 2-story, 1,136 square-foot detached accessory residential structure to accommodate a recreation room on 0.2-acre of land located at 734 East F Street, an Eligible historic resource, within the MDR-11 (Medium Density Residential (11.1 to 18.0 DU/Acre) zoning district. (APN: 1048-412-08); **submitted by Gilbert Caughman.**
Action: The Historic Preservation Subcommittee adopted a Decision to approve the Certificate of Appropriateness, File No. PHP25-023, subject to conditions.

DEVELOPMENT ADVISORY BOARD MEETING
March 16, 2026

Meeting Cancelled

ZONING ADMINISTRATOR MEETING
March 16, 2026

ENVIRONMENTAL ASSESSMENT AND CONDITIONAL USE PERMIT REVIEW FOR FILE NO. PCUP24-017: A public hearing to consider a Conditional Use Permit to establish a jet fuel storage facility and construct a 115-foot diameter ground storage tank on 4.6 acres of land located at 1321 East Airport Drive, within the IG (General Industrial) zoning district. (APN: 113-211-35) **submitted by Kinder Morgan SFPP, L.P. This item was continued from the February 18, 2026 meeting.**
Action: The Zoning Administrator continued this item to the April 20, 2026 meeting.

ENVIRONMENTAL ASSESSMENT AND CONDITIONAL USE PERMIT REVIEW FOR FILE NO. PCUP21-012: A public hearing to consider a Conditional Use Permit to establish alcoholic beverage sales, including a Type 21 ABC License (off-sale general) in conjunction with an existing 16,000 square foot grocery store on 33.9 acres of land located at 4258 East Ontario Ranch Road, within Planning Area 8A (Regional Commercial) of the Rich Haven Specific Plan. (APN: 218-211-37) **submitted by Grocery Outlet, Inc.**
Action: The Zoning Administrator adopted a Decision approving Conditional Use Permit, File No. PCUP21-012, subject to conditions.

ENVIRONMENTAL ASSESSMENT AND CONDITIONAL USE PERMIT REVIEW FOR FILE NO. PCUP25-020: A public hearing to consider a Conditional Use Permit to facilitate the construction of a 567 square foot, single-story addition to an existing 26-foot 9-inch tall, 2-story, 1,136 square foot detached accessory residential structure to accommodate a recreation room on .2-acre of land located at 734 East F Street, an Eligible historic resource, within the MDR-11 (Medium Density Residential-11.1 to 18.0 DU/Acre) zoning district. (APN: 1048-412-08) **submitted by Gilbert Caughman.**
Action: The Zoning Administrator adopted a Decision approving Conditional Use Permit, File No. PCUP25-020, subject to conditions.

CITY COUNCIL/HOUSING AUTHORITY MEETING
March 17, 2026

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT REVIEW FOR FILE NO. PDA21-009: A public hearing to consider a Development Agreement between the City of Ontario and West Haven 27, LLC to establish the terms and conditions associated with Tentative Tract Map 20696 (File No. PMTT24-003), located at the southwest corner of Riverside Drive and Haven Avenue, within Planning Area 1 of the West Haven Specific Plan. (APN: 0218-151-48) **submitted by West Haven 27, LLC. The Planning Commission recommended approval of this item on February 24, 2026, with a 7-0 vote.**
Action: The City Council introduced and waived further reading of an Ordinance approving the Development Agreement, File No. PDA21-009.

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT REVIEW FOR FILE NO. PDA25-005: A public hearing to consider a Development Agreement between Legacy Land Partners LLC and Richland Ontario Developers LLC to establish the terms and conditions associated with Tentative Parcel Map No. 20792 (File No. PMTT24-001), located on the southwest corner of Ontario Ranch Road and Mill Creek Avenue within Planning Area 5B (Regional Commercial and Open Space – Non Recreation) of the Rich Haven Specific Plan. (APN: 0218-211-43) **submitted by Richland Ontario Developers, LLC. The Planning Commission recommended approval of this item on February 24, 2026, with a 7-0 vote.**
Action: The City Council introduced and waived further reading of an Ordinance approving the Development Agreement, File No. PDA25-005.

ENVIRONMENTAL ASSESSMENT AND SPECIFIC PLAN REVIEW FOR FILE NO. PSP24-002: A public hearing to consider certification of the Focused Environmental Impact Report (SCH# 2025060731), including the adoption of a Mitigation Monitoring and Reporting Program and a Statement of Overriding Considerations, in conjunction with a Specific Plan (File No. PSP24-002 – CenterPark Specific Plan) to establish the land use districts, development standards, guidelines, infrastructure improvements, etc., for the potential development of up to 4,293 residential dwelling units, 115,809 square feet of retail land uses, 135,110 square feet of office uses, and 68 acres of open space parkland/non-recreational uses on approximately 258 acres of land generally bound by the Southern California Edison (SCE) easement roughly 500 feet north of Ontario Ranch Road, Walker Avenue to the east, Campus Avenue to the West, and southern boundary roughly 1,300 feet north

of Eucalyptus Avenue within the proposed MDR (Medium Density Residential) and MU (Mixed Use) districts of the proposed CenterPark Specific Plan. (APNs: 1053-301-01, -02; 1053-311-01, -02; 1053-321-01, -02, -03; 1053-331-01, -02, -03, -04; 1053-341-01, -02; 1053-351-01, -02; 1053-361-01, -02, -03; 1053-371-01, -02; 0216-311-01, -02, -09; 0216-321-03, -08; 0216-322-03, -04, -10) **submitted by RCCD, Inc. The Planning Commission recommended approval of this item on February 24, 2026, with a 7-0 vote.**

Action: The City Council introduced and waived further reading of an Ordinance approving the CenterPark Specific Plan, File No. PSP24-002.

PLANNING/HISTORIC PRESERVATION COMMISSION MEETING
March 24, 2026

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV25-007: A public hearing to consider a Development Plan to construct a 226 room hotel totaling 183,609 square feet (including a 158,272 square foot hotel and 25,337 square feet of commercial uses) on 3.41 acres of land located south of Riverside Drive and east of Hellman Avenue within the CCS (Convention Center Services Commercial) zoning district. Staff has prepared an Addendum to the Ontario Regional Sports Complex Environmental Impact Report (State Clearinghouse No. 2023110328, certified by the City Council on July 16, 2024). The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan; (APN: 218-111-67, 218-111-68, and 218-111-69) **submitted by Ontario Ranch Hotel, LLC.**

Action: The Planning Commission continued the Development Plan, File No. PDEV25-007 to the April 28, 2026, Planning Commission meeting.

CITY OF ONTARIO PLANNING DEPARTMENT

MONTHLY ACTIVITY REPORT: NEW APPLICATIONS

Month of March 2026

303 East B Street, Ontario, California 91764 Phone: 909.395.2036

PDET26-002: **Submitted by SC Ontario Development Co, LLC**

A Determination of Use application to establish whether a drive-thru facility is similar and of no greater intensity than the allowable uses within the Planning 21 of Parkside Specific Plan. (APN: 0218-231-11). Related File No. PDEV26-011. **Zoning Administrator action is required.**

PDEV26-011: **Submitted by SC Ontario Development Co, LLC**

A Development Plan to construct 2 commercial buildings totaling 12,700 square feet on 1.7 acres of land located at the southwest corner of Archibald Avenue and Ontario Ranch Road within Planning Area 21 of the Parkside Specific Plan. (APN: 0218-231-11). Related File No: PDET26-001. **Development Advisory Board action is required.**

PHP-26-004: **Submitted by Omar Morales**

A Waiver to install a 3 FT rod iron fence in the front yard of an 'eligible' historic resource located at 526 East G Street. **Staff action is required.**

PHP-26-006: **Submitted by City of Ontario**

Twenty-sixth Annual Model Colony Awards. **Historic Preservation Commission action is required.**

PSGN26-028: **Submitted by Craigo Investments DBA Fastsigns**

A Sign Plan for 'PEPSICO' to install two wall signs on the building located at 3560 East Airport Drive. **Staff action is required.**

PSGN26-029: **Submitted by Swain Sign Inc**

A Sign Plan for 'HERITAGE LANDSCAPE SUPPLY' to install 1 wall mounted sign at the property located at 1856 South Baker Avenue. **Staff action is required.**

PSGN26-030: **Submitted by PETE HATCHER**

A Sign Plan for 'EXTRA MILE' to replace existing wall sign and monument sign panel on the property located at 1065 West Holt Boulevard. **Staff action is required.**

PSGN26-031: **Submitted by Stater Bros. Markets**

A Temporary Sign Plan for 'STATER BROS MARKETS' to install a temporary "Grand Re-Opening" banner on the building located at 646 West Holt Boulevard from Wednesday, April 8, 2026, to Tuesday, June 30, 2026. This request exhausts the allotted 90-day time frame for the 2026 calendar year. **Staff action is required.**

PSGN26-033: **Submitted by Thanh Do**

A Sign Plan for 'FURNITURE ICONS' to install one wall mounted sign on the building located at 735 North Milliken Avenue Suite D. **Staff action is required.**

PSGN26-035: **Submitted by Avatar Sign**

A Sign Plan for 'MR.MEATS' to install 2 illuminated wall mounted signs at the building located at 710 North Archibald Avenue. **Staff action is required.**

PSGN26-036: **Submitted by REGENCY HR, INC DBA CORE STAFFING SOLUTIONS**

A Sign Plan for 'CORE STAFFING SOLUTIONS' to place 3 illuminated wall mounted signs at the building located at 5030 East Fourth Street Unit D. **Staff action is required.**

PSGN26-037: **Submitted by Swain Sign Inc**

A Temporary Sign Permit for 'DD'S DISCOUNT' to place one wall mounted banner at the building located at 1841 East Fourth St from March 16, 2026 through April 16, 2026. **Staff action is required.**

PSGN26-040: **Submitted by Promotion Plus Sign Company Inc.**

A Sign Plan for '76 GAS STATION' to reface an existing monument sign for the building located at 1305 North Mountain Avenue. **Staff action is required.**

PSGN26-041: **Submitted by Gilbert Lin**

A Temporary Sign for 'TRUE JESUS CHURCH' to install one wall mounted banner at the existing building located at 1429 North Euclid Avenue from 4/01/26 - 4/05/26. **Staff action is required.**

PSGN26-043: **Submitted by Joamie Diep**

A Sign Plan for 'PHO 5 SPICE' to install a temporary banner on the building located at 4210 Inland Empire Boulevard from March 17 - April 17, 2026. **Staff action is required.**

PSGN26-044: **Submitted by Thanh Do**

A Temporary Sign Permit for 'FURNITURE ICON' to place one wall mounted banner at the building located at 735North Milliken Avenue Unit D. **Staff action is required.**

PSGN26-045: **Submitted by Elite Sign Services Inc.**

A Temporary Sign Permit for 'BANK OF AMERICA' to install one wall mounted banner on the building located at 2525 South Archibald Avenue from March 27 - April 26, 2026. **Staff action is required.**

PSGN26-047: **Submitted by Starfish Signs & Graphics**

A Sign Plan for 'APEX SERVICE PARTNERS' to install one sign on the building and reface one monument sign at the property located at 2311 East Locust Street. **Staff action is required.**

PSGN26-048: **Submitted by LIFE SIGN SUPPLY**

A Sign Plan for 'MEEKOO GROUP' to place one illuminated wall mounted sign at the building located at 1495 East Locust Street. **Staff action is required.**

PSGN26-049: **Submitted by SIGN BROS**

A Sign Plan for 'ORENDA INK' to place one illuminated wall mounted sign at the building located at 2665 East Riverside Drive Suite F. **Staff action is required.**

PSGN26-050: **Submitted by Mall Signs & Service**

A sign plan for 'CVS PHARMACY' to install one wall mounted sign and reface 2 freestanding sign panels for the property located at 2456 South Grove Avenue. **Staff action is required.**

PSGN26-051: **Submitted by Irene Lopez**

A Sign Plan for 'ARIAS' to install one illuminated wall mounted sign at the building located at 112 West B Street. **Staff action is required.**

PSGN26-052: **Submitted by Kaled Serdio**

A Sign Plan for 'CARDENAS MARKETS' to install one monument sign at the building located at 720 East Holt Blvd. **Staff action is required.**

PSGP26-003: **Submitted by Ontario Towne Center**

An Amendment to the Ontario Town Center Sign Program (PSGP10-007) to allow for the construction of one additional monument sign. **Staff action is required.**

CITY OF ONTARIO PLANNING DEPARTMENT

MONTHLY ACTIVITY REPORT: NEW APPLICATIONS

Month of March 2026

303 East B Street, Ontario, California 91764 Phone: 909.395.2036

PSTRP26-005: **Submitted by Tasmima Akhand**

A Short-Term Rental Permit submitted by Tasmima Akhand to operate a hosted short term rental for a maximum of 4 guests on property located at 3906 East Coronado Privado. **Staff action is required.**

PTUP26-016: **Submitted by Ontario Museum of History & Art**

A Special Event Permit for 'ONTARIO MUSEUM OF HISTORY & ART' to host a private VIP exhibition reception event on Wednesday, April 8, 2026, from 5pm - 7pm on city owned property located at 225 South Euclid Avenue. **Staff action is required.**

PTUP26-018: **Submitted by Maria Alonso**

A Special Event Permit application for 'HUERTA DEL VALLE' to host an outdoor festivities event in celebration of their 13-year anniversary on April 11, 2026. **Staff action is required.**

PTUP26-019: **Submitted by Emily Paredez**

A Temporary Use Permit for the 'ONTARIO AIRPORT AUTHORITY' to host a soccer watch party event in partnership with Los Angeles Football Club on March 21, 2026 located at 2180 East Avion Way. **Staff action is required.**

PTUP26-020: **Submitted by Faith Guard Coffee**

A Special Event Permit for Juanita's Mexican Food to have an outdoor retail sale on April 4th and April 11th, 2026. **Staff action is required.**

PTUP26-021: **Submitted by Karen May**

A Temporary Use Permit from 'SEIU LOCAL 1000' to host the No Kings Parade on the median on Euclid Avenue from D Street to Holt Blvd on March 28, 2026 from 11 am to 5 pm. **Staff action is required.**

PTUP26-022: **Submitted by Angelina Machkalyan**

A Special Event Permit for 'UNICARE COMMUNITY HEALTH CENTER' to host a Easter themed egg hunt on April 1st , 2026 on the parking lot across the street of the facility located at 201 West B Street. **Staff action is required.**

PTUP26-023: **Submitted by LMT Enterprises, Inc. dba Tyner Paving Company**

A Temporary Use Permit for 'KIENIE 7979' to construct a temporary parking lot on the southeast corner of Inland Empire Blvd and QVC Way. **Staff action is required.**

PTUP26-024: **Submitted by City of Ontario Community Improvement**

A Special Event Permit for 'CITY OF ONTARIO COMMUNITY IMPROVEMENT' to host a Community Clean Up and E-Waste event on city property located at 2500 South Archibald Avenue on Saturday, April 25, 2026 from 9am - 1pm. **Staff action is required.**

PTUP26-025: **Submitted by City of Ontario Community Improvement**

A Special Event Permit for 'CITY OF ONTARIO COMMUNITY IMPROVEMENT' to host a Community Shred-It event on city property located at 2500 South Archibald Avenue on Saturday, April 18, 2026, from 9am - 1pm. **Staff action is required.**

PTUP26-026: **Submitted by International Culture Exchange Group**

A Special Event Application for 'IMAGINARIUM' to host a LED light show event from April 17th, 2026 through September 27, 2026 located at 1 East Mills Circle. **Staff action is required.**

MONTHLY ACTIVITY REPORT: NEW APPLICATIONS

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PTUP26-027: **Submitted by RCCD Inc.**

A Temporary Use Permit for 'LMF DEVELOPMENT/RCCD INC.' to establish a temporary truck and trailer parking facility on property located at 7224 East Edison Avenue within Planning Areas PA6 and PA8 of the Euclid Mixed Use Specific Plan. (APN: 1053-201-01). **Staff action is required.**

PWIL26-005: **Submitted by Janine Padia**

A Williamson Act Land Conservation Contract (#68-089) nonrenewal on 17.54 acres of land generally located East of Grove Avenue, North of Eucalyptus Avenue, and South of Edison Avenue. (APN: 0216-321-01, 0216-321-07). **City Council Action is required.**

PWIL26-006: **Submitted by Janine Padia**

A Williamson Act Land Conservation Contract (#68-089) cancellation on 17.54 acres of land generally located East of Grove Avenue, North of Eucalyptus Avenue, and South of Edison Avenue. (APN: 0216-321-01, 0216-321-07. **City Council Action is required.**